COMMUNITY DEVELOPMENT DIRECTOR
STAFF REPORT

TO: Maureen Tamuri, Interim Community Development Director

FROM: Jay Dobrowalski, Planning Supervisor
Joe Pearson, II, Planning and Environmental Services Manager

DATE: July 24, 2023

SUBJECT: **Project Name: 101 Logistics Center**; Planning and Zoning Permit Nos.: 21-200-08 (Development Design Review Permit) and 23-310-02 (Lot Line Adjustment); Property Located at 3200 Sakioka Drive (APNs: 216-0-250-015, -025, -035, -045, -055, -065, -075, -085, -095) on Lots 22-30 of Tract 5996-1 in the Sakioka Specific Plan Area.

1) **Recommendation:** That the Community Development Director ("**Director**"):
   - **a)** Find the Project is not subject to additional environmental review pursuant to the provisions of the California Environmental Quality Act (CEQA-Public Resources Code, Section 21083 et. seq.) Guidelines Section 15168(c)(4)-(5) and (e), and as demonstrated by the substantial evidence contained in the Consistency Evaluation, and the associated administrative record, prepared for this project; and
   - **b)** Adopt Resolution 21-200-08 (Development Design Review Permit) and 23-310-02 (Lot Line Adjustment), subject to certain findings and conditions.

2) **Project Description and Applicant:** A request to construct four warehouse buildings on four separate lots, totaling approximately 749,671 square-feet (each building includes both warehouse and office uses) for light industrial uses as specified in the 2012 Sakioka Farms Business Park Specific Plan (SFBPSP) located in Planning Area 3 of the SFBPSP (Attachment A). The proposed four buildings are designed as follows:

   Building 1 is a 158,306 square-foot warehouse with 35 dock doors located on the east side of the building. The rectangular building has a north-to-south orientation. The building includes approximately 144,306 square-feet for warehouse uses and approximately 14,000 square-feet for ancillary office uses. The office area of the warehouse is located at the southwest corner of the building (the office space consists of 7,000 square feet on the ground floor level and 7,000 square feet in the mezzanine). The building dimensions are approximately 715 feet (north to south) and approximately 200 feet (east to west). The proposed building would be a poured-in-place concrete tilt-up structure with a maximum height of 40 feet and 6 inches to the top of the parapet.

   Building 2 is a 311,215 square-foot warehouse with 32 dock doors located on the east side of

the building and 32 dock doors located on the west side of the building (for a total of 64 dock doors). Building 2 is located to the east of Building 1 and has a north-to-south orientation. The building includes approximately 297,215 square feet for warehouse uses and approximately 14,000 square feet for ancillary office uses. The office area of the warehouse is located in the southwest and southeast corners of the building (the office space consists of 7,000 square feet on the ground floor level and 7,000 square feet in the mezzanine level). The building dimensions are approximately 664 feet (north to south) and approximately 440 feet (east to west). The proposed building would be a poured-in-place concrete tilt-up structure with a maximum height of 46 feet, 9 inches to the top of the parapet.

Building 3 is a 168,392 square-foot warehouse with 20 dock doors located on the south side of the building. East of Building 2 is located to the east of Building 2, and north of Building 4, and has an east-to-west orientation. The building includes approximately 156,482 square feet for warehouse uses and approximately 11,910 square feet for ancillary office uses. The office areas of the warehouse are located in the northeast and northwest corners of the building (the office space consists of 5,955 square feet on the ground floor level and 5,955 square feet in the mezzanine level). The building dimensions are approximately 520 feet (east to west) and approximately 300 feet (north to south). The proposed building would be a poured-in-place concrete tilt-up structure with a maximum height of 46 feet, 6 inches to the top of the parapet.

Building 4 is a 111,758 square-foot warehouse with 18 dock doors located on the north side of the building. Building 4 is located to the east of Building 2 and south of Building 3, and has an east-to-west orientation. The building includes approximately 99,848 square feet for warehouse uses and approximately 11,910 square feet for ancillary office uses. The office areas of the warehouse are located in the southeast and southwest corners of the building (the office space consists of 5,955 square feet on the ground floor level and 5,955 square feet in the mezzanine level). The building dimensions are approximately 519 feet (east to west) and approximately 180 feet (north to south). The proposed building would be a poured-in-place concrete tilt-up structure with a maximum height of 41 feet, 6 inches to the top of the parapet.

Additionally, the project includes appurtenant structures (i.e., trash enclosures at the northeast and southeast corners of Building 1, the southwest and southeast corners of Building 2, the southeast of Building 3, and the northeast of Building 4, a total of 923 vehicle parking spaces (which includes 30 ADA-accessible spaces), 137 truck trailer loading docks, 50 bicycle spaces, and associated landscaping and infrastructure improvements. Additionally, the project includes funding to be used for the construction of a fire station within the SFBPSP area (Attachment G).

Per the Oxnard City Code (Section 15-11), the project requires a Lot Line Adjustment to adjust the following two lot lines for vehicle access: 1) the lot line between the Building 1 lot and the Building 2 lot; and 2) the lot line between the Building 2 lot and the Building 4 lot.

The project is located generally in the center of the SFBPSP area, south of US 101, east of

Gravity Circle, north of Sakioka Drive, and west of Synergy Circle.

For the purposes of this staff report, the foregoing project description shall be referred to as the "Project." Filed by Nick Kreuter, Stream Realty, 3161 Michelson Drive, Suite 100, Irvine, California 92162.

Please see the reduced Project plans (Attachment B) for more details.

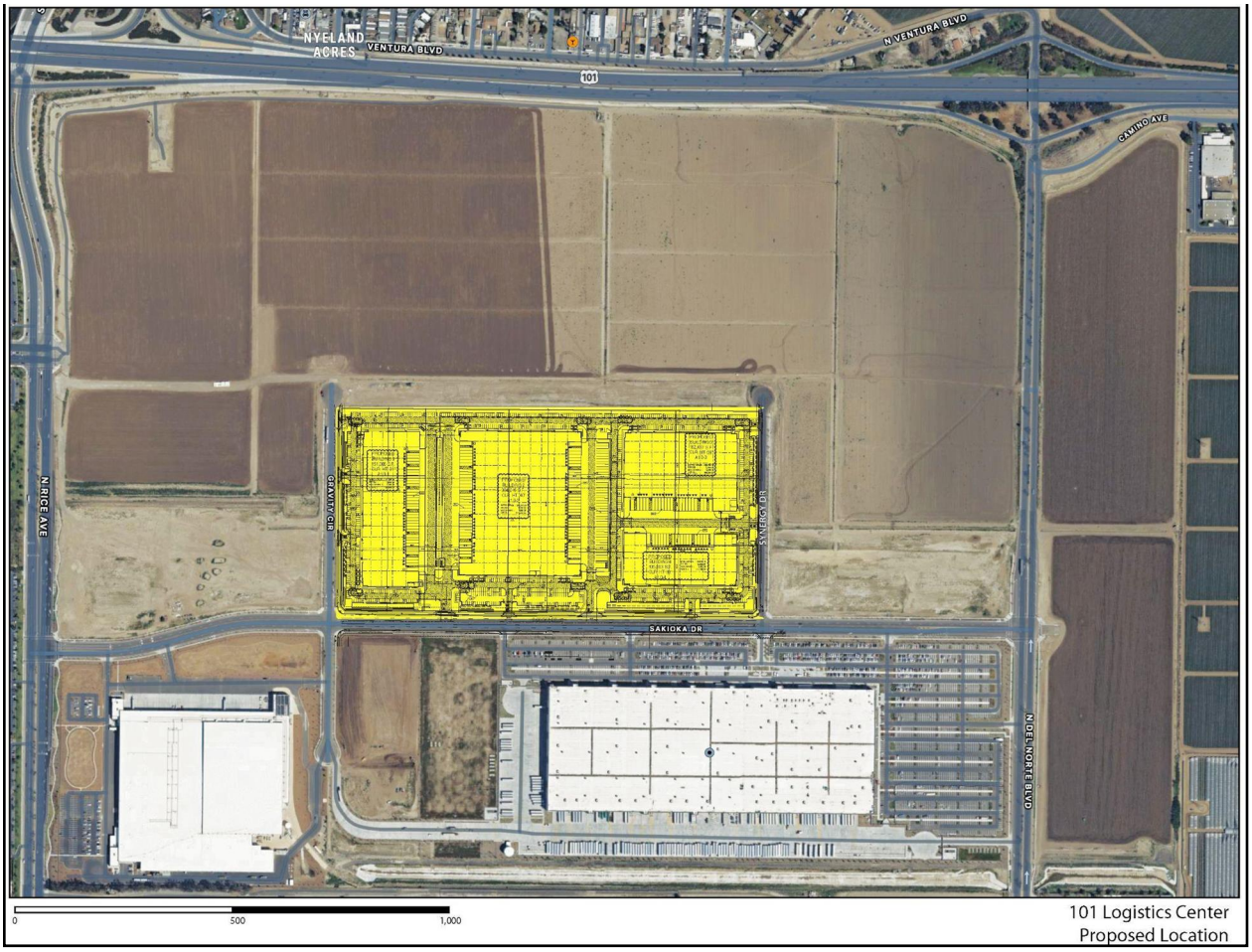
3) **Existing & Surrounding Land Uses:** The Project site is currently vacant (it was previously used as agricultural land) and is located within the SFBPSP area. The following table summarizes the land uses and zoning designation of the Project site and adjacent properties:

Table 1:
Project Site and Surrounding Land Uses

Location	General Plan	Zoning	Existing Land Use
Project Site	SFBPSP: Light Industrial, Business/Research, Commercial, Office, Public Facility (Fire Station), Transitional Agriculture	SFBPSP: Light Industrial, Business/Research, Commercial, Office, Public Facility (Fire Station), Transitional Agriculture	Vacant (Previously Agricultural)
North	SFBPSP: Light Industrial, Business/Research, Commercial, Office, Public Facility (Fire Station), Transitional Agriculture	SFBPSP: Light Industrial, Business/Research, Commercial, Office, Public Facility (Fire Station), Transitional Agriculture	Vacant (Previously Agricultural)
South	SFBPSP: Light Industrial, Business/Research, Commercial, Office, Public Facility (Fire Station), Transitional Agriculture	SFBPSP: Light Industrial, Business/Research, Commercial, Office, Public Facility (Fire Station), Transitional Agriculture	Sakioka Drive, cold storage warehouse (Arctic Cold Storage), vacant lot, warehouse (Amazon)

West	SFBPSP: Light Industrial, Business/Research, Commercial, Office, Public Facility (Fire Station), Transitional Agriculture	SFBPSP: Light Industrial, Business/Research, Commercial, Office, Public Facility (Fire Station), Transitional Agriculture	Vacant (Previously Agricultural)
East	SFBPSP: Light Industrial, Business/Research, Commercial, Office, Public Facility (Fire Station), Transitional Agriculture	SFBPSP: Light Industrial, Business/Research, Commercial, Office, Public Facility (Fire Station), Transitional Agriculture	Vacant (Previously Agricultural)

The following image shows the project site (in yellow) located in the geographic center of the SFBPSP area:



4) Background Information: The proposed development is within The SFBPSP area, which was approved in 2012. Pursuant to Section 4.1 of the SFBPSP, Planning Area 3 allows Light Industrial, Business/Research, Commercial, Office, Public Facility (Fire Station), and Transitional Agriculture uses. The project site has equivalent zoning designations of Light Industrial (M-1), Business/Research (BRP), Commercial (C-2), and Office (C-O and BRP).

In June 2020, the City Council approved the Tentative Tract Map (PZ No. 20-300-01), Road Naming (PZ No. 20-650-01) and Development Agreement (PZ No. 20-670-01) for the entire SFBPSP area, to subdivide the 430 acre area into 129 individual lots, and provide infrastructure and public right-of-way including five new streets, and created a Community Financing District.

The Project site is comprised of 4 lots that were created via the subdivision approval for Tract 5996-1 and the Oxnard City Council adoption of Resolution No. 15,182, and subsequent Lot Mergers Nos. 21-310-04, 21-310-05, and 21-310-06. This Project requires that two of the lot lines be adjusted to allow for reciprocal access. The Project is conditioned such that no building

permit for the Project shall be issued prior to the recordation of the Lot Line Adjustment (PZ 23-310-02), and copies of the recorded document have been filed with the Planning Division. The Lot Merger will be officially recorded following the review and approval of the Director. This Project requires that the 4 lots provide reciprocal access, parking, drainage, and maintenance. The Project is conditioned such that the developer records an agreement or Declaration of Covenants, Conditions, and Restrictions (CC&Rs).

5) **Environmental Evaluation:** The proposed development is located on a 41-acre site within the SFBPSP. This project is the third development within the SFBPSP area. Until additional projects are approved, the Project site will be adjacent to vacant land that will be improved with infrastructure and public rights-of-way in anticipation of similar uses to the west, north, and east of the site. The proposed project is located north of, and on the other side of Sakioka Drive from, another warehouse (Amazon) that was recently developed.

   The project is within the SFBPSP area for which the City of Oxnard prepared an Environmental Impact Report (EIR No.2002071070), an Adaptive Management Mitigation Monitoring and Reporting Program, and a Statement of Overriding Consideration for the SFBPSP pursuant to the California Environmental Quality Act (CEQA). The SFBPSP EIR was adopted on June 12, 2012, and the Notice of Determination for the EIR was filed with the State on June 18, 2012. The SFBPSP EIR concludes that the SFBPSP would have significant and unavoidable cumulative impacts related to Agricultural Resources, Greenhouse Gas (GHG) emissions, and roadway Noise (City of Oxnard 2011b). The SFBPSP EIR also concludes that the SFBPSP would have less than significant impacts after mitigation with respect to Air Quality, Biological Resources, Hazards and Hazardous Materials, Population and Housing, Public Services, and Transportation, and a less than significant impact with respect to the remaining resources. As the SFBPSP intended development to proceed in phases over several decades, the SFBPSP EIR allows for adaptive mitigation measures, providing the lead agency the ability to modify mitigation measures to address current conditions at the time that development phases are evaluated and approved. Adaptive mitigation measures must achieve either the same or a better final level of impact as was determined in the SFBPSP EIR.

   The Adaptive Management Mitigation Monitoring and Reporting Program was updated in 2020 as part of the City Council's approval of a Development Agreement (Ordinance No. 2983; PZ 20-670-01) on June 30, 2020.

   The City has discretionary approval over the Development Design Review (DDR) Permit, and therefore, the project is subject to CEQA regulations. As the general concept and scope of the proposed project was envisioned in the adopted SFBPSP and studied in the 2012 SFBPSP EIR, the City is able to determine, per CEQA Guidelines §15168(c)(2), that the project is consistent with the previous analysis and findings of the original 2012 SFBPSP EIR and the adaptive replacement mitigation measures as adopted by the City Council in June 2020. To ensure validity of the 2012 findings in relation to current conditions, the City has prepared an Environmental Consistency Evaluation pursuant to CEQA Guidelines §15162(a), which evaluates if the 2012 SFBPSP EIR addressed the potential environmental effects of the project

adequately for current conditions, or whether supplemental or subsequent environmental documentation or technical studies are needed. This Consistency Evaluation includes the 2012 FEIR mitigation measures and 2020 adaptive replacement mitigation measures that are applicable and would be implemented by the proposed project (101 Logistics Center).

The project site is located on land that contains three agricultural drainage ditches, and the proposed project involves the grading and filling of two of these two ditches. Per the California Department of Fish and Wildlife, the project has the potential to create substantial adverse impacts to biological resources that include amphibians, reptiles, birds, and mammals. The project would permanently impact 1.37 acres of streambed. To mitigate potential impacts to biological resources, the developer has obtained a Streambed Alteration Agreement which requires avoidance and minimization measures, and compensatory mitigation measures that require the purchase of 4.80 acres of mitigation credits from a mitigation bank (Attachment C). Upon the completion of the Streambed Alteration Agreement, the project potential impacts to biological resources will be lowered to a less than significant level.

Pursuant to the provisions of the California Environmental Quality Act (CEQA-Public Resources Code, Section 21083 et. seq.) Guidelines Section 15168(c)(4)-(5) and (e), a Consistency Evaluation was prepared for this project. The Consistency Evaluation (Attachment C) finds that the scope, land use, size and design of this project are consistent with the uses analyzed in the approved 2012 SFBPSP EIR and 2020 replacement mitigation measures. The whole of the SFBPSP EIR anticipates the type of use proposed, and adequately describes the type of project for purposes of CEQA. As demonstrated by the analysis, substantial evidence contained in the Consistency Evaluation, and the associated administrative record prepared for this project, the project activities are covered by the analysis and mitigations approved by the previously certified EIR, and will not result in any additional impacts or significant effects.

Therefore, staff recommends the Director accept the CEQA consistency finding determining that this project is consistent with the analysis and mitigations approved for the SFBPSP Area and no further environmental documentation is required.

6) Analysis:

a) *General Discussion:* The applicant proposes the construction of four warehouse buildings on four separate lots, totaling 749,671 square-feet (each building includes both warehouse and office uses) for light industrial uses with associated parking areas and related site improvements.

- *DDR Permit*- In accordance with the SFBPSP, construction of the Project is subject to approval of a Development Design Review (DDR) Permit by the Community Development Director. Attachment F, Resolution No. 21-200-08 provides the findings and conditions related to the DDR, including approximately 202

conditions which address requirements for the concurrent infrastructure construction approved with the underlying subdivision, mitigations required by the 2012 SFBPSP EIR and 2020 adaptive replacement mitigation measures, and construction conditions. Conditions were informed by the Development Advisory Committee review of the proposed project and subsequent ongoing discussions with City Staff and consultants to ensure a compatible design appropriate for the use, and set an appropriate precedent for the ensuing projects in the subdivision.

- *Lot Line Adjustment*- The applicant proposes adjustments to two of the lot lines that will affect three of the four lots. The project is subject to a condition of approval to require the recordation of the required Lot Line Adjustments prior to issuance of site improvement permits.

- *Sustainable Construction*- In keeping with the City's sustainability policies, the project will be constructed per the California Green Building Standards Code, Title 24 of the California Code of Regulations, and the project includes all four structures capable of supporting the future installation of solar panels. The proposed development provides multi-modal access opportunities with bicycle parking, required Transit Demand Management program, including project conditions that ensure public transit improvements to encourage increased ridership.

b) *General Plan Consistency:* The City's 2030 General Plan land use designation for the subject site is Industrial Light Manufacturing (ILT) which allows for light manufacturing, industrial, research and office park and other similar uses. The proposed Project is consistent with the 2030 General Plan and the property's land use designation (Attachment D).

c) *Conformance with Sakioka Farms Business Park Specific Plan Standards:* The SFBPSP design guidelines govern the design of the Project. The Project complies with the development requirements, as outlined in the table in Attachment E. The Applicant worked closely with the Development Advisory Committee (which includes a third-party architect and landscape architect) to ensure building location, massing, height and character are compatible with the SFBPSP's vision and the anticipated development in the vicinity. Staff has determined that the Project is consistent with the design intent, product type specifications, landscaping, circulation and design standards of the SFBPSP.

d) *Site Design, Circulation and Parking:* The Project site is located between Del Norte Boulevard and Rice Avenue, south of the 101 Freeway. The circulation system that serves the site includes the freeway, arterial and collector streets. The project site will have access from two arterial roadways: Gonzales Road (which will be constructed in the future) and Sakioka Drive. The intersections of Sakioka Drive at Synergy Circle and Gravity Circle are planned to be signalized. Access to the Project site is provided by nine driveways (three

driveways accessible via Gravity Circle, four driveways accessible via Sakioka Drive, and two driveways accessible via Synergy Circle).

The three driveways accessible from Gravity Circle include the following: the northernmost driveway is located north of Building 1 and provides passenger vehicle and truck access; the middle driveway is located in front of Building 1 and provides passenger vehicle access into the parking area along Gravity Circle; and the southernmost driveway provides passenger vehicle access into the parking area fronting Gravity Circle and Sakioka Drive.

The four driveways accessible from Sakioka Drive include the following: the westernmost driveway is located between Building 1 and Building 2 and provides passenger vehicle and truck access; the second driveway is located in front of Building 2 and provides passenger vehicle access into the parking area along Sakioka Drive; the third driveway is located between Building 2 and Building 4 and provides passenger vehicle and truck access; and the easternmost driveway is located in front of Building 4 and provides passenger vehicle access into the parking area along Sakioka Drive.

The two driveways accessible from Synergy Circle include the following: the northernmost driveway is located north of Building 3 and provides passenger vehicle and truck access; and the southernmost driveway is located between Building 3 and Building 4 and provides passenger vehicle and truck access.

The SFBPSP requires 462 on-site parking spaces for the project, based on the combined requirements for office and warehouse usage. The Specific Plan has graduated parking requirements for warehouse uses of one stall per 1,000 square feet for the first 20,000 square feet, one stall per 2,000 square feet for the next 2,000 square feet, and one stall per 4,000 square feet over 40,000 square feet. Office uses require one stall for every 250 square feet of office space.

The Building 1 lot includes 241 vehicle spaces. Per the SFBPSP, 112 vehicle spaces are required for the warehouse and ancillary office space; 129 extra spaces are also provided. The Building 2 lot includes 300 vehicle spaces. Per the SFBPSP, 150 vehicle spaces are required for the warehouse and ancillary office space; 150 extra spaces are also provided. The Building 3 lot includes 210 vehicle spaces. Per the SFBPSP, 107 vehicle spaces are required for the warehouse and ancillary office space; 103 extra spaces are also provided. The Building 4 lot includes 172 vehicle spaces. Per the SFBPSP, 93 vehicle spaces are required for the warehouse and ancillary office space; 79 extra spaces are also provided.

In total, the SFBPSP requires 462 parking spaces for the combined uses of 697,851 square feet of warehouse use and 51,820 square feet of office use. The Project includes 461 extra vehicle spaces for a total of 923 vehicle parking spaces (the 923 spaces include 30 American with Disabilities Act-accessible spaces) and 137 truck trailer loading docks.

Vehicle and pedestrian circulation is separated to reduce potential conflicts. The following table evaluates the on-site parking requirements:

Table 2:
Project Site Parking

Use	Spaces/ SqFt	SqFt of Use	Required Spaces
Office	1/250	51,820	208
Warehouse	1/1000	First 20,000	20
	1/2000	Second 20,000	10
	1/4000	40,000+	204
Total Required			**462**
Total Provided			**923**
Additional Spaces			137 truck docks

The project also includes short-term and long-term bicycle parking. Per the SFBPSP, the number of required bike parking spaces is 5 percent of the provided vehicle parking spaces. Since the project includes a total of 923 vehicle spaces, a total of 46 bicycle spaces is required. The project includes 50 bicycle parking spaces; 4 extra bicycle spaces are provided.

e) ***Building Design:*** The facility is designed to be consistent with the Specific Plan Design Guidelines, including those for architectural style, entries, and surface finishes. The warehouse portion of the buildings would be constructed with solid sheet metal and solid concrete panel siding, and the office portion of the buildings would be constructed with a stucco and brick exterior with spandrel glass. The design creates an articulated facade with paint color, material variation and fenestration, providing prominent corner elements for offices that elevates the warehouse design to the SFBPSP requirements.

The architectural design for the Project includes concrete tilt-up panels with architectural treatments, such as panel reveals and articulation, to provide visual interest to the building facades. The exterior elevations are white and gray with accent colors of shades of gray and dark yellow. The building office entrances have horizontal panels of windows with a

painted metal canopy. The color palette consists of neutral colors, with exterior finishes in subtle tones of white, gray, and dark yellow.

f) ***Landscaping:*** Per the SFBPSP, a minimum of 10 percent of the Project site must be landscaped. Since the site is 41 acres (178,020 square feet), a minimum of 4.1 acres (298,351 square feet) of landscaping is required. The project includes 6.8 acres (298,351 square feet) of landscaping. The landscape design includes landscaping within the street frontages of Sakioka Drive, Gravity Circle, and Synergy Circle. The project includes enhanced landscape areas at the intersections of Sakioka Drive at Gravity Circle and Synergy Circle and at the driveway entrances consistent with the SFBPSP Landscape Standards. Landscaping is also provided adjacent to the buildings, with the exception of the truck loading and dock door areas. Landscaping in the parking areas include one tree per six standard parking stalls facing Sakioka Drive, Synergy Circle, and Gravity Circle. The remaining parking areas include one tree for every 10 standard parking stalls. The parking areas would be screened from the adjacent roadways with shrubs. Landscaping would include a mix of trees, groundcover, and shrubs as shown on the conceptual landscape plans. All landscaping would comply with City of Oxnard Ordinance No. 2822, Landscape Water Conservation Standards, and applicable water conservation requirements of the State of California.

7) **Development Advisory Committee:** On January 5, 2022, the Project was reviewed by the Development Advisory Committee (DAC). Conditions of approval from the DAC are included in the attached Resolution Nos. 21-200-08 and 23-310-02.

8) **Community Workshop and Public Input:** Since the Project is not located in or adjacent to a General Plan designated neighborhood, the project was not required to be presented to the community during a Community Workshop. Thus, the project was not presented to the community during a Community Workshop.

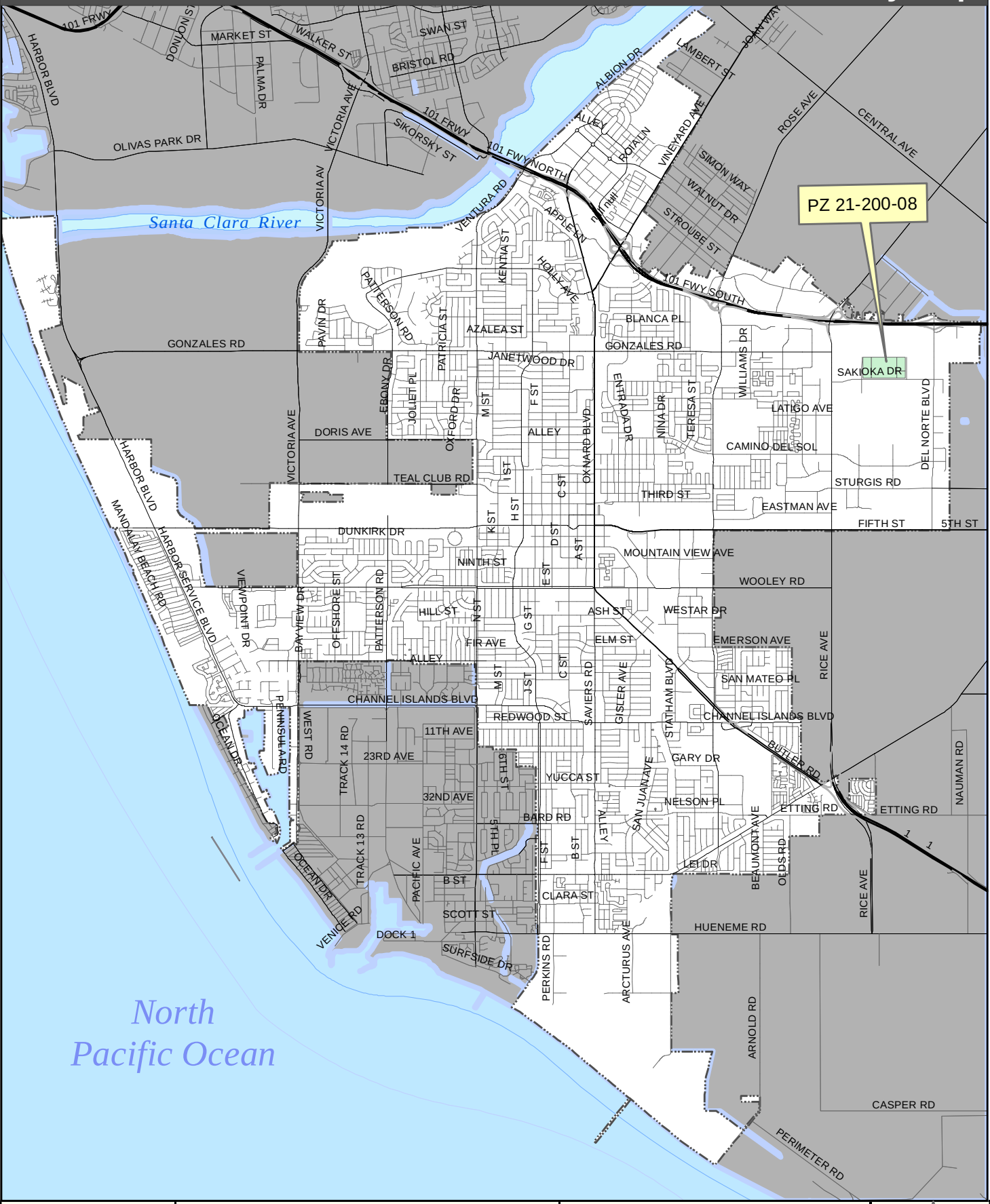
9) **Appeal Procedure:** In accordance with OCC Section 16-525(B) of the City Code, the Director's action on Planning and Zoning Permit No. 21-200-08 (DDR) may be appealed to the Planning Commission within 10 days after the decision date. Appeal forms may be obtained from the Planning Division and must be submitted with the appropriate fees before the end of the appeal period. If an appeal to the Planning Commission is not filed within 10 days of the Community Development Director's decision, then the decision of the Community Development Director shall be final.

Attachments:

A. Maps (Vicinity, General Plan, Zoning, Aerial)
B. Reduced Project Plans
C. CEQA Consistency Checklist
D. General Plan Consistency Table
E. Specific Plan Consistency Chart
F. Resolution No. 21-200-08 & 23-310-02

G. Agreement Affecting Real Property (Operating Memorandum to Development Agreement)

Vicinity Map



CITY OF OXNARD CALIFORNIA

Oxnard Planning

March 27, 2023

PZ 21-200-08
Location: Sakioka
APN: 216025010, 216025011, 216025013, 216025014
101 Logistics Center

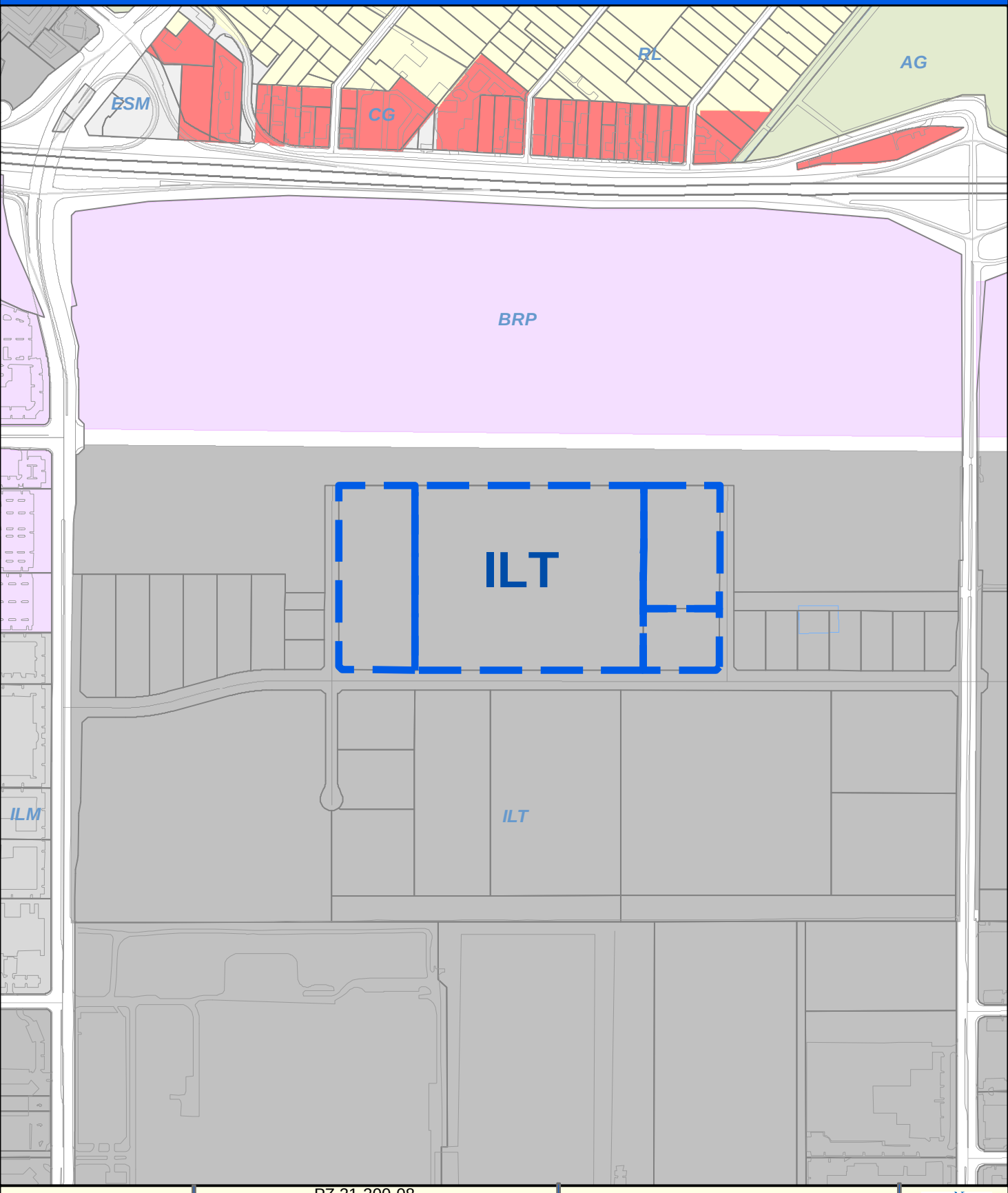
Vicinity Map

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2030 General Plan Land Use Map



CITY OF OXNARD CALIFORNIA

Oxnard Planning

March 27, 2023

PZ 21-200-08
Location: Sakioka
APN: 216025010, 216025011, 216025013, 216025014
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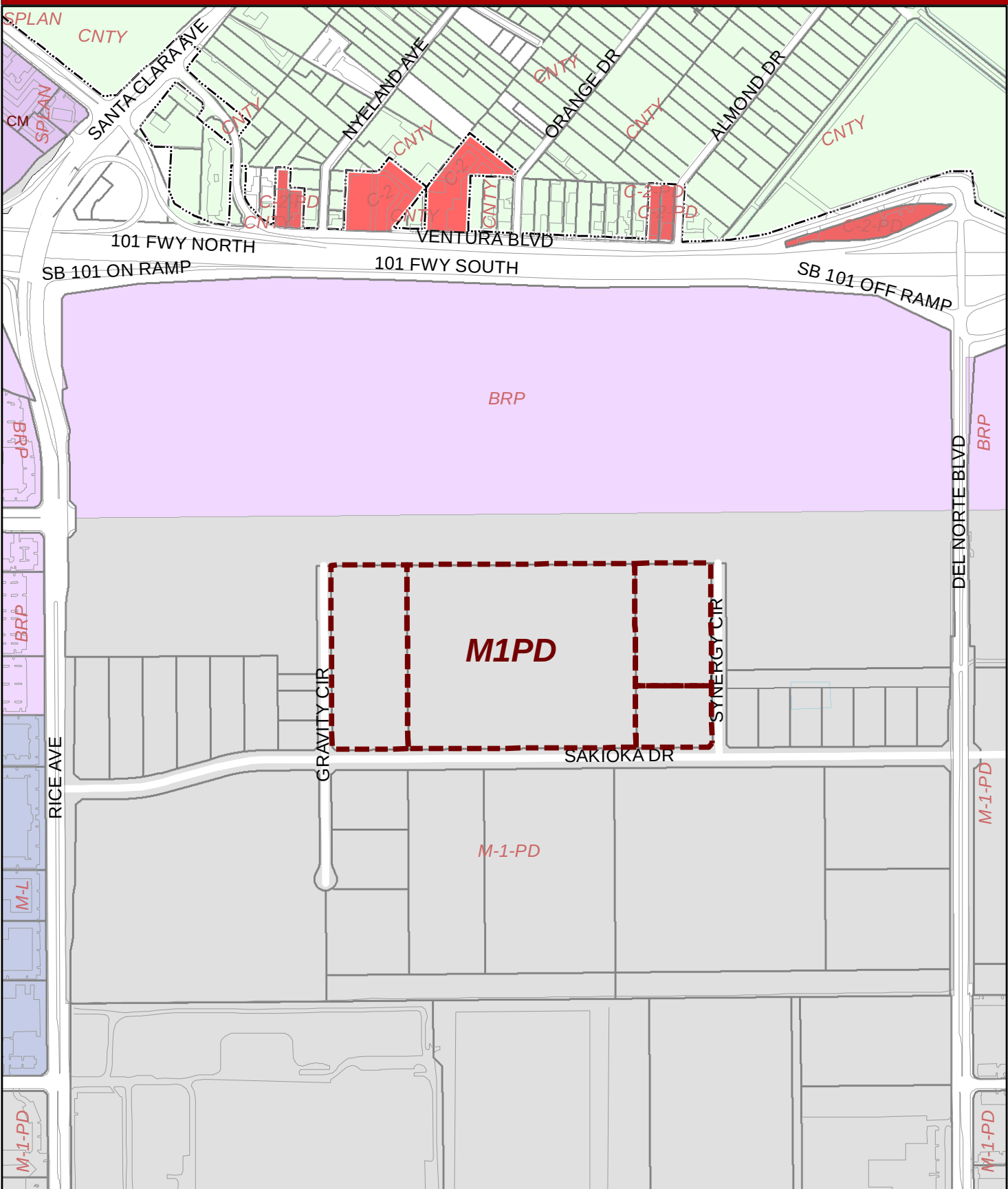
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2030 General Plan Land Use Map

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Zoning/Specific Plan Map



CITY OF OXNARD CALIFORNIA

Oxnard Planning

March 27, 2023

PZ 21-200-08
Location: Sakioka
APN: 216025010, 216025011, 216025013, 216025014
101 Logistics Center

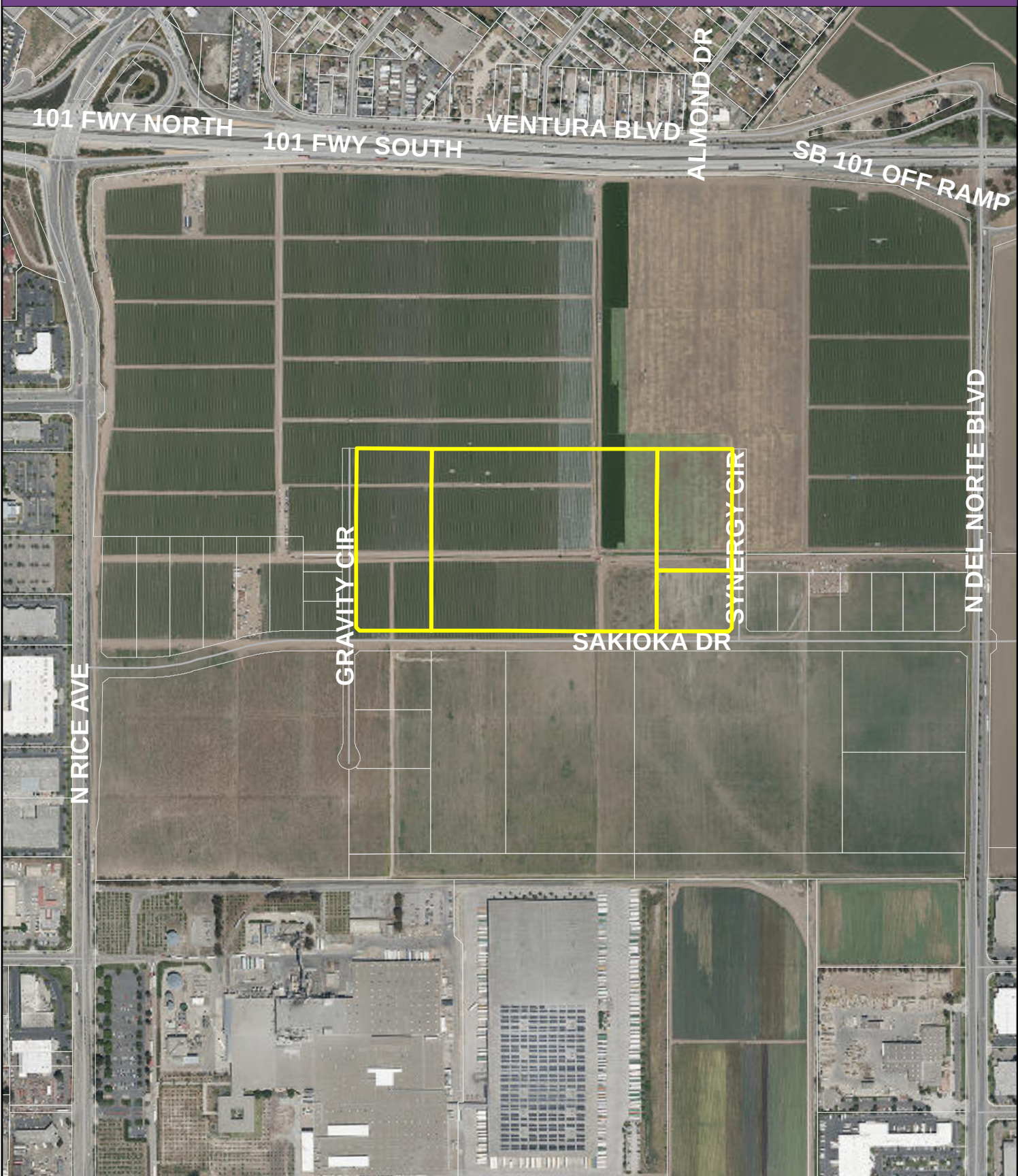
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Zoning/Specific Plan Map

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Aerial Map



CITY OF OXNARD CALIFORNIA

Oxnard Planning

March 27, 2023

PZ 21-200-08
Location: Sakioka
APN: 216025010, 216025011,
216025013, 216025014
101 Logistics Center

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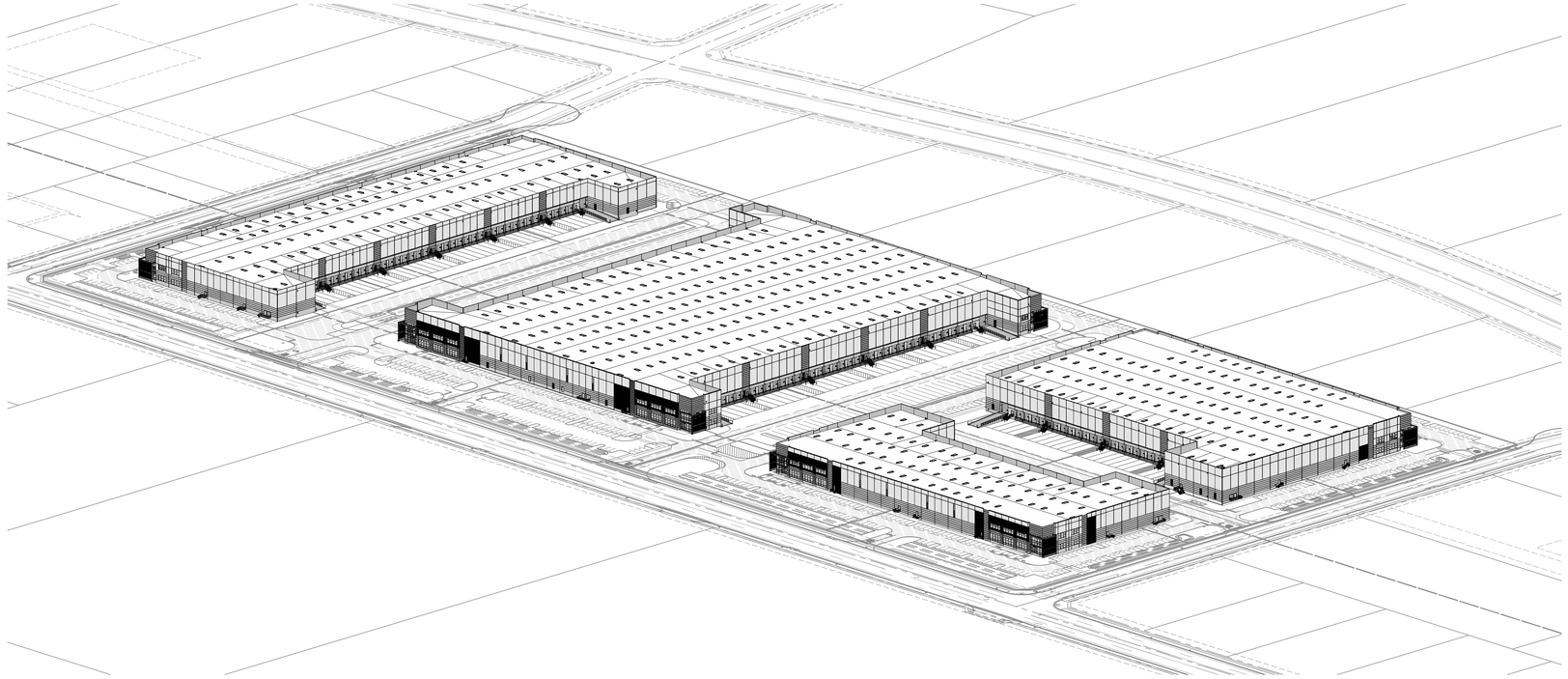
Aerial Map

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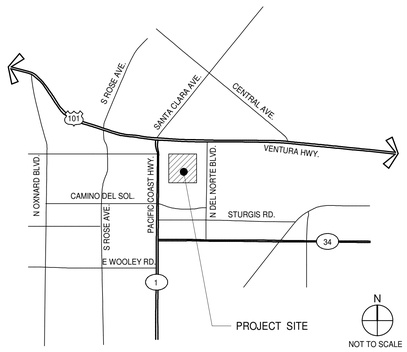
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101 LOGISTICS CENTER
4 BUILDINGS

SAKIOKA DRIVE
OXNARD, CALIFORNIA



VICINITY MAP



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PROJECT DATA

TRACT NO.:	5996-1
ZONING:	M-1
PROPOSED USE:	S-1
PROPOSED COVERAGE:	42.17%
ACREAGE:	40.87

LOT AREA	**1,780,200 S.F.**	(40.87 ACRES)
BUILDING 1 AREA	**158,306**	S.F.
BUILDING 2 AREA	**311,640**	S.F.
BUILDING 3 AREA	**168,392**	S.F.
BUILDING 4 AREA	**111,758**	S.F.
TOTAL BUILDING AREA	**750,094**	S.F.
TOTAL LANDSCAPE AREA	**296,351**	S.F.
TOTAL PAVED AREA	**731,090**	S.F.
TOTAL AREA	**1,779,535**	S.F.

DEFERRED SUBMITTALS

DEFERRED SUBMITTAL ITEMS SHALL BE SUBMITTED TO THE ARCHITECT AND ENGINEERS OF RECORD WHO SHALL REVIEW AND PROVIDE NOTATION INDICATING DOCUMENTS HAVE BEEN REVIEWED AND FOUND TO BE IN GENERAL CONFORMANCE WITH THE BUILDING DESIGN. SUBMITTAL MATERIALS SHALL INCLUDE PLANS, DETAILS AND CALCULATIONS PREPARED AND SIGNED BY A STATE REGISTERED ENGINEER.
CONTRACTOR SHALL SUBMIT ARCHITECT AND ENGINEER REVIEWED SUBMITTAL MATERIALS TO THE BUILDING OFFICIAL FOR REVIEW AND PERMIT APPROVAL. DEFERRED SUBMITTAL ITEMS SHALL NOT BE INSTALLED PRIOR TO OBTAINING THE BUILDING OFFICIAL'S APPROVAL OF THE SUBMITTAL.

1. AUTOMATIC FIRE SPRINKLER SYSTEM.
2. FIRE ALARM SYSTEM.
3. STEEL JOISTS, TRUSSES AND GIRDERS CONFORMING TO SJI STANDARDS SPECIFICATIONS.
4. STEEL STAIRS, HANDRAILS AND GUARDS.
5. HIGH PILED STORAGE RACKING.
6. EXTERIOR BUILDING SIGNAGE.
7. ANCHORAGE DESIGN FOR ALL ELECTRICAL EQUIPMENT REQUIRED.
8. STOREFRONT AND CURTAIN WALL GLAZING SYSTEMS.
9. ROOF HATCH, RAILING AND GATE.
10. ROOF ACCESS LADDER/PLATFORM DESIGN AND SUPPORT.
11. LADDER SAFETY SYSTEM DESIGN AND SUPPORT.

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TITLE SHEET

	DATE:	REMARKS
1	04/14/2021	DDR SUBMITTAL
	03/17/2022	DDR COMMENTS

03/17/2022 - DDR COMMENTS

PA/PM:	S. DELGADO
DRAWN BY.:	O.J.
JOB NO.:	DAL20-0002-00

SHEET
A0.1

3/8/2022 1:27:57 PM

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SHEET INDEX

TOTAL SHEETS: 45

SHEET ISSUED ON DATE INDICATED, WITH MODIFICATIONS ●
SHEET ISSUED ON DATE INDICATED, NO MODIFICATIONS ○

		ISSUE	
		04.14.2021	02.25.2022

ELETRICAL

ES-4.0	BUILDING 3 PHOTOMETRIC SITE PLAN	●	●
ES-1.0	PHOTOMETRIC SITE PLAN	●	●
ES-2.0	BUILDING 1 PHOTOMETRIC SITE PLAN	●	●
ES-3.0	BUILDING 2 PHOTOMETRIC SITE PLAN	●	●
ES-5.0	BUILDING 4 PHOTOMETRIC SITE PLAN	●	●

CIVIL

1	ENGINEERED SITE PLAN	●	●
2	PRELIMINARY GRADING - 1	●	●
3	PRELIMINARY GRADING - 2	●	●
4	PRELIMINARY GRADING - SECTIONS	●	●
5	PRELIMINARY GRADING - SECTIONS	●	●
6	PRELIMINARY UTILITY PLAN - 1	●	●
7	PRELIMINARY UTILITY PLAN - 2	●	●
8	STORM WATER QUALITY MAP	●	●

CIVIL SHEET COUNT: 8

LANDSCAPE

L0	COVER SHEET	●	●
L1.0	PLANT LIST AND NOTES	●	●
L1.2	CONCEPTUAL PLANTING PLAN	●	●
L1.3	CONCEPTUAL PLANTING PLAN	●	●
L1.4	CONCEPTUAL PLANTING PLAN	●	●
L1.5	CONCEPTUAL PLANTING PLAN	●	●
L1.6	CONCEPTUAL PLANTING PLAN	●	●
L1.7	CONCEPTUAL PLANTING PLAN	●	●
L1.8	CONCEPTUAL PLANTING PLAN	●	●
L1.9	CONCEPTUAL PLANTING PLAN	●	●
L1.10	STREET LANDSCAPE SECTIONS	●	●
L1.11	SHADE CALCULATIONS	●	●
L1.12	SHADE CALCULATIONS	●	●
L1.13	HYDROZONE PLAN	●	●
L1.14	HYDROZONE PLAN	●	●

LANDSCAPE SHEET COUNT: 15

SHEET ISSUED ON DATE INDICATED, WITH MODIFICATIONS ●
SHEET ISSUED ON DATE INDICATED, NO MODIFICATIONS ○

		ISSUE	
		04.14.2021	02.25.2022

ARCHITECTURAL

A0.1	TITLE SHEET	●	●
A0.1a	SHEET INDEX		●
A1.0	OVERALL SITE PLAN	●	●
A5.2	LINE OF SIGHT DIAGRAMS	●	
A5.3	LINE OF SIGHT DIAGRAMS	●	
A5.4	LINE OF SIGHT DIAGRAMS	●	

ARCHITECTURAL SHEET COUNT: 6

BUILDING 1

A0.5-1	BUILDING 1 - OCCUPANCY AND EGRESS PLAN	●	●
A1.0-1	BUILDING 1 - ENLARGED SITE PLAN	●	●
A2.0-1	BUILDING 1 - OVERALL FLOOR PLAN	●	●
A2.1-1	BUILDING 1 - PARTIAL FLOOR PLAN	●	●
A2.2-1	BUILDING 1 - PARTIAL FLOOR PLAN	●	●
A3.1-1	BUILDING 1 - ROOF PLAN	●	●
A4.1-1	BUILDING 1 - EXTERIOR ELEVATIONS	●	●
A4.2-1	BUILDING 1 - EXTERIOR ELEVATIONS	●	●
A5.0-1	BUILDING 1 - BUILDING SECTION	●	●

ARCHITECTURAL SHEET COUNT: 9

BUILDING 2

A0.5-2	BUILDING 2 - OCCUPANCY AND EGRESS PLAN	●	●
A1.0-2	BUILDING 2 - ENLARGED SITE PLAN	●	●
A2.0-2	BUILDING 2 - OVERALL FLOOR PLAN	●	●
A2.1-2	BUILDING 2 - PARTIAL FIRST FLOOR PLAN	●	●
A2.2-2	BUILDING 2 - PARTIAL FIRST FLOOR PLAN	●	●
A2.3-2	BUILDING 2 - PARTIAL FIRST FLOOR PLAN	●	●
A2.4-2	BUILDING 2 - PARTIAL FIRST FLOOR PLAN	●	●
A3.1-2	BUILDING 2 - ROOF PLAN	●	●
A4.1-2	BUILDING 2 - EXTERIOR ELEVATIONS	●	●
A4.2-2	BUILDING 2 - EXTERIOR ELEVATIONS	●	●
A5.0-2	BUILDING 2 - BUILDING SECTIONS	●	●

ARCHITECTURAL SHEET COUNT: 11

BUILDING 3

A0.5-3	BUILDING 3 - OCCUPANCY AND EGRESS PLAN	●	●
A1.0-3	BUILDING 3 - ENLARGED SITE PLAN	●	●
A2.0-3	BUILDING 3 - OVERALL FLOOR PLAN	●	●
A2.1-3	BUILDING 3 - PARTIAL FLOOR PLAN	●	●
A2.2-3	BUILDING 3 - PARTIAL FLOOR PLAN	●	●
A3.1-3	BUILDING 3 - ROOF PLAN	●	●
A4.1-3	BUILDING 3 - EXTERIOR ELEVATIONS	●	●
A4.2-3	BUILDING 3 - EXTERIOR ELEVATIONS	●	●
A5.0-3	BUILDING 3 - BUILDING SECTIONS	●	●

ARCHITECTURAL SHEET COUNT: 9

BUILDING 4

A0.5-4	BUILDING 4 - OCCUPANCY AND EGRESS PLAN	●	●
A1.0-4	BUILDING 4 - ENLARGED SITE PLAN	●	●
A2.0-4	BUILDING 4 - OVERALL FLOOR PLAN	●	●
A2.1-4	BUILDING 4 - PARTIAL FLOOR PLAN	●	●
A2.2-4	BUILDING 4 - PARTIAL FLOOR PLAN	●	●
A3.1-4	BUILDING 4 - ROOF PLAN	●	●
A4.1-4	BUILDING 4 - EXTERIOR ELEVATIONS	●	●
A4.2-4	BUILDING 4 - EXTERIOR ELEVATIONS	●	●
A5.0-4	BUILDING 4 - BUILDING SECTIONS	●	●

ARCHITECTURAL SHEET COUNT: 9

DETAILS

A6.1	SITE DETAILS	●	●

ARCHITECTURAL SHEET COUNT: 1

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SHEET INDEX

	DATE	REMARKS
1	03/17/2022	DDR COMMENTS

PA/PM:	S. DELGADO
DRAWN BY.:	O.J.
JOB NO.:	DAL20-0002-00

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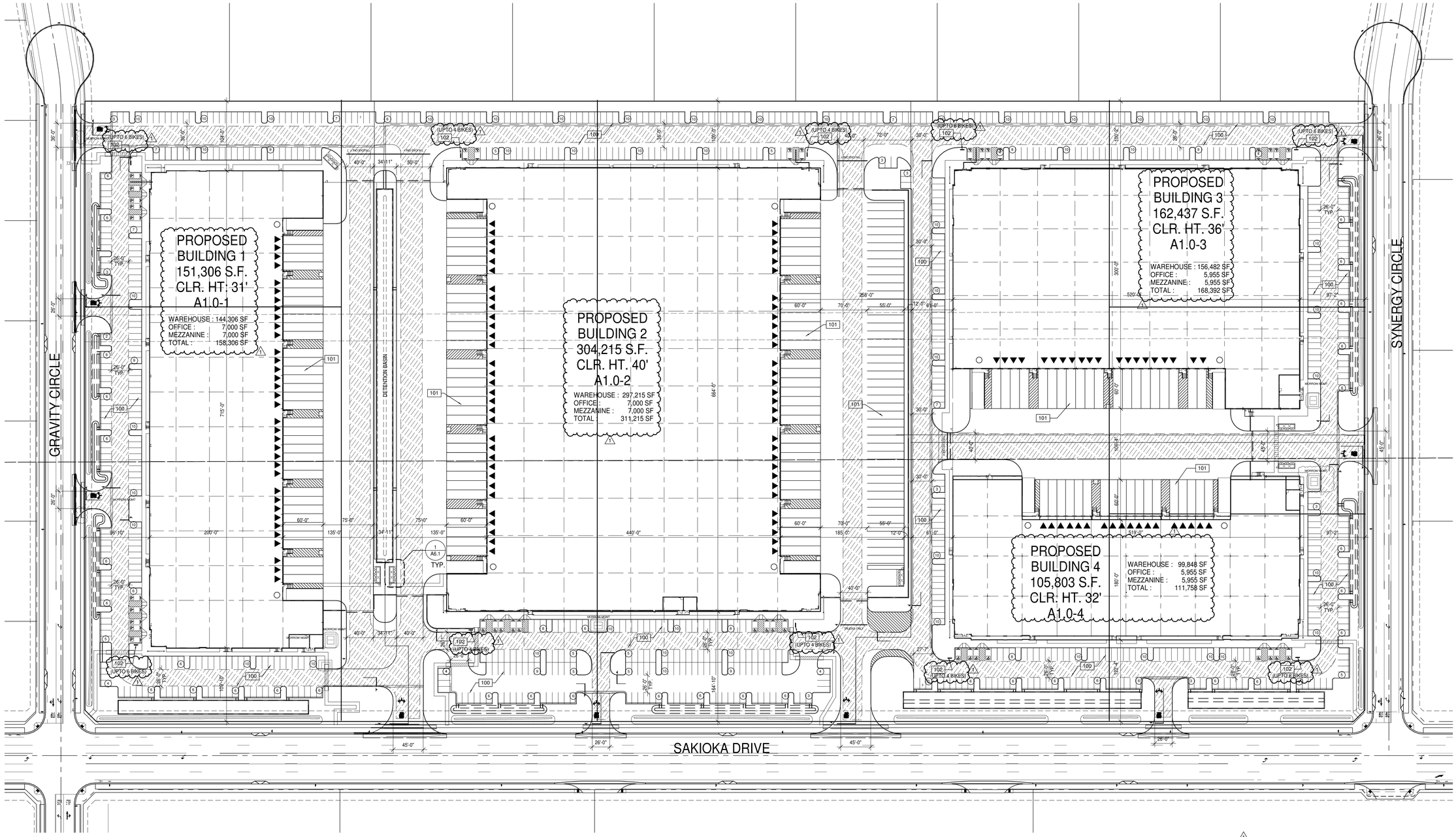
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1"=60'
0 30' 60' 100' 300'

OVERALL SITE PLAN
SCALE: 1" = 60'-0"

SITE PLAN KEYNOTES

100. CAR PARKING
101. TRUCK PARKING
102. BICYCLE RACK.

ADA PARKING CHART

BASED ON ADA TABLE 208.2

TOTAL NUMBER OF PARKING SPACES PROVIDED IN PARKING FACILITY	PARKING SPACES (COLUMN A) MINIMUM NUMBER OF ACCESSIBLE PARKING SPACES (CAR AND VAN)	MINIMUM NUMBER OF VAN ACCESSIBLE PARKING SPACES (1 OF SIX ACCESSIBLE SPACES)
1 TO 25	1	1
26 TO 50	2	1
51 TO 75	3	1
76 TO 100	4	1
101 TO 150	5	1
151 TO 200	6	1
201 TO 300	7	2
301 TO 400	8	2
401 TO 500	9	2
501 TO 1000	2 PERCENT OF TOTAL	1/6 OF COLUMN A*
1001 AND OVER	20, PLUS 1 FOR EACH 100, OR FRACTION THEREOF, OVER 1000	1/6 OF COLUMN A*

PARKING COUNT CALCULATION

BUILDING 1	BLDG. AREA 144,306 SF	PARKING CALCULATION (18.48.04) 20,000 SF / 1,000 SF = 20 20,000 SF / 2,000 SF = 10 144,306 SF - 20,000 SF - 20,000 SF - 7,000 SF = 97,306 SF / 4,000 SF = 25 14,000 SF / 250 SF = 56	PARKING REQUIRED	PARKING PROVIDED	BICYCLE PARKING PROVIDED (5.106.4.1) 241 STALLS x 5%
OFFICE / MEZZANINE		TOTAL =	111 STALLS	241 STALLS	12 BICYCLE PARKING
BUILDING 2	BLDG. AREA 297,215 SF	PARKING CALCULATION 20,000 SF / 1,000 SF = 20 20,000 SF / 2,000 SF = 10 297,215 SF - 20,000 SF - 20,000 SF - 7,000 SF = 250,215 SF / 4,000 SF = 63 14,000 SF / 250 SF = 56	PARKING REQUIRED	PARKING PROVIDED	BICYCLE PARKING PROVIDED 300 STALLS x 5%
OFFICE / MEZZANINE		TOTAL =	149 STALLS	300 STALLS	16 BICYCLE PARKING
BUILDING 3	BLDG. AREA 156,482 SF	PARKING CALCULATION 20,000 SF / 1,000 SF = 20 20,000 SF / 2,000 SF = 10 156,482 SF - 20,000 SF - 20,000 SF - 7,000 SF = 109,482 SF / 4,000 SF = 28 11,910 SF / 250 SF = 48	PARKING REQUIRED	PARKING PROVIDED	BICYCLE PARKING PROVIDED 210 STALLS x 5%
OFFICE / MEZZANINE		TOTAL =	106 STALLS	210 STALLS	12 BICYCLE PARKING
BUILDING 4	BLDG. AREA 99,848 SF	PARKING CALCULATION 20,000 SF / 1,000 SF = 20 20,000 SF / 2,000 SF = 10 99,848 SF - 20,000 SF - 20,000 SF - 7,000 SF = 52,848 SF / 4,000 SF = 14 11,910 SF / 250 SF = 48	PARKING REQUIRED	PARKING PROVIDED	BICYCLE PARKING PROVIDED 172 STALLS x 5%
OFFICE / MEZZANINE		TOTAL =	92 STALLS	172 STALLS	10 BICYCLE PARKING

PARKING COUNT

PARKING PROVIDED:

BUILDING 1: 241 TOTAL STALLS
ACCESSIBLE PARKING: 10

BUILDING 2: 300 TOTAL STALLS
ACCESSIBLE PARKING: 13

BUILDING 3: 210 TOTAL STALLS
ACCESSIBLE PARKING: 8

BUILDING4: 172 TOTAL STALLS
ACCESSIBLE PARKING: 8

TOTAL: 923 STALLS

NOTES

5.106.4.1 BICYCLE PARKING
(BSC-CG) COMPLY WITH SECTIONS 5.106.4.1.1 AND 5.106.4.1.2; OR MEET THE APPLICABLE LOCAL ORDINANCE, WHICHEVER IS STRICTER.

5.106.4.1.1 SHORT-TERM BICYCLE PARKING
IF THE NEW PROJCET OR AN ADDITION OR ALTERATION IS ANTICIPATED TO GENERATE VISITOR TRAFFIC, PROVIDE PERMANENTLY ANCHORED BICYCLE RACK WITHIN 200 FEET OF THE VISITORS' ENTRANCE, READILY VISIBLE TO PASSERS-BY, FOR 5 PERCENT OF NEW VISITOR MOTORIZED VEHICLE PARKING SPACES BEING ADDED, WITH MINIMUM OF ONE TWO BIKE CAPACITY RACK.

EXCEPTION : ADDITIONS OR ALTERATIONS WHICK ADD NINE OR LESS VISITOR VEHICUAR PARKING SPACES.

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OVERALL SITE PLAN

#	REMARKS	DATE
1	DDR SUBMITTAL	04/14/2021
	DDR COMMENTS	09/17/2022

03/17/2022 - DDR COMMENTS

PA/PM:	S. DELGADO
DRAWN BY.:	O.J.
JOB NO.:	DAL20-0002-00

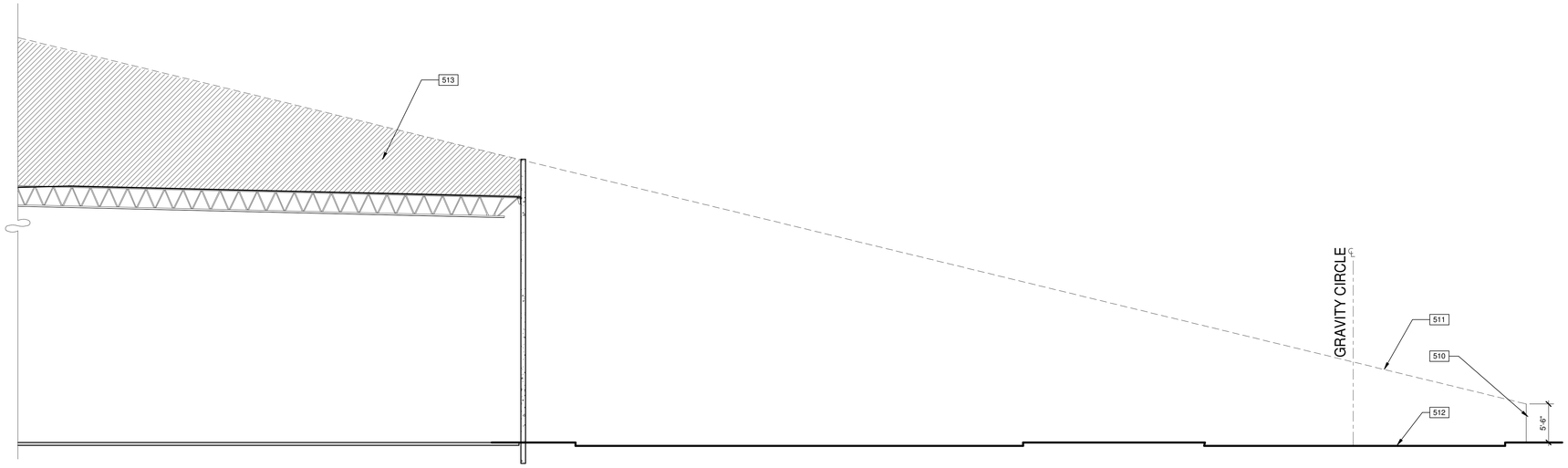
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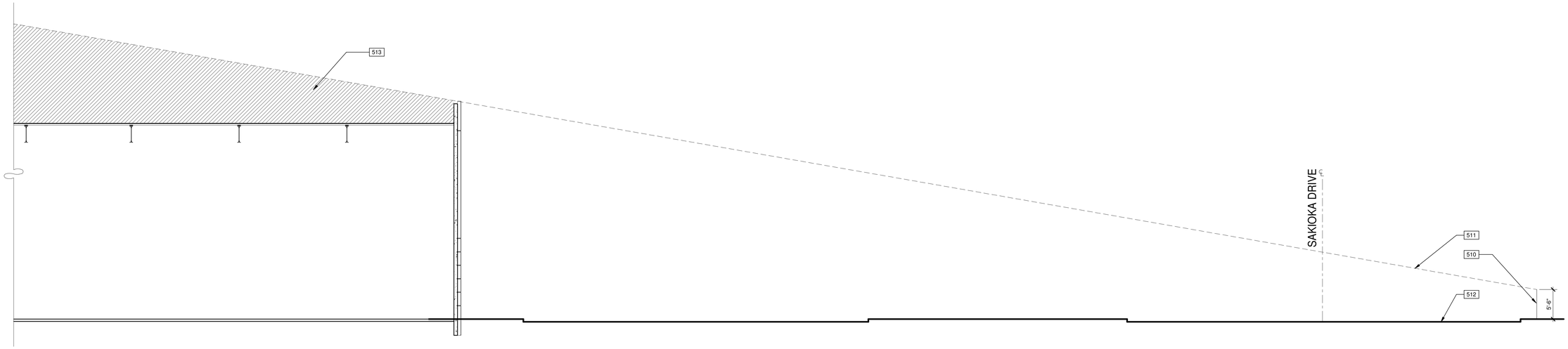
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BUILDING 1 LINE OF SIGHT - GRAVITY CIRCLE (1)
SCALE: 1/8" = 1'-0"

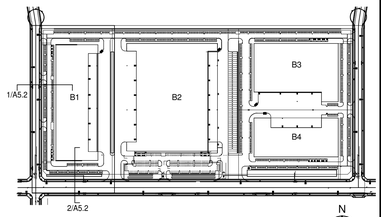


BUILDING 1 LINE OF SIGHT - SAKIOKA DRIVE (2)
SCALE: 1/8" = 1'-0"

KEYNOTES:

510 AVERAGE HEIGHT.
511 LINE OF SIGHT.
512 GRADE LINE.
513 HATCHED AREA SCREENED BY LINE OF SIGHT FROM PUBLIC STREET.

KEY PLAN



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LINE OF SIGHT DIAGRAMS

DATE	REMARKS
04/14/2021	DDR SUBMITTAL

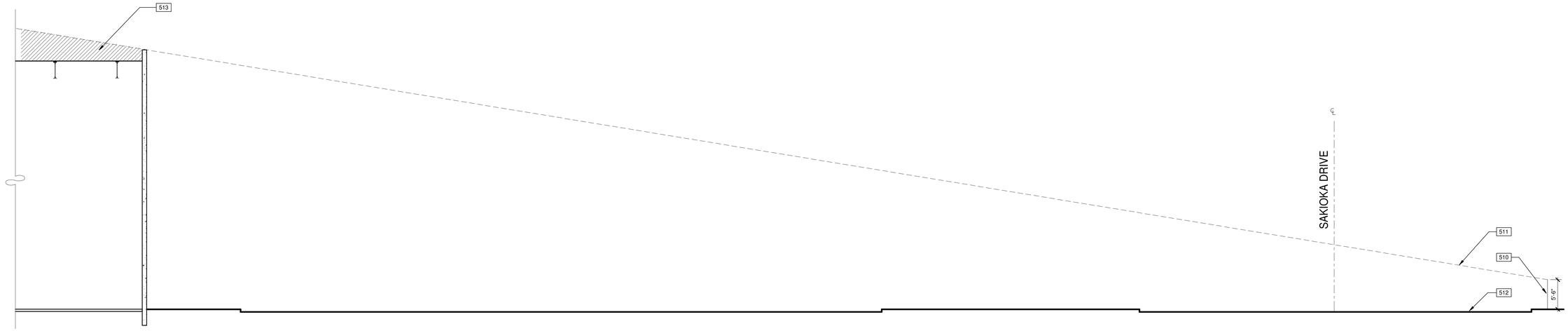
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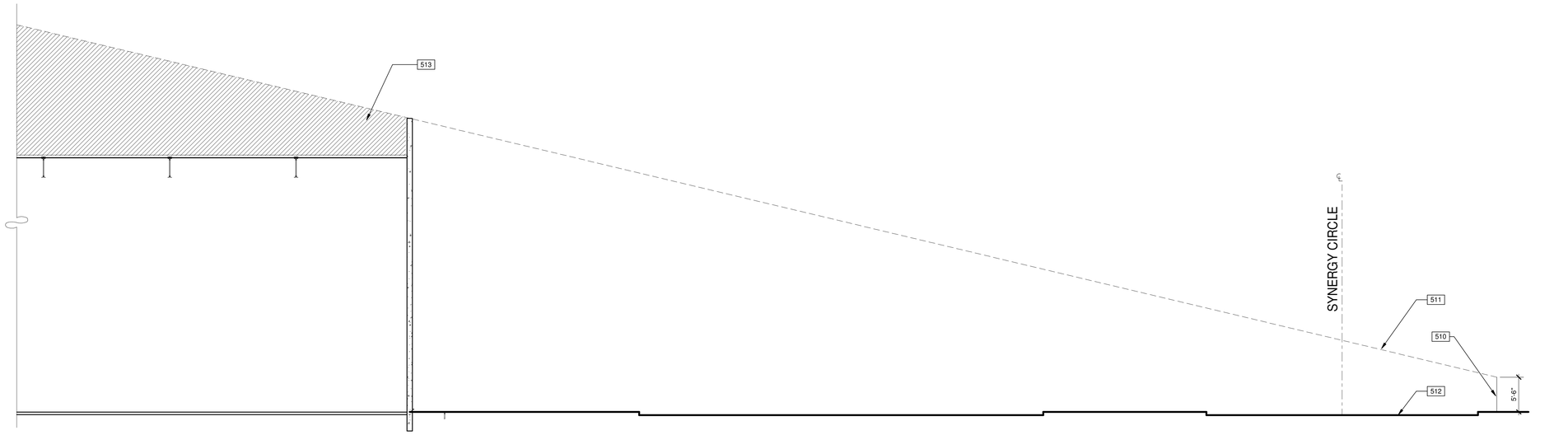
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BUILDING 2 LINE OF SIGHT - SAKIOKA DRIVE (1)
SCALE: 1/8" = 1'-0"

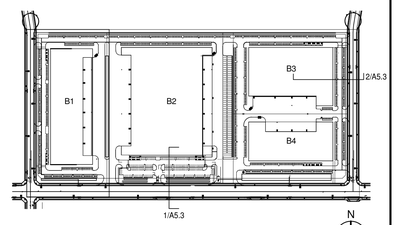


BUILDING 3 LINE OF SIGHT - SYNERGY CIRCLE (2)
SCALE: 1/8" = 1'-0"

KEYNOTES:

510 AVERAGE HEIGHT.
511 LINE OF SIGHT.
512 GRADE LINE.
513 HATCHED AREA SCREENED BY LINE OF SIGHT FROM PUBLIC STREET.

KEY PLAN



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LINE OF SIGHT DIAGRAMS

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PA/PM:	Approver
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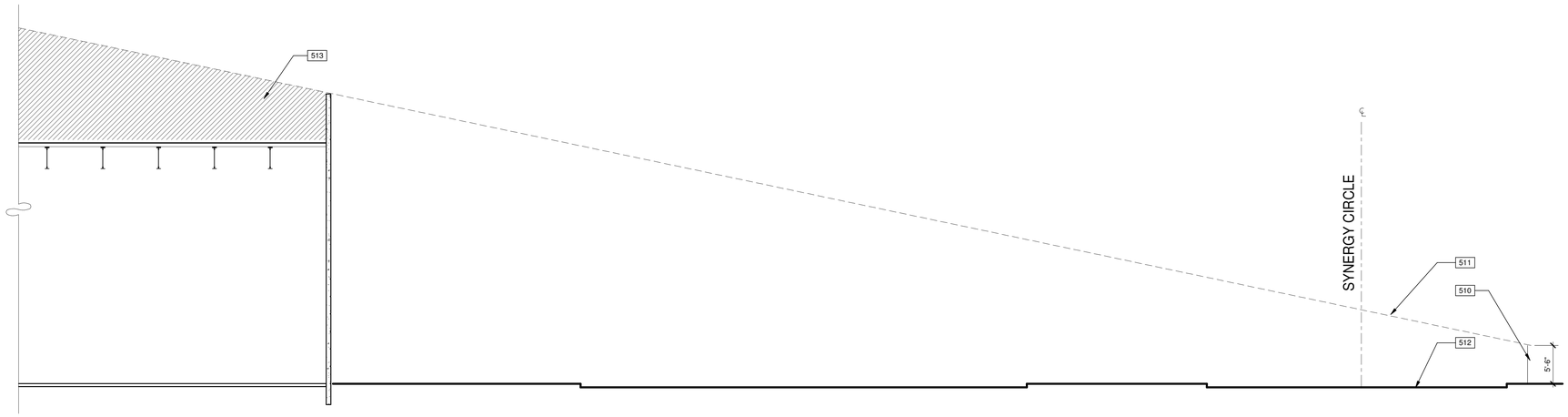
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03/17/2022 - DDR COMMENTS

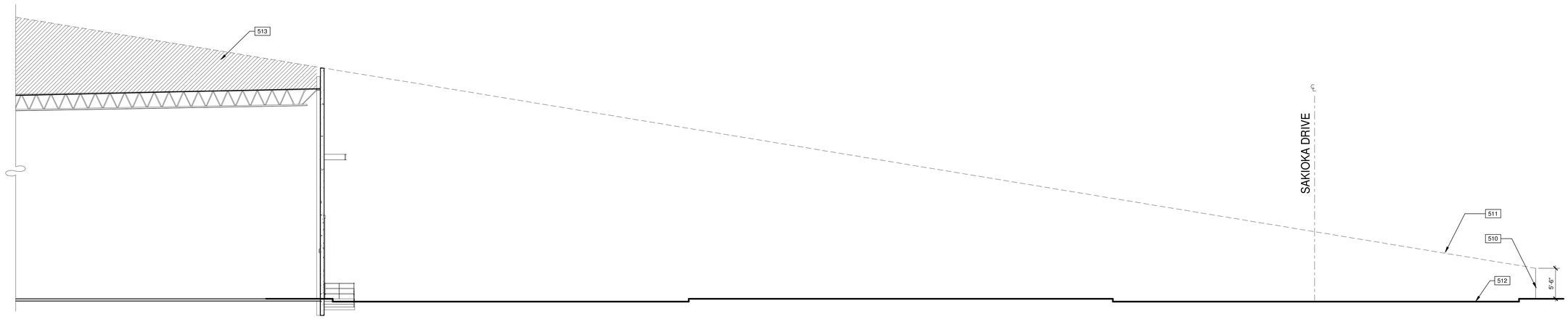
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BUILDING 4 LINE OF SIGHT - SYNERGY CIRCLE (1)
SCALE: 1/8" = 1'-0"

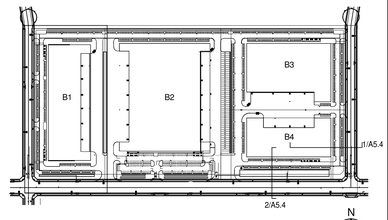


BUILDING 4 LINE OF SIGHT - SAKIOKA DRIVE (2)
SCALE: 1/8" = 1'-0"

KEYNOTES:

510 AVERAGE HEIGHT.
511 LINE OF SIGHT.
512 GRADE LINE.
513 HATCHED AREA SCREENED BY LINE OF SIGHT FROM PUBLIC STREET.

KEY PLAN



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LINE OF SIGHT DIAGRAMS

DATE	REMARKS
04/14/2021	DDR SUBMITTAL

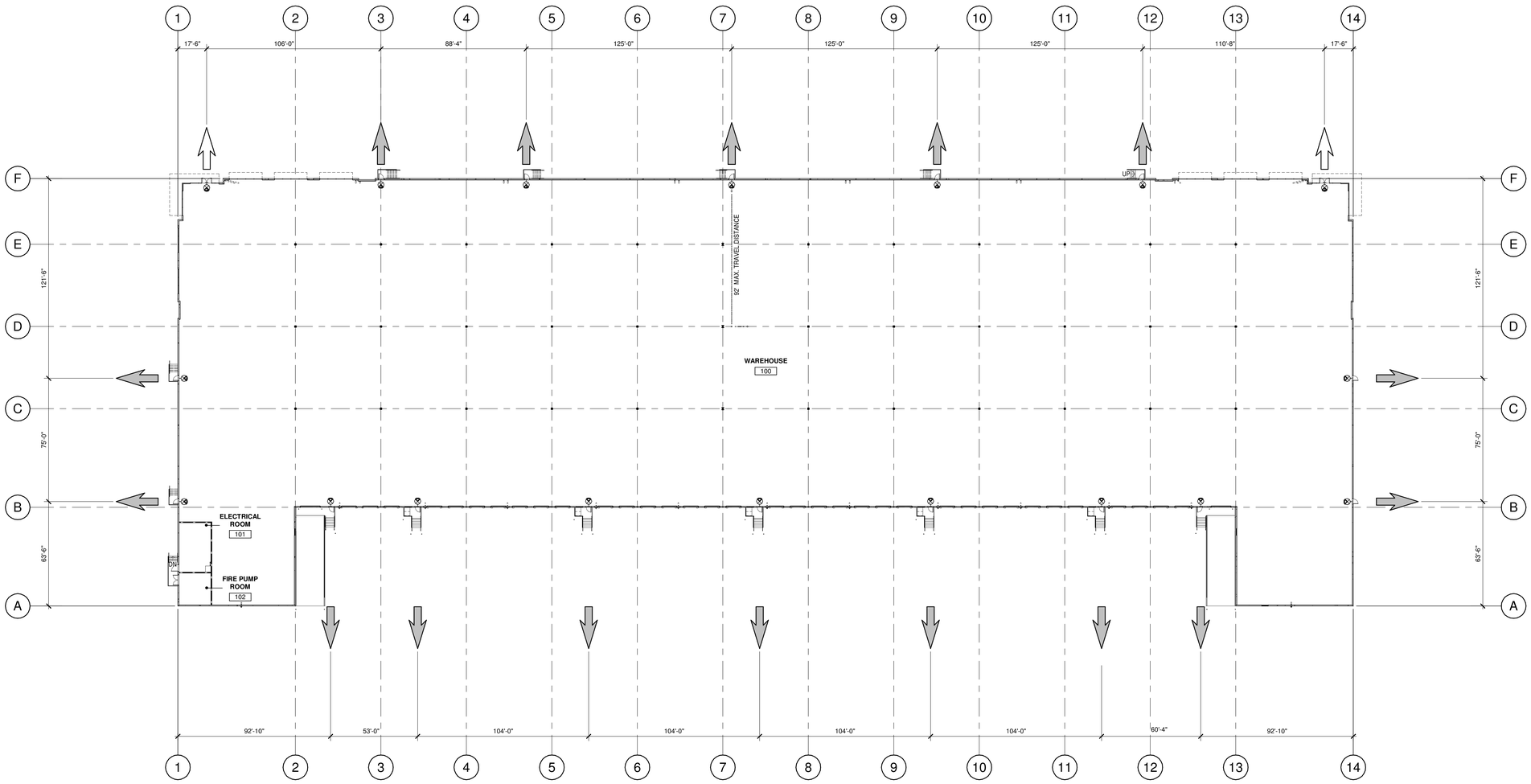
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JOB NO.:	DAL20-0002-00

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KEYNOTES:

ALL REQUIRED EXITS TO RECEIVE WALL-MOUNTED TACTILE EXIT SIGN WITH THE WORD "EXIT"

LEGEND

- REQUIRED EXIT AND FIRE DEPARTMENT ACCESS.
- REQUIRED EXIT.
- MAXIMUM TRAVEL DISTANCE.
- WALL-MOUNTED ILLUMINATED EMERGENCY EXIT SIGN ABOVE DOOR WITH BATTERY POWERED BACK-UP. SHADED QUADRANT INDICATES FACE OF LETTERING.

  ADDITIONAL DIRECTIONAL EXIT SIGNS MAY BE REQUIRED PRIOR TO FINAL INSPECTION AND SUBJECT TO BUILDING INSPECTOR.

EGRESS ANALYSIS

FUNCTION SPACE AND OCCUPANCY	(N) GROSS AREA (SF)	(F) AREA PER OCC. FACTOR 1004.1	(OL) = N/F OCCUPANT LOAD	NUMBER OF EXITS REQ'D 1006	DOOR (AND OTHER EGRESS COMPONENTS) WIDTH REQ'D 1005.3.2	NUMBER OF 24" CLR. EXITS PROVIDED (PER PLAN)	NUMBER OF 44" CLR. EXITS PROVIDED (PER PLAN)	NUMBER OF 66" CLR. EXITS PROVIDED (PER PLAN)	TOTAL DOOR WIDTH PROVIDED
WAREHOUSE S-1	151,306	500	303	2	303*.2 / 60.6"	16	0	2	640"

STAIR WIDTH CALCULATIONS:

NUMBER OF OCCUPANTS PER STAIR: 16
STAIR WIDTH REQUIRED (1005.3.1): 4.8" EACH (44" MIN.)
STAIR WIDTH PROVIDED: 66" EACH

MAX. TRAVEL DISTANCE TO EXITS

MAXIMUM TRAVEL DISTANCE TO EXITS (1017.2 SPRINKLERED BUILDING)

S-1/STORAGE (MODERATE-HAZARD WAREHOUSE) ..... *400 FEET MAX.
*PER CBC 1017.2.2, THIS BUILDING QUALIFIES FOR MAXIMUM TRAVEL INCREASE.

1"=30'
0 15' 30' 60' 150'

OCCUPANCY AND EGRESS PLAN
SCALE: 1" = 30'-0"

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SAKIOKA DRIVE
OXNARD, CALIFORNIA

BUILDING 1 - OCCUPANCY AND EGRESS PLAN

DATE	REMARKS
04/14/2021	DDR SUBMITTAL

03/17/2022 - DDR COMMENTS

PA/PM:	S. DELGADO
DRAWN BY.:	O.J.
JOB NO.:	DAL20-0002-00

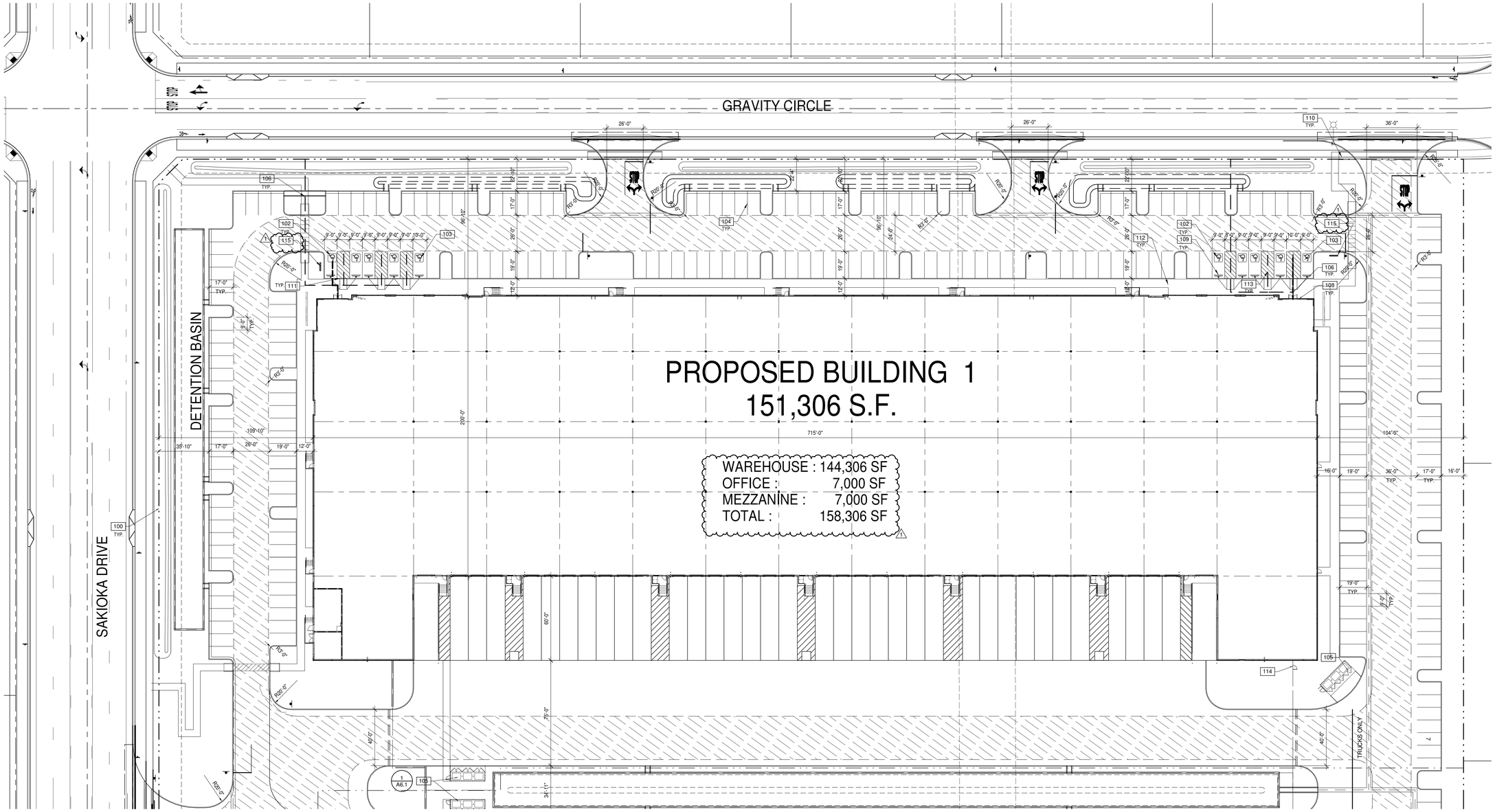
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A0.5-1

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1"=30'

0 15' 30' 60' 150'

BUILDING 1 - ENLARGED SITE PLAN

SCALE: 1" = 30'-0"

SITE LEGEND

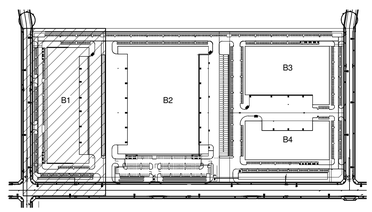
- POLE MOUNTED LIGHT FIXTURE, SEE ELECTRICAL DRAWINGS
- FIRE LANE (HATCHED)
- LANDSCAPE (HATCHED)
- FIRE HYDRANT WITH BOLLARDS
- P.I.V. WITH TAMPER

KEYNOTES

SEE SHEET A0.2 FOR GENERAL NOTES

100. PROPERTY LINE.
101. ACCESSIBLE ENTRY SIGNAGE.
102. ACCESSIBLE PARKING STALL WITH SIGNAGE.
103. VAN ACCESSIBLE PARKING STALL WITH SIGNAGE.
104. PAINTED PARKING STRIPING PER CITY STANDARDS. 2'-0" PARKING OVERHANG.
105. TRASH ENCLOSURE WITH RECYCLE BIN.
106. ACCESSIBLE PATH OF TRAVEL. 1:20 MAX. SLOPE, 2% MAX. CROSS SLOPE.
107. CONCRETE WALK.
108. RECESSED KNOX-BOX, INSTALL AT 5'-0" ABOVE FINISH FLOOR.
109. PRECAST CONCRETE WHEEL STOP.
110. ACCESSIBLE CURB RAMP WITH TRUNCATED DOMES.
111. CONCRETE STOOP.
112. CONCRETE PAVEMENT.
113. ACCESSIBLE LOADING ZONE.
114. SLIDING GATE AND FENCE WITH MAN DOOR.
115. BICYCLE RACK, ACCOMMODATES UP TO 6 BIKES.

KEY PLAN



N

NOT TO SCALE.

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BUILDING 1 - ENLARGED SITE PLAN

	DATE	REMARKS
1	04.14.2021	DDR SUBMITTAL
	03.17.2022	DDR COMMENTS

PA/PM:	S. DELGADO
DRAWN BY.:	O.J.
JOB NO.:	DAL20-0002-00

SHEET

A1.0-1

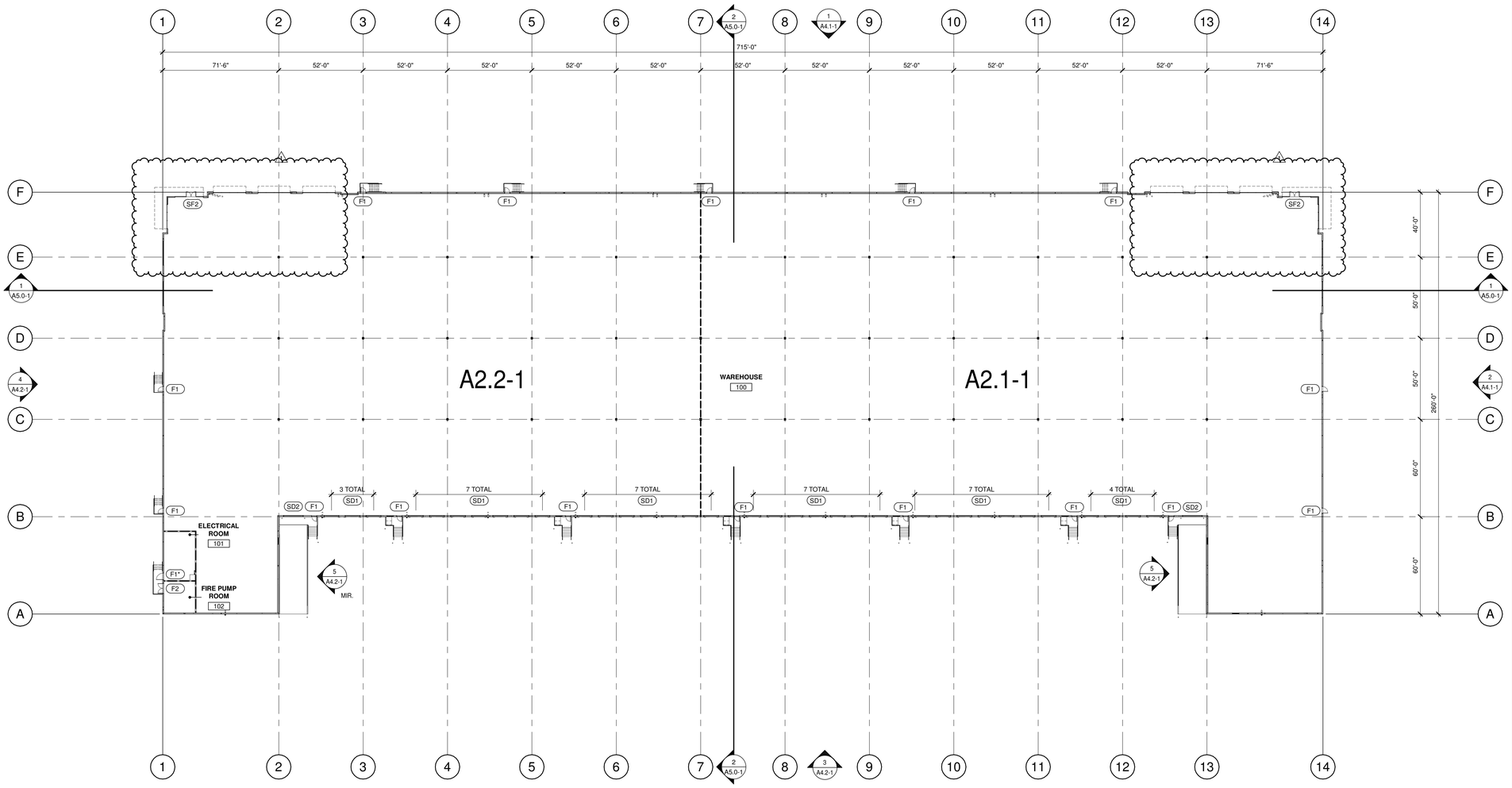
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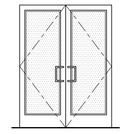
1"=30'

0 15' 30' 60' 150'

OVERALL FLOOR PLAN

SCALE: 1" = 30'-0"

DOOR TYPES

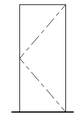


SF2 6'-0" x 8'-0" (PAIR)
CLEAR ANOD. ALUM. STOREFRONT DOOR W/TEMPERED GLAZING (NARROW STILE)

FRAME: MANUFACTURER

HARDWARE:
2 SETS PIVOT SET
2 SETS INTER PIVOT
1 EA MORTISE CYLINDER
2 SETS OFFSET PULL
2 EA OH CLOSER
1 EA THRESHOLD
1 EA DECAL

NOTE: WEATHERSEAL BY DOOR MANUFACTURER

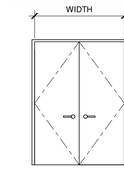


F1 3'-0" x 7'-0"
PAINTED INSULATED HOLLOW METAL DOOR

F1* 4'-0" x 7'-0"
PAINTED INSULATED HOLLOW METAL DOOR

FRAME: PAINTED HOLLOW METAL

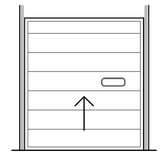
HARDWARE:
3 EA HINGES
1 EA EXIT DEVICE
1 EA CYLINDER
1 EA CLOSER
1 EA PERIMETER SEAL
1 EA BOTTOM DRIP
1 EA THRESHOLD
1 EA LOCK GUARD
1 EA HVY DUTY FLOOR STOP



F2 6'-0" x 7'-0"
PAINTED INSULATED HOLLOW METAL DOOR

FRAME: PAINTED HOLLOW METAL

HARDWARE:
3 EA HINGES
1 EA EXIT DEVICE
1 EA CYLINDER
1 EA CLOSER
1 EA PERIMETER SEAL
1 EA BOTTOM DRIP
1 EA THRESHOLD
1 EA LOCK GUARD
1 EA HVY DUTY FLOOR STOP



SD1 9'-0" x 10'-0"
DOOK HIGH SECTIONAL VERTICAL LIFT OVERHEAD DOOR W/ FACTORY PAINTED FINISH.

SD2 12'-0" x 14'-0"
SECTIONAL VERTICAL LIFT OVERHEAD DOOR W/ FACTORY PAINTED FINISH

HARDWARE:
1 EA SLIDE BOLT
1 EA PAD LOCK

DOOR NOTES

BUTT HINGES:
SOSS - STANDARD WEIGHT, PLAIN BEARING, STEEL HINGES OR APPROVED EQUAL
ALL EXTERIOR OUTSWING DOOR BUTTS SHALL BE MADE OF NON-FERROUS MATERIAL AND SHALL HAVE STAINLESS STEEL HINGE PINS.
VON DUPRIN 99 SERIES PANIC DEVICE OR APPROVED EQUAL
CLOSING DEVICES: NORTON 8500 BF SERIES OR APPROVED EQUAL
STOPS: TRIMCO W1200 SERIES DOOR STOP
SLIDE BOLT AND PAD LOCK: INSTALL SLIDE BOLT ABOVE LEVEL OF DOOR GUARD

1

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BUILDING 1 - OVERALL FLOOR PLAN

	DATE	REMARKS
	04/14/2021	DDR SUBMITTAL
	03/17/2022	DDR COMMENTS
1		

PA/PM:	S. DELGADO
DRAWN BY.:	O.J.
JOB NO.:	DAL20-0002-00

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A2.0-1

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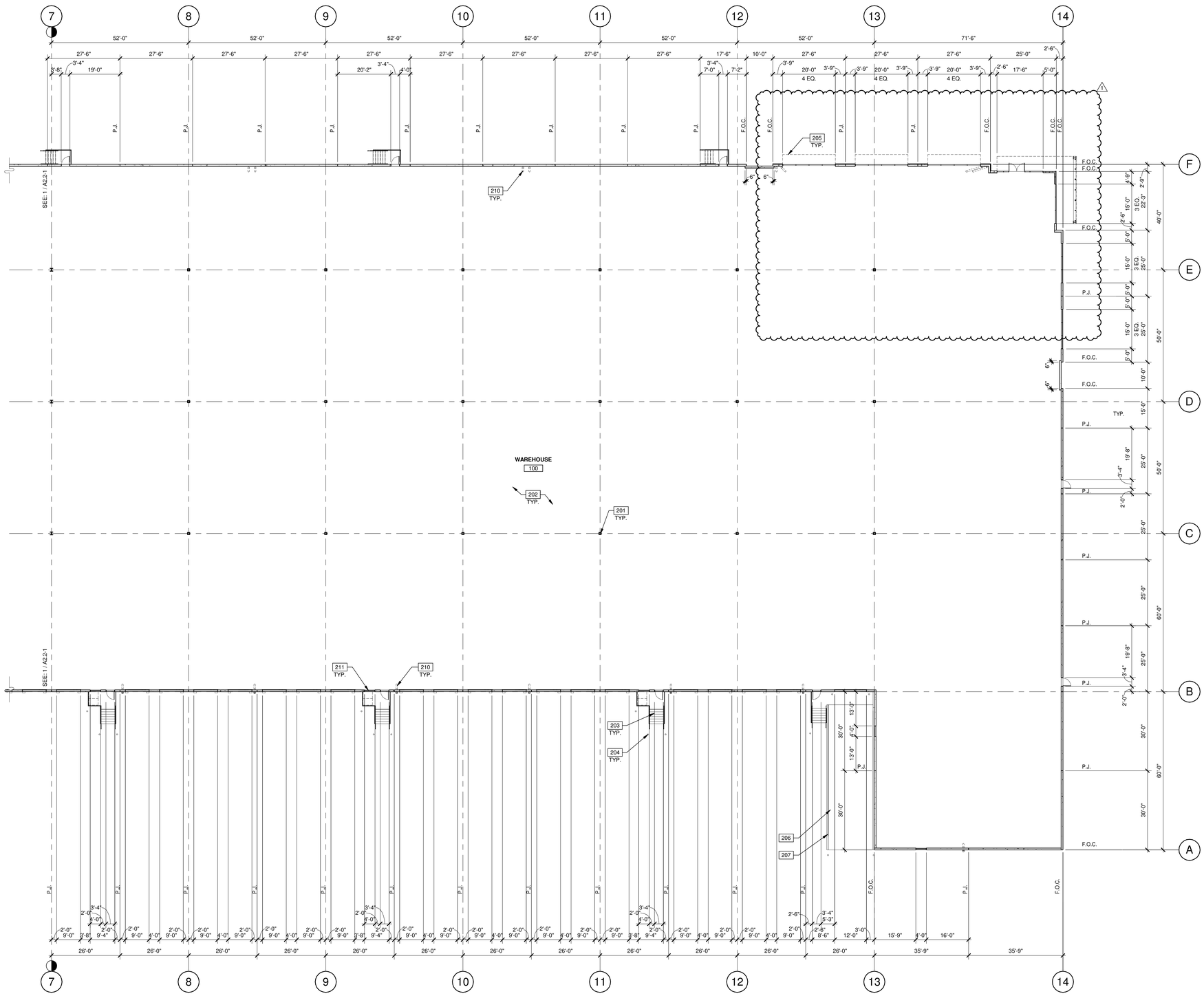
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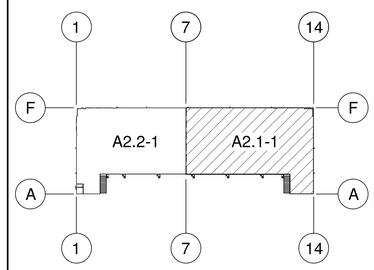
201 STRUCTURAL STEEL COLUMN.
202 CONCRETE SLAB. PROVIDE VAPOR RETARDER OVER SAND BASE AT OFFICE AREA PER SOILS REPORT. PROVIDE SEALER FOR CONCRETE FLOOR AREA IN WAREHOUSE.
203 EXTERIOR STEEL STAIR, ALL COMPONENTS GALVANIZED AND PAINTED.
204 STEEL BOLLARD, CONCRETE-FILLED PAINTED SAFETY YELLOW.
205 OUTLINE OF CANOPY ABOVE.
206 CONCRETE RAMP.
207 CONCRETE RETAINING WALL.
210 PRIMARY AND SECONDARY ROOF DRAIN LEADERS, TRANSITION DIAGONALLY ATTACH TO WALL WITH UNI-STRUTS.
211 4'x8' METAL LOUVER.



WALL LEGEND

CONCRETE WALL
1HR FIRE-RESISTANCE RATED

KEY PLAN



1/16"=1'-0"
0 8' 16' 32' 64'

PARTIAL FLOOR PLAN
SCALE: 1/16" = 1'-0"

NOT TO SCALE

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BUILDING 1 - PARTIAL FLOOR PLAN

DATE	REMARKS
04/14/2021	DDR SUBMITTAL
09/17/2022	DDR COMMENTS
1	

PA/PM:	S. DELGADO
DRAWN BY.:	O.J.
JOB NO.:	DAL20-0002-00

SHEET
A2.1-1

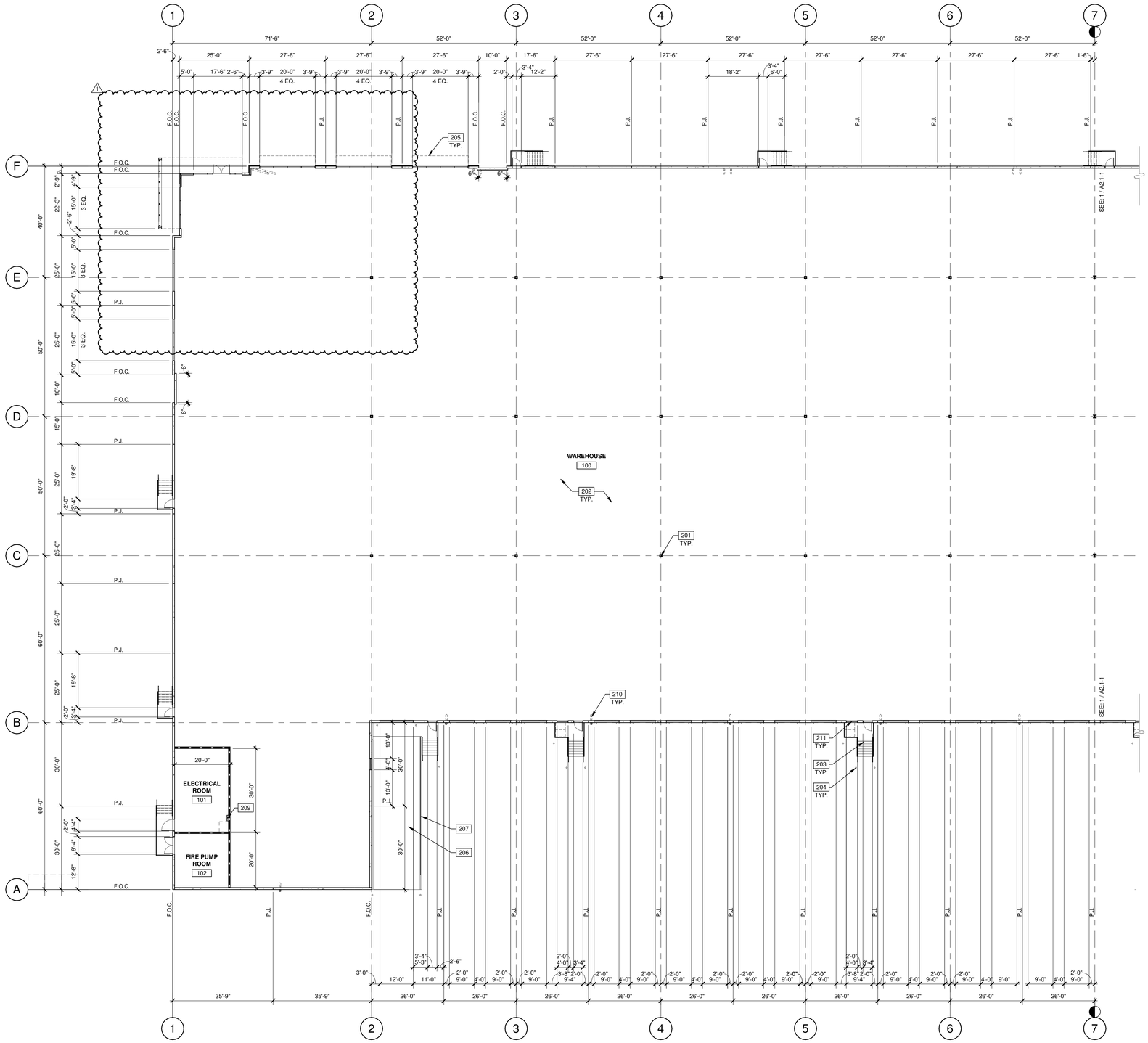
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KEYNOTES:

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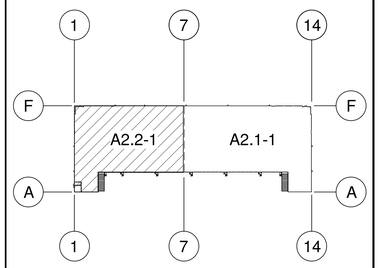
201 STRUCTURAL STEEL COLUMN.
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203 EXTERIOR STEEL STAIR, ALL COMPONENTS GALVANIZED AND PAINTED.
204 STEEL BOLLARD, CONCRETE-FILLED PAINTED SAFETY YELLOW.
205 OUTLINE OF CANOPY ABOVE.
206 CONCRETE RAMP.
207 CONCRETE RETAINING WALL.
209 PRIMARY ROOF DRAIN LEADERS, TRANSITION DIAGONALLY ATTACH TO WALL WITH UNI-STRUTS.
210 PRIMARY AND SECONDARY ROOF DRAIN LEADERS, TRANSITION DIAGONALLY ATTACH TO WALL WITH UNI-STRUTS.
211 4'x8' METAL LOUVER.

WALL LEGEND

CONCRETE WALL

1HR FIRE-RESISTANCE RATED

KEY PLAN



NOT TO SCALE

1/16"=1'-0"
0 8' 16' 32' 64'

PARTIAL FLOOR PLAN

SCALE: 1/16" = 1'-0"

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BUILDING 1 - PARTIAL FLOOR PLAN

	DATE:	REMARKS
1	04/14/2021	DDR SUBMITTAL
	03/17/2022	DDR COMMENTS

PA/PM:	S. DELGADO
DRAWN BY.:	O.J.
JOB NO.:	DAL20-0002-00

SHEET
A2.2-1

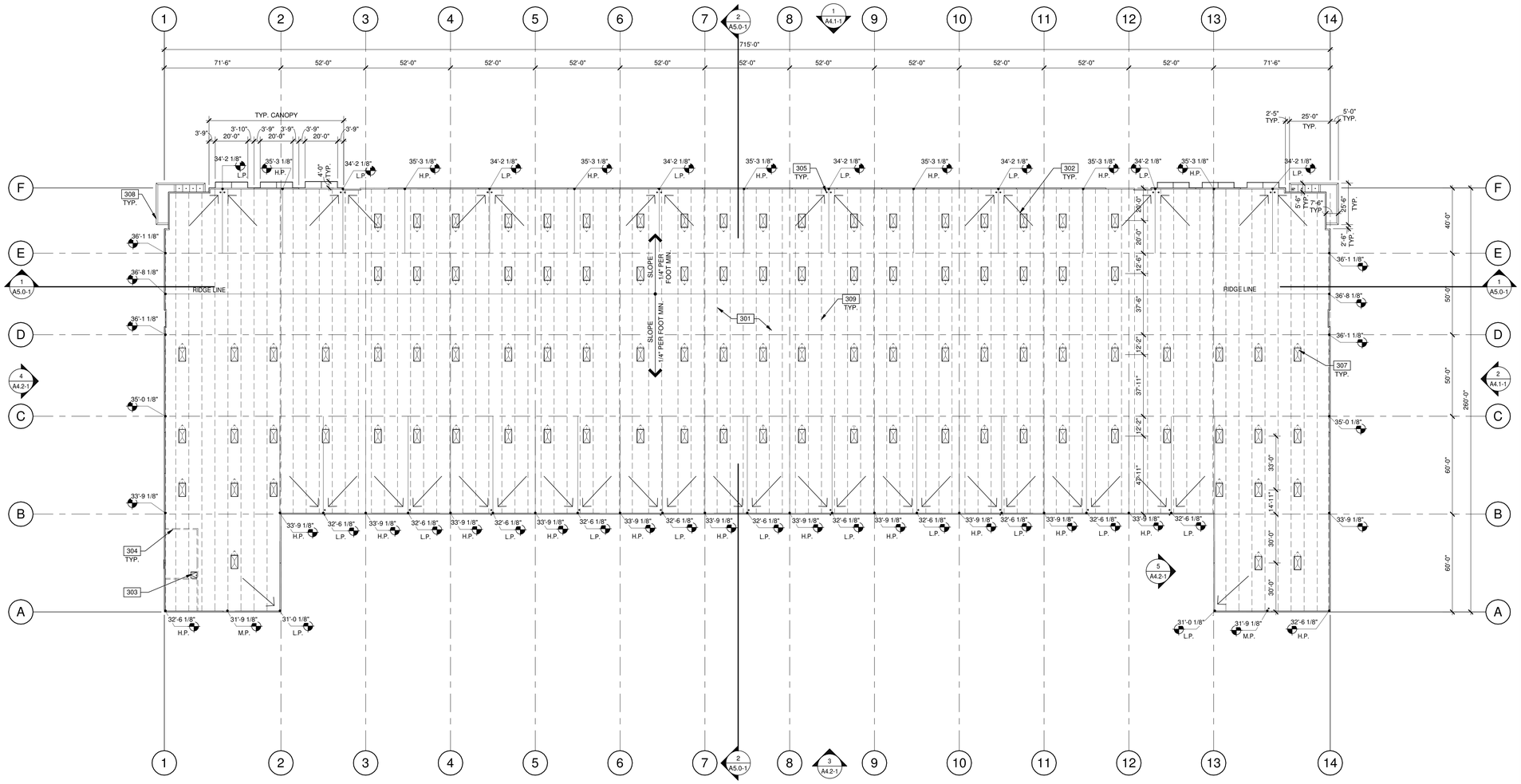
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3/8/2022 1:33:39 PM

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KEYNOTES:

SEE SHEET A0.2 FOR GENERAL NOTES

301 BUILT-UP ASPHALT ROOFING OVER WOOD DECK.
302 FLOW LINE TO DRAIN.
303 ROOF HATCH. VERIFY ROOF JOIST LOCATIONS WITH STRUCTURAL DRAWINGS.
304 LINE OF WALL BELOW.
305 PRIMARY AND SECONDARY DRAINS.
307 CRICKET.
308 METAL CANOPY - PAINTED, SEE STRUCTURAL DRAWINGS.
309 LINE OF STRUCTURAL FRAMING BELOW DECK (HIDDEN).

CALCULATIONS

SKYLIGHTS:

SKYLIGHT SIZE: 48"x96"=32 S.F.

(WAREHOUSE AREA S.F.) x 2.0% / (SKYLIGHT SIZE) = 150,000 x .02 / 32

DESIRED: 94 SKYLIGHTS
PROVIDED: 97 SKYLIGHTS

LEGEND

SKYLIGHT: (2.5%)
COORDINATE EXACT LOCATION TO PREVENT CONFLICT WITH FRAMING, FIRE SPRINKLER LINES, ELECTRICAL CONDUITS AND LIGHTING. SEE STRUCTURAL DRAWINGS.

1"=30'
0 15' 30' 60' 150'

ROOF PLAN
SCALE: 1" = 30'-0"

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BUILDING 1 - ROOF PLAN

DATE	REMARKS
04/14/2021	DDR SUBMITTAL

PA/PM:	S. DELGADO
DRAWN BY.:	O.J.
JOB NO.:	DAL20-0002-00

SHEET
A3.1-1

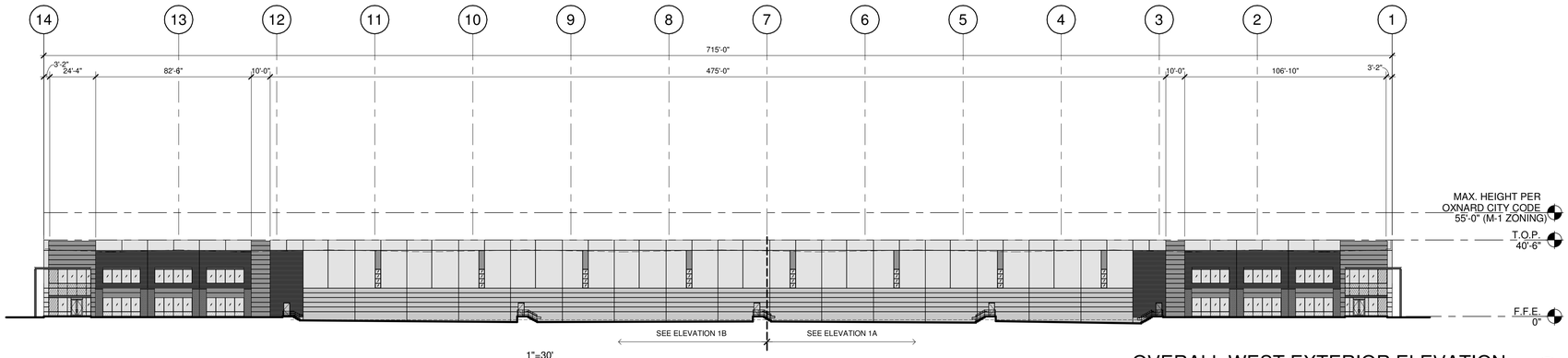
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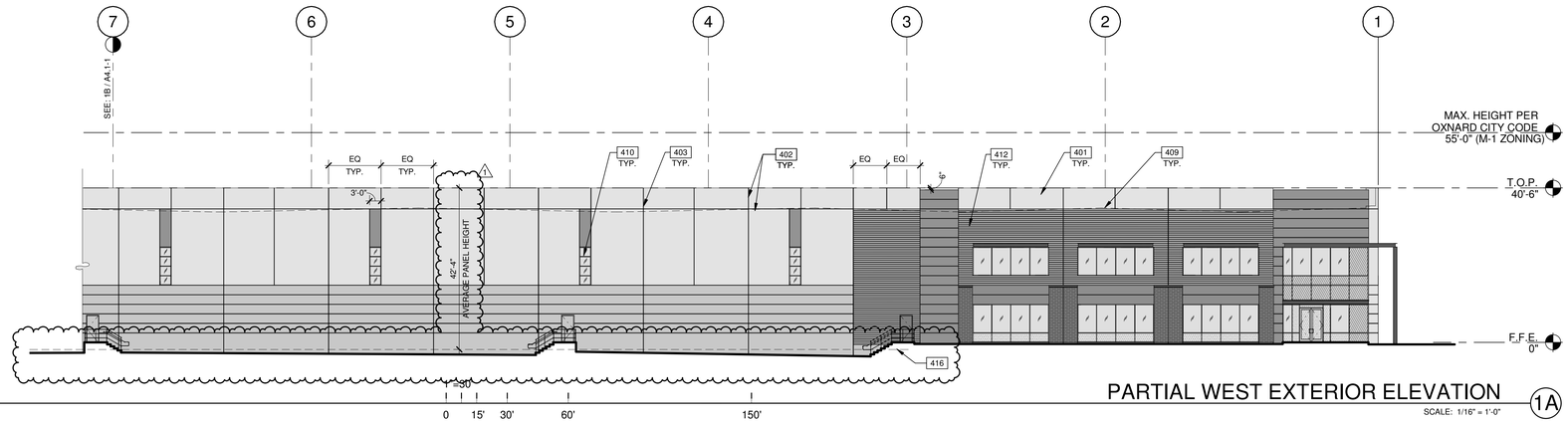


1"=30'

0 15' 30' 60' 150'

OVERALL WEST EXTERIOR ELEVATION (1)

SCALE: 1" = 30'-0"

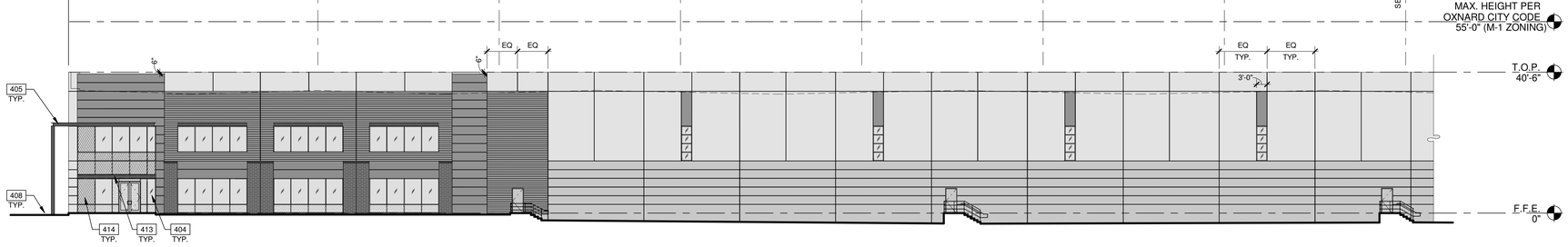


1"=30'

0 15' 30' 60' 150'

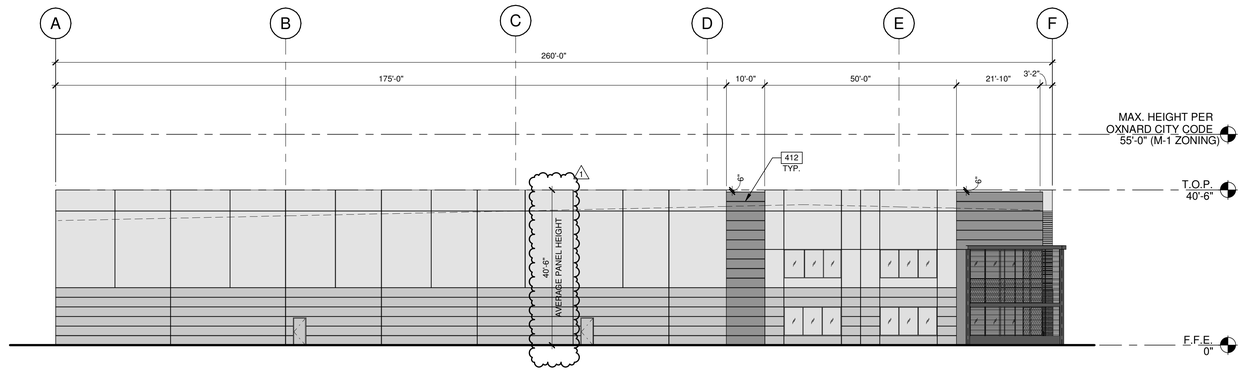
PARTIAL WEST EXTERIOR ELEVATION (1A)

SCALE: 1/16" = 1'-0"



PARTIAL WEST EXTERIOR ELEVATION (1B)

SCALE: 1/16" = 1'-0"



NORTH EXTERIOR ELEVATION (2)

SCALE: 1/16" = 1'-0"

KEYNOTES:

SEE SHEET A0.2 FOR GENERAL NOTES

401 CONCRETE WALL, PAINTED.
402 3/4" V-REVEAL.
403 CONCRETE WALL JOINT.
404 ALUMINUM STOREFRONT SYSTEM WITH 1" INSULATED GLASS.
405 METAL CANOPY, PAINTED.
408 FINISH GRADE VARIES.
409 LINE OF ROOF BEYOND.
410 CLERESTORY WINDOW.
412 CONCRETE FORM LINER.
413 PRE-FINISHED ALUMINUM FIN TO MATCH STOREFRONT MULLIONS.
414 ALUMINUM WINDOW SYSTEM OVER RECESSED CONCRETE PANEL.
416 AVERAGE GRADING

LEGEND

MATERIALS:

BLACK BRICKS: BLACK DIAMOND VELOUR BY BELDEN BRICK COMPANY

GLASS:

VISION GLASS

SPANDREL GLASS

TEMPERED GLASS

ALL GLASS USED ON THE ENVELOPE OF THE BUILDING TO BE:
VITRO ARCHITECTURAL GLASS - OPTIGRAY + SOLARBAN 90 CLEAR
U FACTOR = 0.23 AND SHGC = 0.23
GLASS WIND LOAD RESISTANCE CALCULATIONS ARE UNDER SEPARATE PERMIT

COLORS:

PROVIDE 6'-0" WIDE PAINT COLOR MOCK-UP FULL HEIGHT OF BUILDING FOR OWNER/ARCHITECT REVIEW.

BASE COLOR: "SW 6252 - ICE CUBE"
SECONDARY COLOR: "SW 7071 - GRAY SCREEN"
ACCENT COLOR: "SW 9163 - TIN LIZZIE"
ACCENT COLOR: "SW 7674 - PEPPERCORN"
ACCENT COLOR: "SW 6692 - AURIC"

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BUILDING 1 - EXTERIOR ELEVATIONS

	DATE:	REMARKS
1	04/14/2021	DDR SUBMITTAL
	03/17/2022	DDR COMMENTS

PA/PM:	S. DELGADO
DRAWN BY.:	O.J.
JOB NO.:	DAL20-0002-00

SHEET
A4.1-1

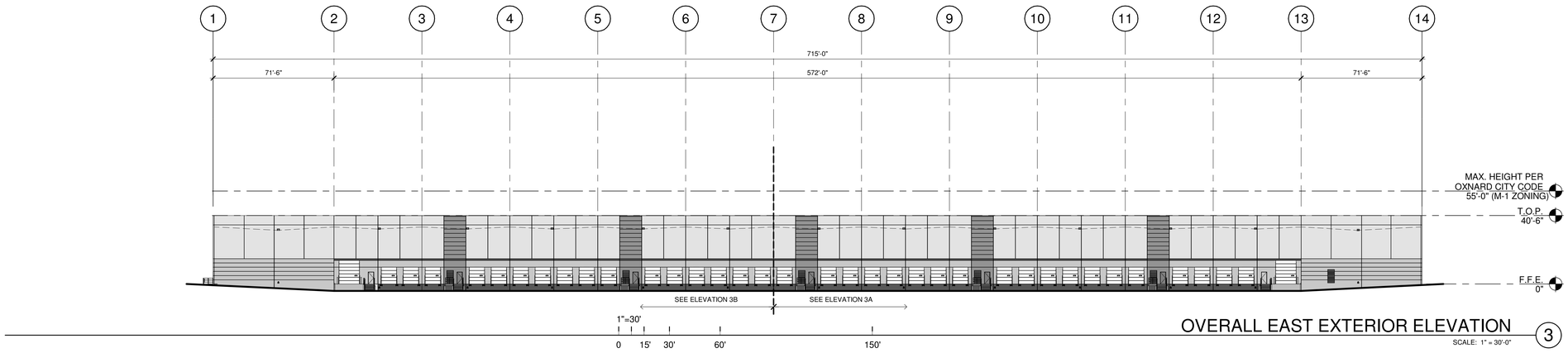
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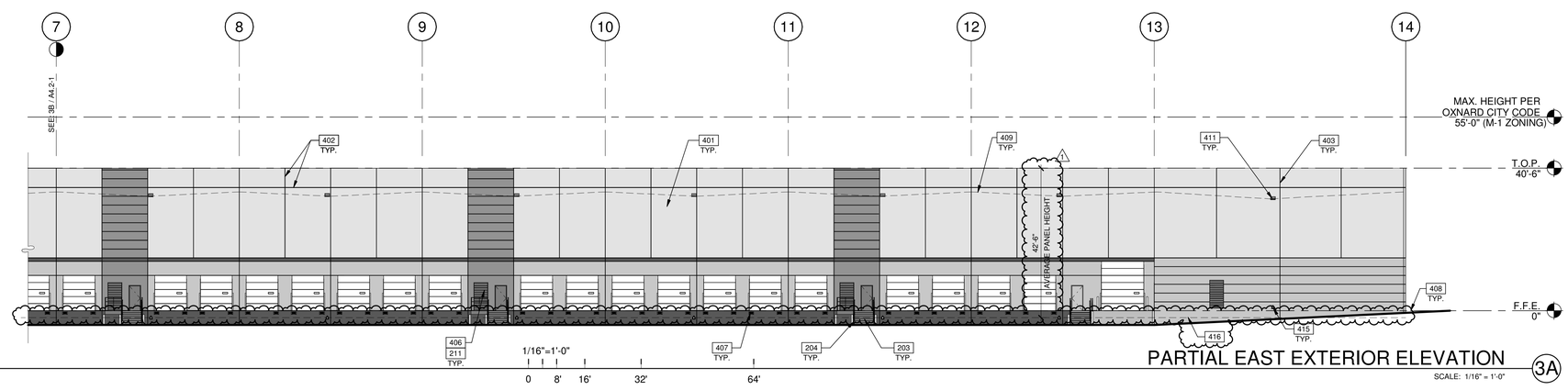
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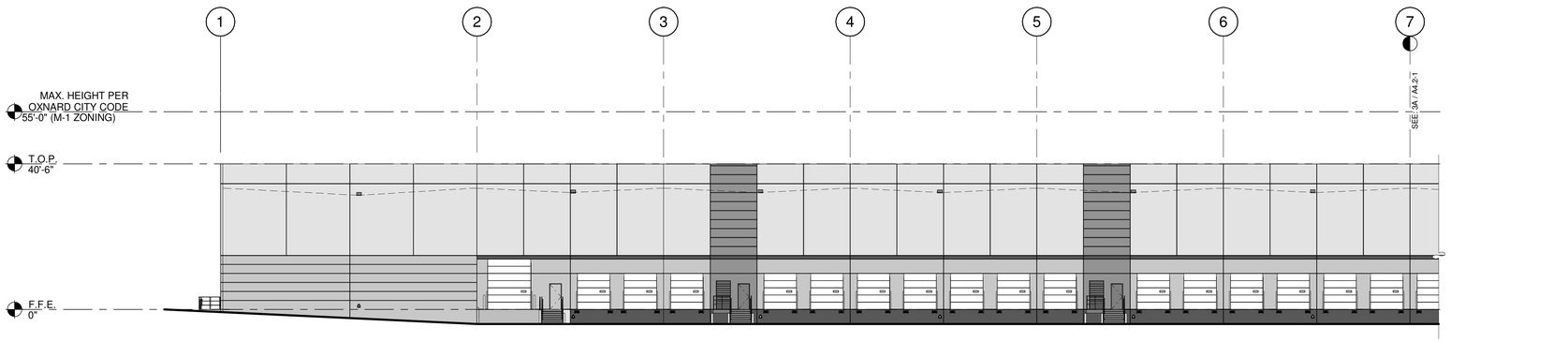
OVERALL EAST EXTERIOR ELEVATION 3

SCALE: 1" = 30'-0"



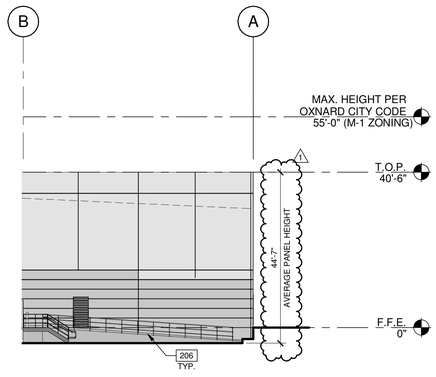
PARTIAL EAST EXTERIOR ELEVATION 3A

SCALE: 1/16" = 1'-0"



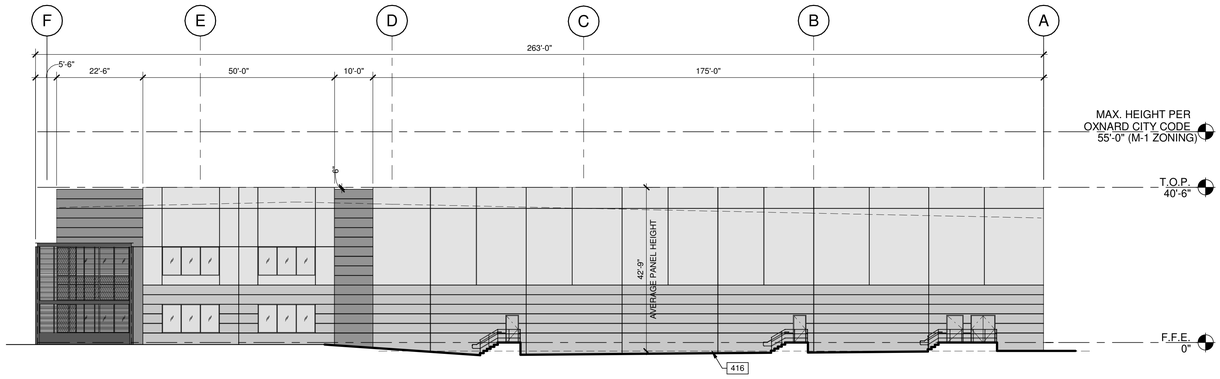
PARTIAL EAST EXTERIOR ELEVATION 3B

SCALE: 1/16" = 1'-0"



DOCK SIDE SOUTH EXTERIOR ELEVATION 5

SCALE: 1/16" = 1'-0"



SOUTH EXTERIOR ELEVATION 4

SCALE: 1/16" = 1'-0"

KEYNOTES:

SEE SHEET A0.2 FOR GENERAL NOTES

203	EXTERIOR STEEL STAIR, ALL COMPONENTS GALVANIZED AND PAINTED.
204	STEEL BOLLARD, CONCRETE-FILLED PAINTED SAFETY YELLOW.
206	CONCRETE RAMP.
211	4'-8" METAL LOUVER.
401	CONCRETE WALL, PAINTED.
402	3/4" V-REVEAL.
403	CONCRETE WALL JOINT.
406	METAL LOUVER, PAINTED TO MATCH ADJACENT WALL.
407	DOCK BUMPER.
408	FINISH GRADE VARIES.
409	LINE OF ROOF BEYOND.
411	OVERFLOW SCUPPER.
415	OVERFLOW DAYLIGHT.
416	AVERAGE GRADING

LEGEND

MATERIALS:

BLACK BRICKS: BLACK DIAMOND VELOUR BY BELDEN BRICK COMPANY

GLASS:

VISION GLASS

SPANDREL GLASS

TEMPERED GLASS

ALL GLASS USED ON THE ENVELOPE OF THE BUILDING TO BE:
VITRO ARCHITECTURAL GLASS - OPTIGRAY + SOLARBAN 90 CLEAR
U FACTOR = 0.23 AND SHGC = 0.23
GLASS WIND LOAD RESISTANCE CALCULATIONS ARE UNDER SEPARATE PERMIT

COLORS:

PROVIDE 6'-0" WIDE PAINT COLOR MOCK-UP FULL HEIGHT OF BUILDING FOR OWNER/ARCHITECT REVIEW.

- BASE COLOR: "SW 6252 - ICE CUBE"
- SECONDARY COLOR: "SW 7071 - GRAY SCREEN"
- ACCENT COLOR: "SW 9163 - TIN LIZZIE"
- ACCENT COLOR: "SW 7674 - PEPPERCORN"
- ACCENT COLOR: "SW 6992 - AURIC"

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BUILDING 1 - EXTERIOR ELEVATIONS

	DATE	REMARKS
1	04/14/2021	DDR SUBMITTAL
	09/17/2022	DDR COMMENTS

03/17/2022 - DDR COMMENTS

PA/PM:	S. DELGADO
DRAWN BY.:	O.J.
JOB NO.:	DAL20-0002-00

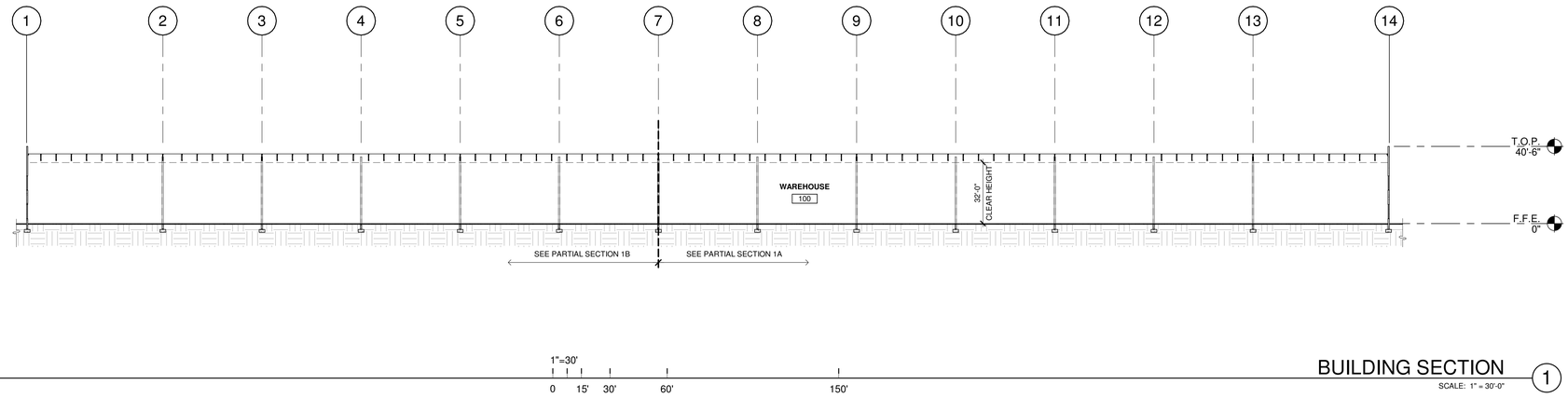
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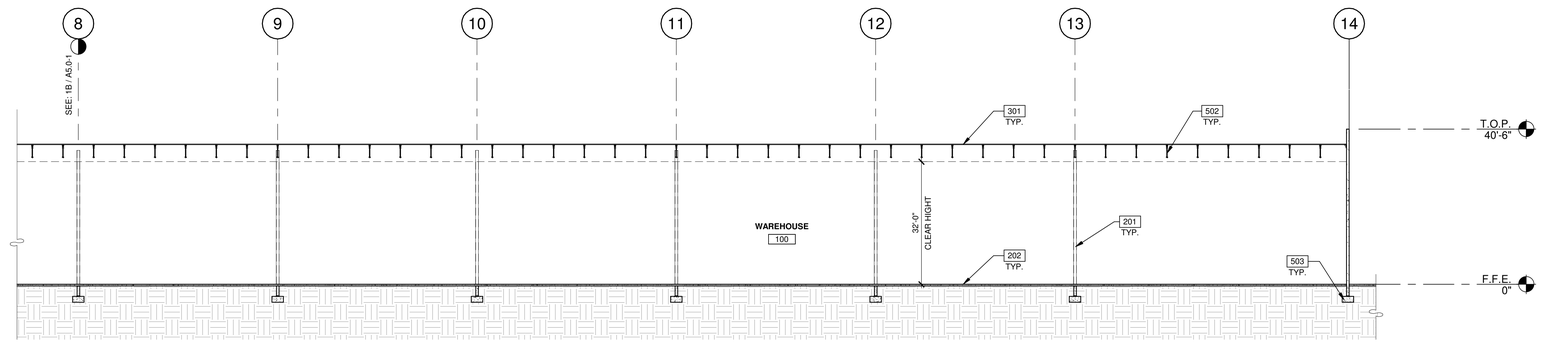
BUILDING SECTION 1

SCALE: 1" = 30'-0"

KEYNOTES:

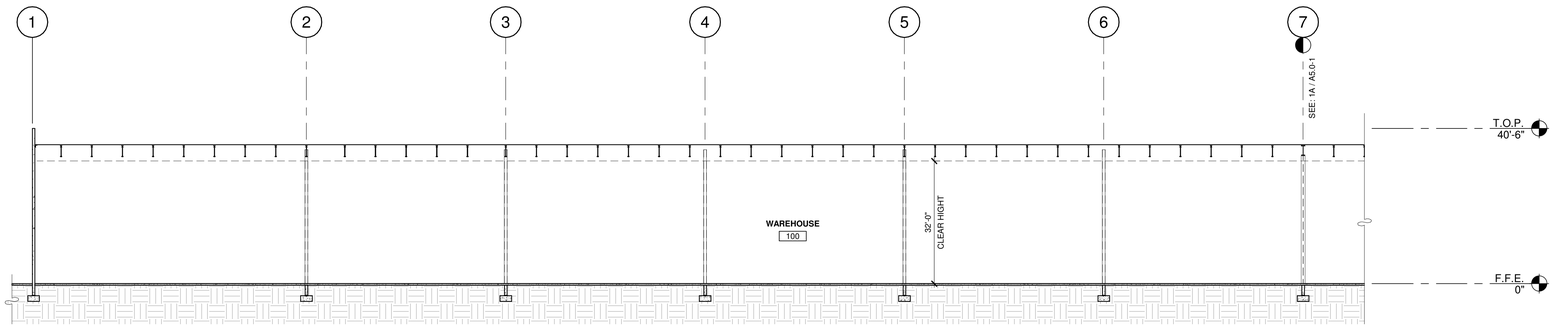
SEE SHEET A0.2 FOR GENERAL NOTES

201 STRUCTURAL STEEL COLUMN.
202 CONCRETE SLAB. PROVIDE VAPOR RETARDER OVER SAND BASE AT OFFICE AREA PER SOILS REPORT. PROVIDE SEALER FOR CONCRETE FLOOR AREA IN WAREHOUSE.
301 BUILT-UP ASPHALT ROOFING OVER WOOD DECK.
502 STRUCTURAL STEEL JOIST.
503 CONCRETE FOOTING.



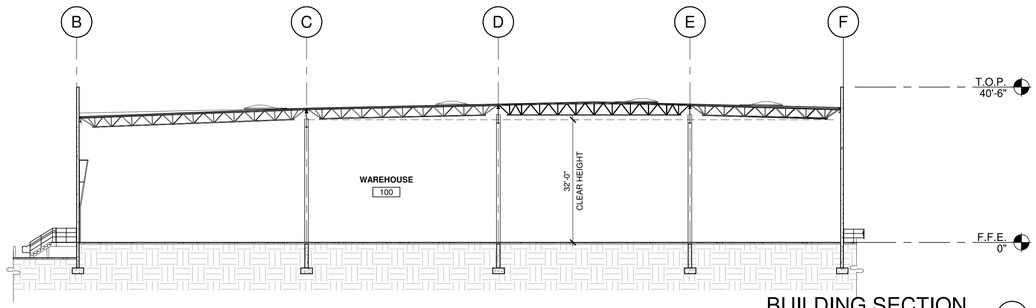
PARTIAL BUILDING SECTION 1A

SCALE: 1/16" = 1'-0"



PARTIAL BUILDING SECTION 1B

SCALE: 1/16" = 1'-0"



BUILDING SECTION 2

SCALE: 1/16" = 1'-0"

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BUILDING 1 - BUILDING SECTION

DATE	REMARKS
04/14/2021	DDR SUBMITTAL

PA/PM:	S. DELGADO
DRAWN BY.:	O.J.
JOB NO.:	DAL20-0002-00

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A5.0-1

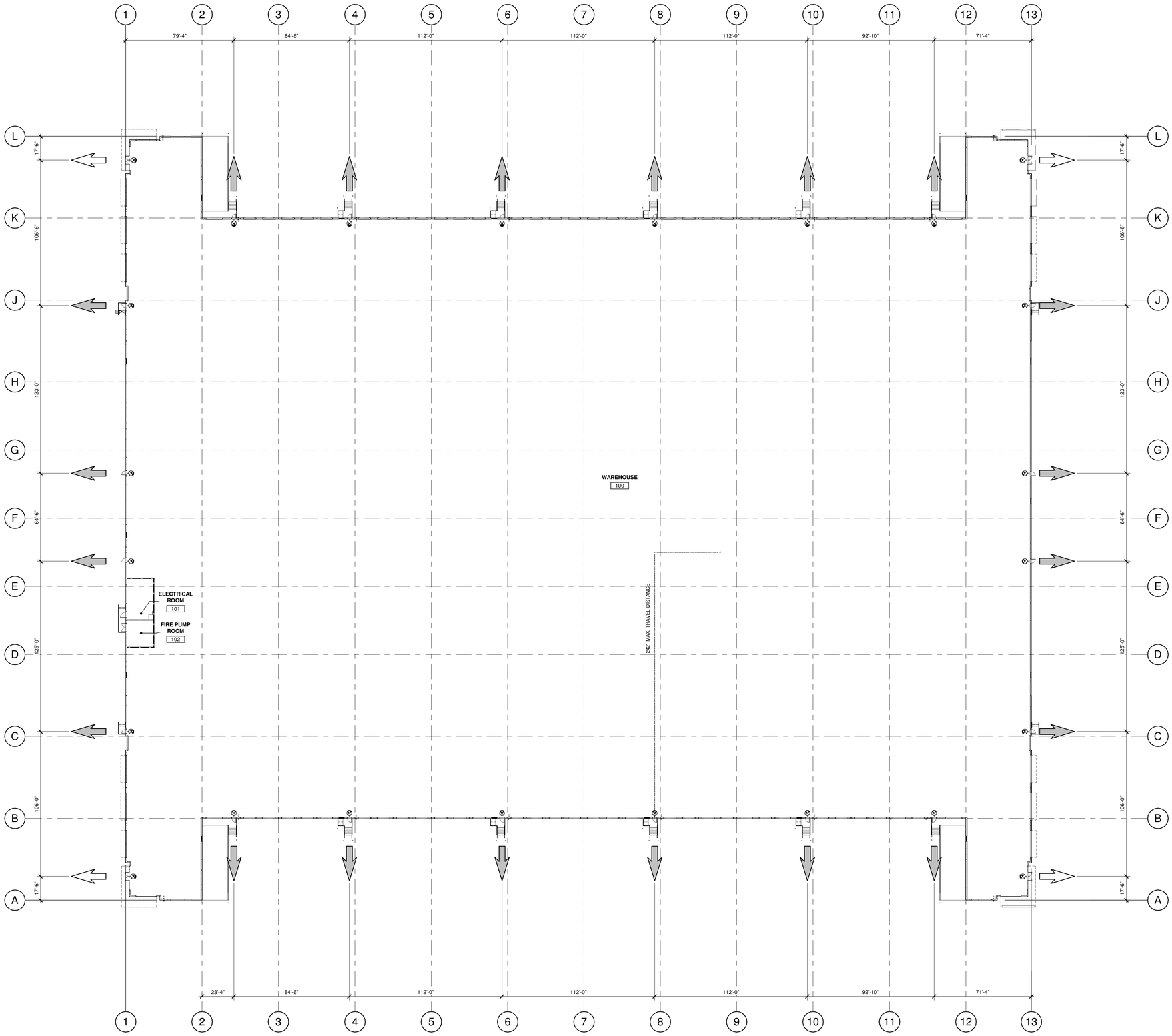
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KEYNOTES:

ALL REQUIRED EXITS TO RECEIVE WALL-MOUNTED TACTILE EXIT SIGN WITH THE WORD "EXIT"

LEGEND

- REQUIRED EXIT AND FIRE DEPARTMENT ACCESS.
- REQUIRED EXIT
- MAXIMUM TRAVEL DISTANCE.
- WALL-MOUNTED ILLUMINATED EMERGENCY EXIT SIGN ABOVE DOOR WITH BATTERY POWERED BACK-UP. SHADED QUADRANT INDICATES FACE OF LETTERING.

  ADDITIONAL DIRECTIONAL EXIT SIGNS MAY BE REQUIRED PRIOR TO FINAL INSPECTION AND SUBJECT TO BUILDING INSPECTOR.

EGRESS ANALYSIS

FUNCTION SPACE AND OCCUPANCY	(N) GROSS AREA (SF)	(F) AREA PER OCC. FACTOR 1004.1	(OL) = N/F OCCUPANT LOAD	NUMBER OF EXITS REQ'D 1006	DOOR (AND OTHER EGRESS COMPONENTS) WIDTH REQ'D 1005.3.2	NUMBER OF 32" CLR. EXITS PROVIDED (PER PLAN)	NUMBER OF 44" CLR. EXITS PROVIDED (PER PLAN)	NUMBER OF 54" CLR. EXITS PROVIDED (PER PLAN)	TOTAL DOOR WIDTH PROVIDED
WAREHOUSE S-1	304,640	500	609	3	609*.2 / 121.8"	20	0	4	768"

STAIR WIDTH CALCULATIONS:

NUMBER OF OCCUPANTS PER STAIR: 26
STAIR WIDTH REQUIRED (1005.3.1): 7.8" EACH (44" MIN.)

STAIR WIDTH PROVIDED: 66" EACH

MAX. TRAVEL DISTANCE TO EXITS

MAXIMUM TRAVEL DISTANCE TO EXITS (1017.2 SPRINKLERED BUILDING)

S-1/STORAGE (MODERATE-HAZARD WAREHOUSE)..... *400 FEET MAX.
*PER CBC 1017.2.2, THIS BUILDING QUALIFIES FOR MAXIMUM TRAVEL INCREASE.

1"=30'
0 15' 30' 60' 150'

OCCUPANCY AND EGRESS PLAN
SCALE: 1" = 30'-0"

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BUILDING 2 - OCCUPANCY AND EGRESS PLAN

DATE	REMARKS
04/14/2021	DDR SUBMITTAL

03/17/2022 - DDR COMMENTS

PA/PM:	S. DELGADO
DRAWN BY.:	O.J.
JOB NO.:	DAL20-0002-00

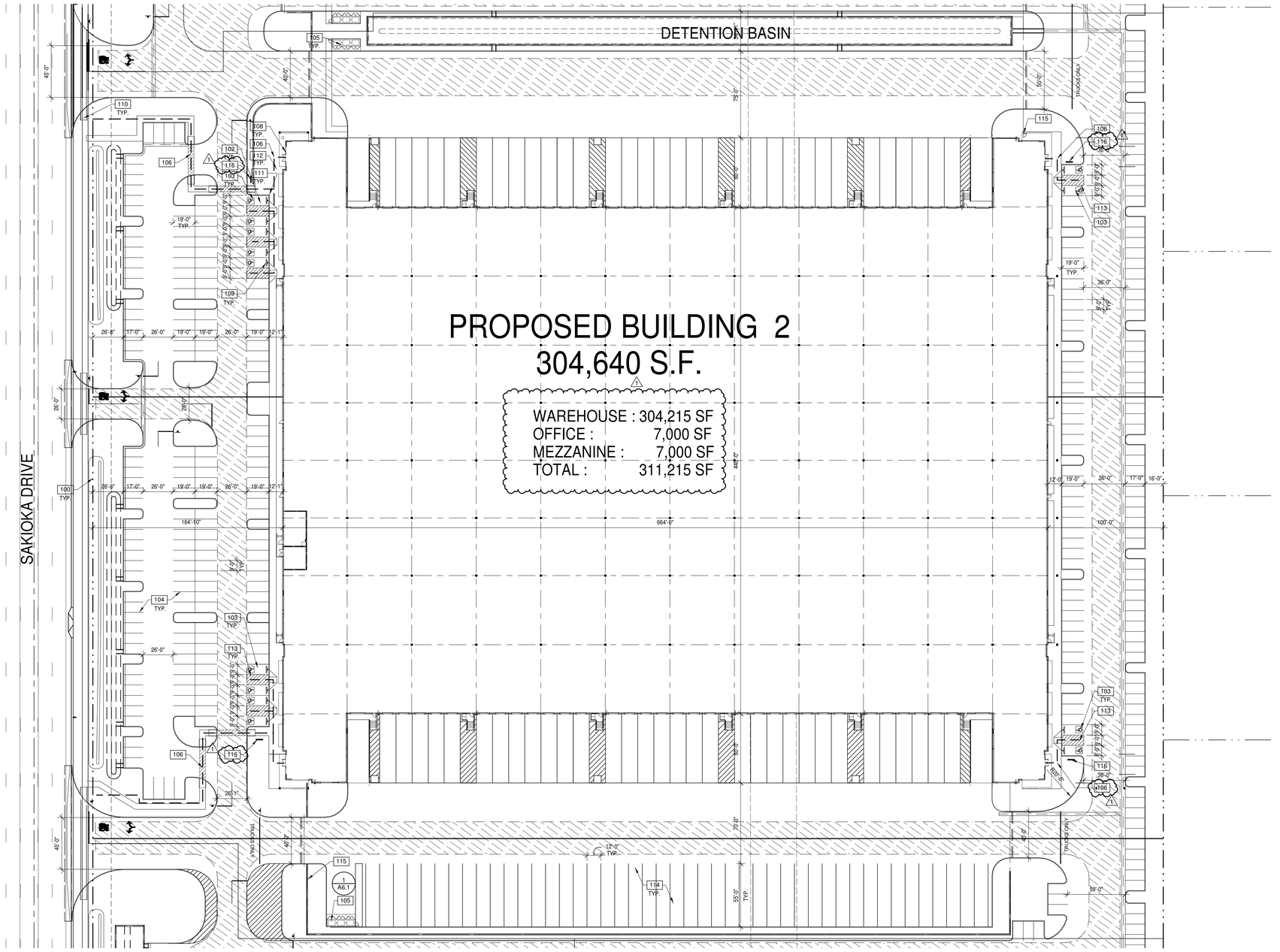
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BUILDING 2 - ENLARGED SITE PLAN

SCALE: 1" = 40'-0"

SITE LEGEND

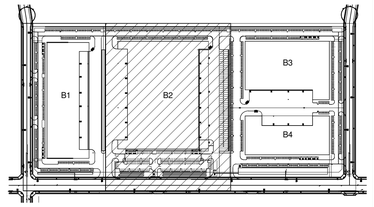
- POLE MOUNTED LIGHT FIXTURE, SEE ELECTRICAL DRAWINGS
- FIRE LANE (HATCHED)
- LANDSCAPE (HATCHED)
- FIRE HYDRANT WITH BOLLARDS
- P.I.V. WITH TAMPER, SEE FIRE PROTECTION DRAWINGS

KEYNOTES

SEE SHEET A0.2 FOR GENERAL NOTES

100. PROPERTY LINE.
101. ACCESSIBLE ENTRY SIGNAGE.
102. ACCESSIBLE PARKING STALL WITH SIGNAGE.
103. VAN ACCESSIBLE PARKING STALL WITH SIGNAGE.
104. PAINTED PARKING STRIPING PER CITY STANDARDS. 2'-0" PARKING OVERHANG.
105. TRASH ENCLOSURE WITH RECYCLE BIN.
106. ACCESSIBLE PATH OF TRAVEL. 1:20 MAX. SLOPE, 2% MAX. CROSS SLOPE.
107. CONCRETE WALK.
108. RECESSED KNOX-BOX, INSTALL AT 5'-0" ABOVE FINISH FLOOR.
109. PRECAST CONCRETE WHEEL STOP.
110. ACCESSIBLE CURB RAMP WITH TRUNCATED DOMES.
111. CONCRETE STOOP.
112. CONCRETE PAVEMENT.
113. ACCESSIBLE LOADING ZONE.
114. TRAILER STORAGE AREA.
115. SLIDING GATE AND FENCE WITH MAN DOOR.
116. BICYCLE RACK, ACCOMMODATES UP TO 4 BIKES.

KEY PLAN



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BUILDING 2 - ENLARGED SITE PLAN

NO.	REMARKS	DATE
1	DDR SUBMITTAL	04/14/2021
	DDR COMMENTS	03/17/2022

03/17/2022 - DDR COMMENTS

PA/PM:	S. DELGADO
DRAWN BY.:	O.J.
JOB NO.:	DAL20-0002-00

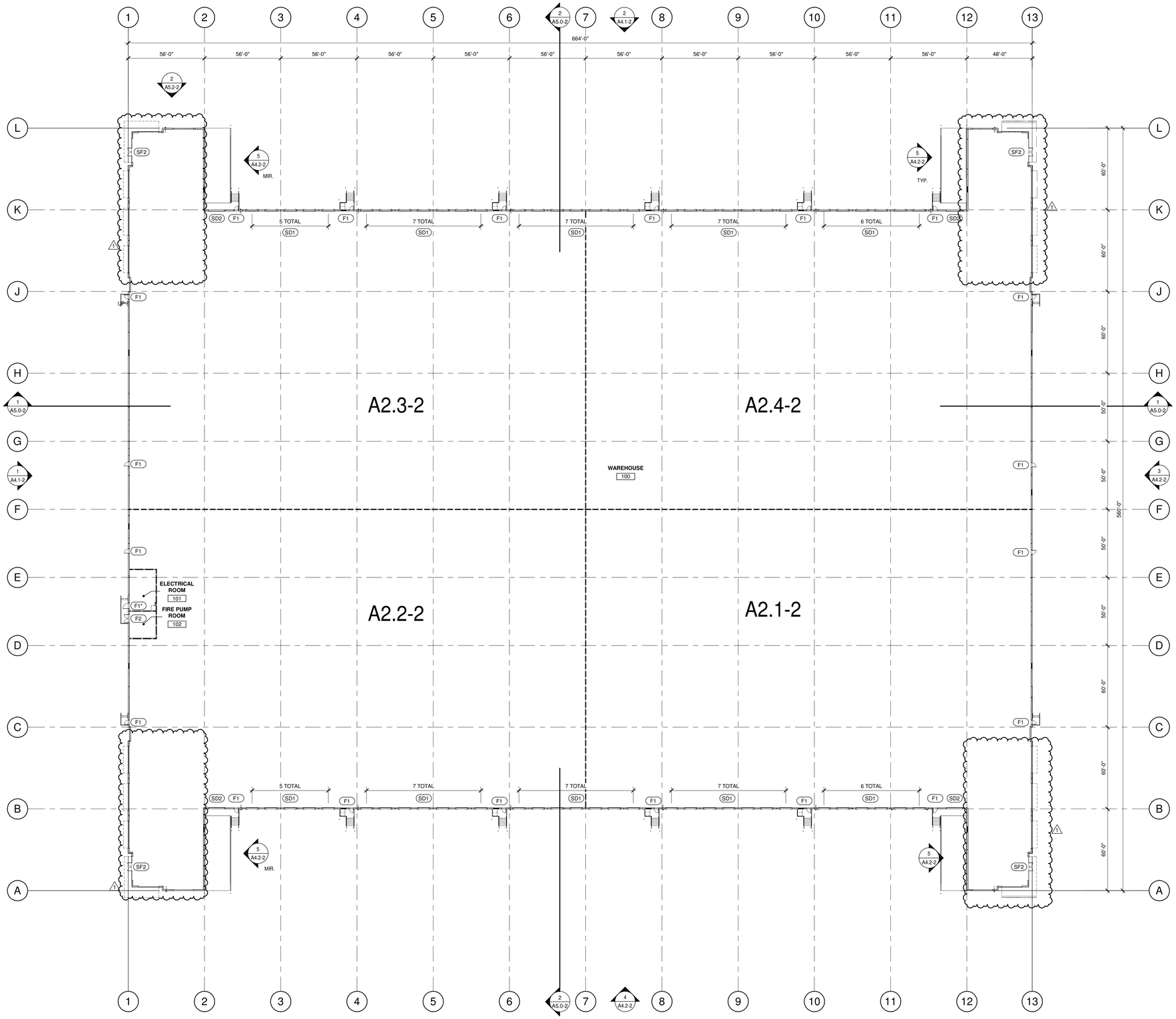
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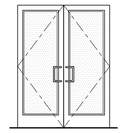
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OVERALL FLOOR PLAN

SCALE: 1" = 30'-0"

DOOR TYPES



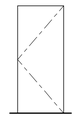
SF2 6'-0" x 8'-0" (PAIR)
CLEAR ANOD. ALUM. STOREFRONT DOOR W/TEMPERED GLAZING (NARROW STILE)

FRAME: MANUFACTURER

HARDWARE:

2 SETS	PIVOT SET
2 SETS	INTER PIVOT
1 EA	MORTISE CYLINDER
2 SETS	OFFSET PULL
2 EA	OH CLOSER
1 EA	THRESHOLD
1 EA	DECAL

NOTE: WEATHERSEAL BY DOOR MANUFACTURER



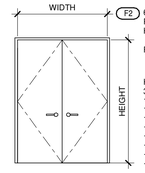
F1 3'-0" x 7'-0"
PAINTED INSULATED HOLLOW METAL DOOR

F1* 4'-0" x 7'-0"
PAINTED INSULATED HOLLOW METAL DOOR

FRAME: PAINTED HOLLOW METAL

HARDWARE:

3 EA	HINGES
1 EA	EXIT DEVICE
1 EA	CYLINDER
1 EA	CLOSER
1 EA	PERIMETER SEAL
1 EA	BOTTOM DRIP
1 EA	THRESHOLD
1 EA	LOCK GUARD
1 EA	HVY DUTY FLOOR STOP

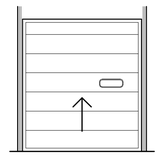


F2 6'-0" x 7'-0"
PAINTED INSULATED HOLLOW METAL DOOR

FRAME: PAINTED HOLLOW METAL

HARDWARE:

3 EA	HINGES
1 EA	EXIT DEVICE
1 EA	CYLINDER
1 EA	CLOSER
1 EA	PERIMETER SEAL
1 EA	BOTTOM DRIP
1 EA	THRESHOLD
1 EA	LOCK GUARD
1 EA	HVY DUTY FLOOR STOP



SD1 9'-0" x 10'-0"
DOCK HIGH SECTIONAL VERTICAL LIFT OVERHEAD DOOR W/ FACTORY PAINTED FINISH.

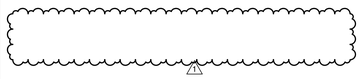
SD2 12'-0" x 14'-0"
SECTIONAL VERTICAL LIFT OVERHEAD DOOR W/ FACTORY PAINTED FINISH

HARDWARE:

1 EA	SLIDE BOLT
1 EA	PAD LOCK

DOOR NOTES

BUTT HINGES:
SOSS - STANDARD WEIGHT, PLAIN BEARING, STEEL HINGES OR APPROVED EQUAL.
ALL EXTERIOR OUTSWING DOOR BUTTS SHALL BE MADE OF NON-FERROUS MATERIAL AND SHALL HAVE STAINLESS STEEL HINGE PINS.
VON DUPRIN 99 SERIES PANIC DEVICE OR APPROVED EQUAL
CLOSING DEVICES: NORTON 8500 BF SERIES OR APPROVED EQUAL
STOPS: TRIMCO W1200 SERIES DOOR STOP
SLIDE BOLT AND PAD LOCK: INSTALL SLIDE BOLT ABOVE LEVEL OF DOOR GUARD



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BUILDING 2 - OVERALL FLOOR PLAN

	DATE	REMARKS
1	04/14/2021	DDR SUBMITTAL
	09/17/2022	DDR COMMENTS

PA/PM:	S. DELGADO
DRAWN BY.:	O.J.
JOB NO.:	DAL20-0002-00

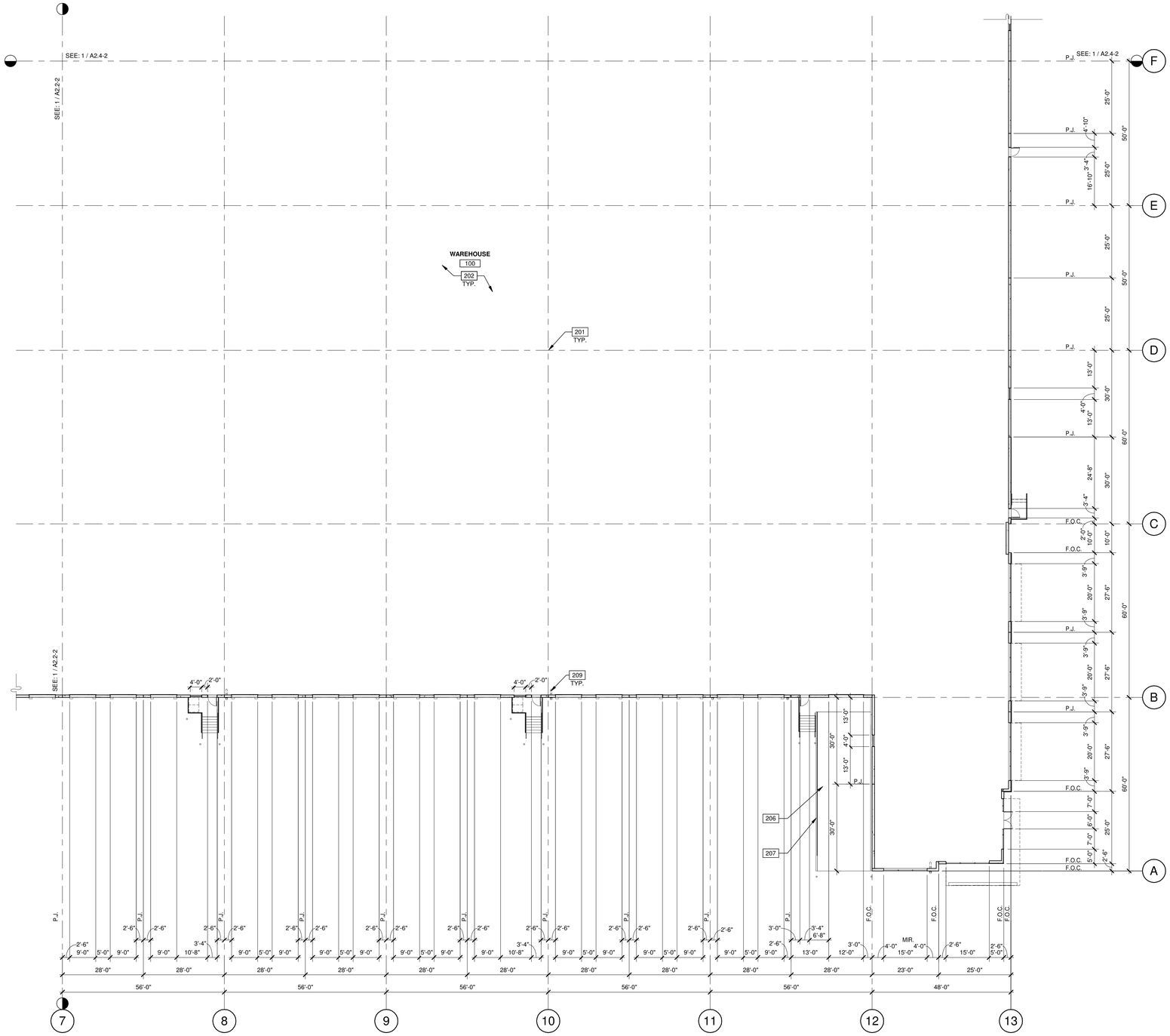
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KEYNOTES:

SEE SHEET A0.2 FOR GENERAL NOTES

201 STRUCTURAL STEEL COLUMN.

202 CONCRETE SLAB. PROVIDE VAPOR RETARDER OVER SAND BASE AT OFFICE AREA PER SOILS REPORT. PROVIDE SEALER FOR CONCRETE FLOOR AREA IN WAREHOUSE.

206 CONCRETE RAMP.

207 CONCRETE RETAINING WALL.

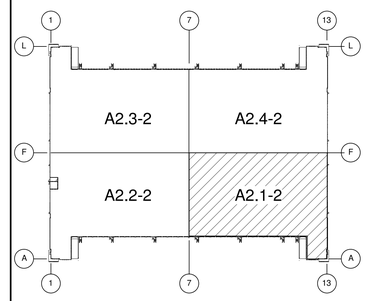
209 PRIMARY ROOF DRAIN LEADERS, TRANSITION DIAGONALLY ATTACH TO WALL WITH UNI-STRUTS.

WALL LEGEND

CONCRETE WALL

1HR FIRE-RESISTANCE RATED

KEY PLAN



1/16"=1'-0"
0 8' 16' 32' 64'

PARTIAL FLOOR PLAN
SCALE: 1/16" = 1'-0"

N
NOT TO SCALE

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BUILDING 2 - PARTIAL FIRST FLOOR PLAN

	DATE	REMARKS
1	04/14/2021	DDR SUBMITTAL
	03/17/2022	DDR COMMENTS

PA/PM:	S. DELGADO
DRAWN BY.:	O.J.
JOB NO.:	DAL20-0002-00

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A2.1-2

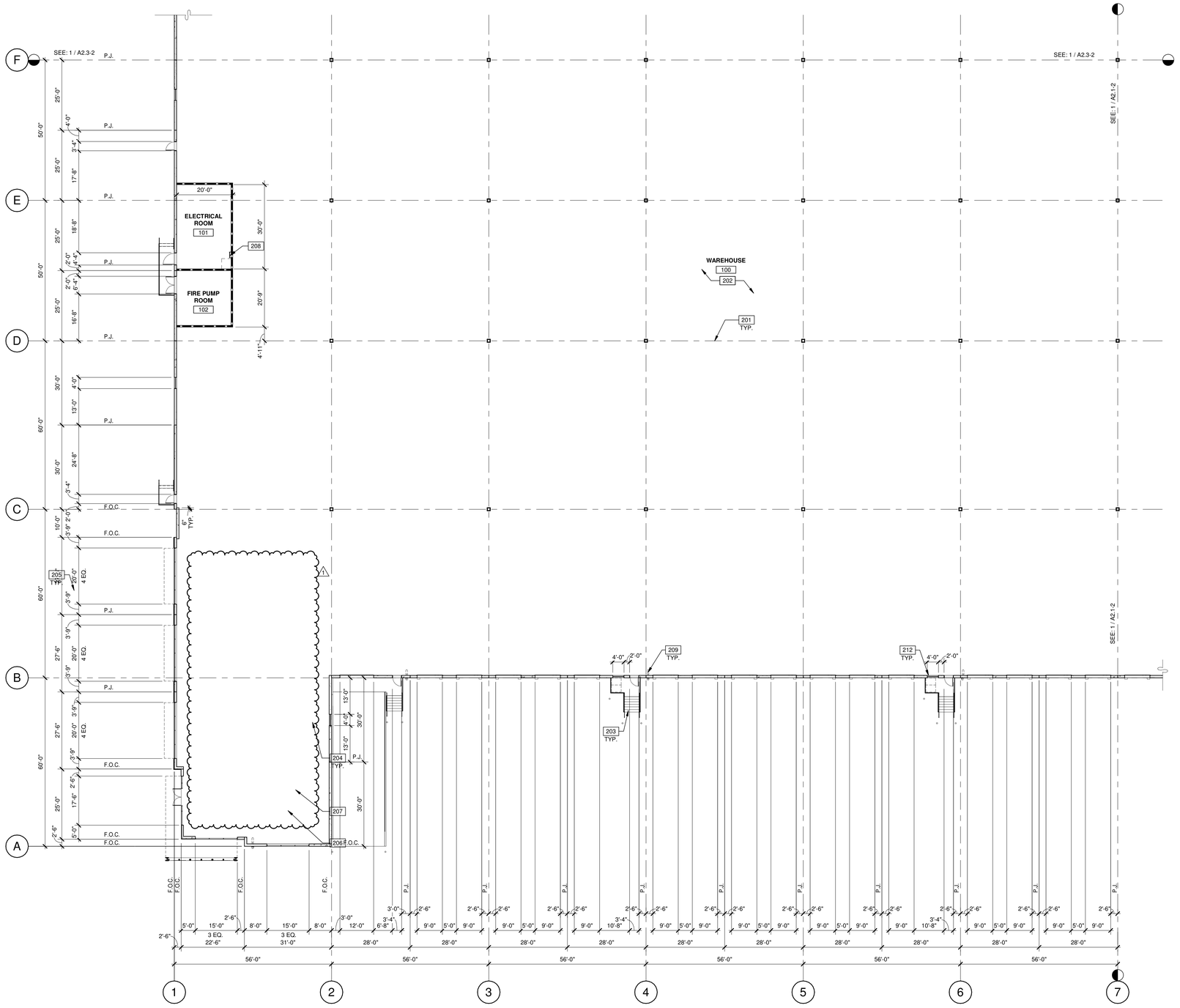
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PARTIAL FLOOR PLAN

SCALE: 1/16" = 1'-0"

1/16"=1'-0"

0 8' 16' 32' 64'

KEYNOTES:

SEE SHEET A0.2 FOR GENERAL NOTES

201 STRUCTURAL STEEL COLUMN.
202 CONCRETE SLAB. PROVIDE VAPOR RETARDER OVER SAND BASE AT OFFICE AREA PER SOILS REPORT. PROVIDE SEALER FOR CONCRETE FLOOR AREA IN WAREHOUSE.
203 EXTERIOR STEEL STAIR, ALL COMPONENTS GALVANIZED AND PAINTED.
204 STEEL BOLLARD. CONCRETE-FILLED PAINTED SAFETY YELLOW.
205 OUTLINE OF CANOPY ABOVE.
206 CONCRETE RAMP.
207 CONCRETE RETAINING WALL.
208 ROOF ACCESS LADDER WITH PLATFORM AND FALL ARREST SYSTEM.
209 PRIMARY ROOF DRAIN LEADERS, TRANSITION DIAGONALLY ATTACH TO WALL WITH UNI-STRUTS.
212 4'x10' METAL LOUVER.

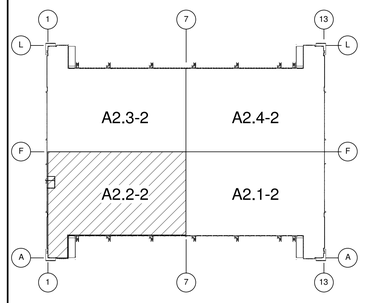
1

WALL LEGEND

CONCRETE WALL

1HR FIRE-RESISTANCE RATED

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SAKIOKA DRIVE
OXNARD, CALIFORNIA

BUILDING 2 - PARTIAL FIRST FLOOR PLAN

	DATE	REMARKS
1	04/14/2021	DDR SUBMITTAL
2	09/17/2022	DDR COMMENTS

PA/PM:	S. DELGADO
DRAWN BY.:	O.J.
JOB NO.:	DAL20-0002-00

SHEET

A2.2-2

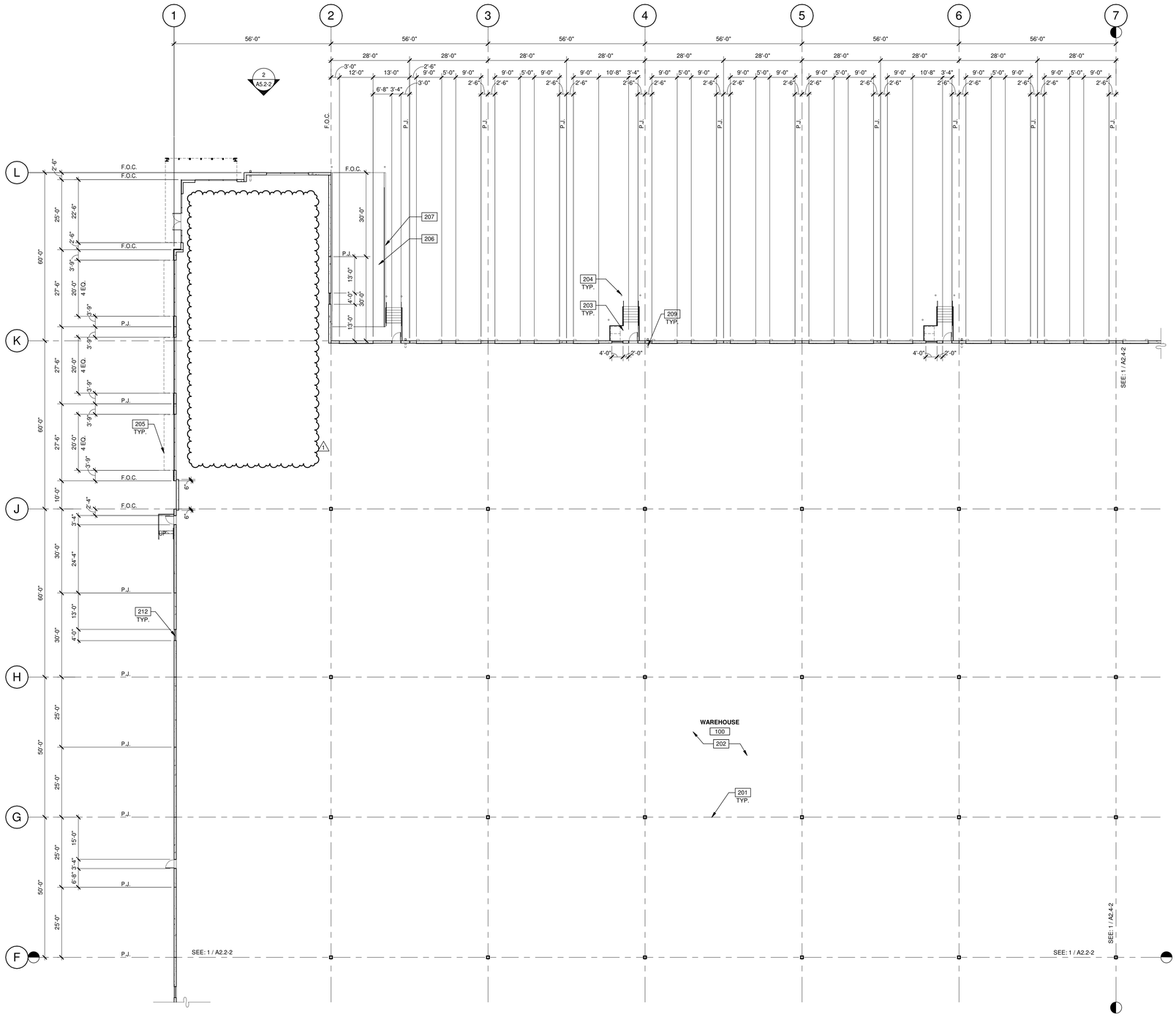
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PARTIAL FLOOR PLAN

SCALE: 1/16" = 1'-0"

KEYNOTES:

SEE SHEET A0.2 FOR GENERAL NOTES

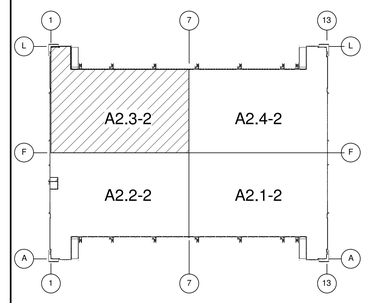
201 STRUCTURAL STEEL COLUMN.
202 CONCRETE SLAB. PROVIDE VAPOR RETARDER OVER SAND BASE AT OFFICE AREA PER SOILS REPORT. PROVIDE SEALER FOR CONCRETE FLOOR AREA IN WAREHOUSE.
203 EXTERIOR STEEL STAIR, ALL COMPONENTS GALVANIZED AND PAINTED.
204 STEEL BOLLARD, CONCRETE-FILLED PAINTED SAFETY YELLOW.
205 OUTLINE OF CANOPY ABOVE.
206 CONCRETE RAMP.
207 CONCRETE RETAINING WALL.
209 PRIMARY ROOF DRAIN LEADERS, TRANSITION DIAGONALLY ATTACH TO WALL WITH UNI-STRUTS.
212 4'x10' METAL LOUVER.

WALL LEGEND

CONCRETE WALL

1HR FIRE-RESISTANCE RATED

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BUILDING 2 - PARTIAL FIRST FLOOR PLAN

	DATE	REMARKS
1	04/14/2021	DDR SUBMITTAL
	03/17/2022	DDR COMMENTS

PA/PM:	S. DELGADO
DRAWN BY.:	O.J.
JOB NO.:	DAL20-0002-00

SHEET

A2.3-2

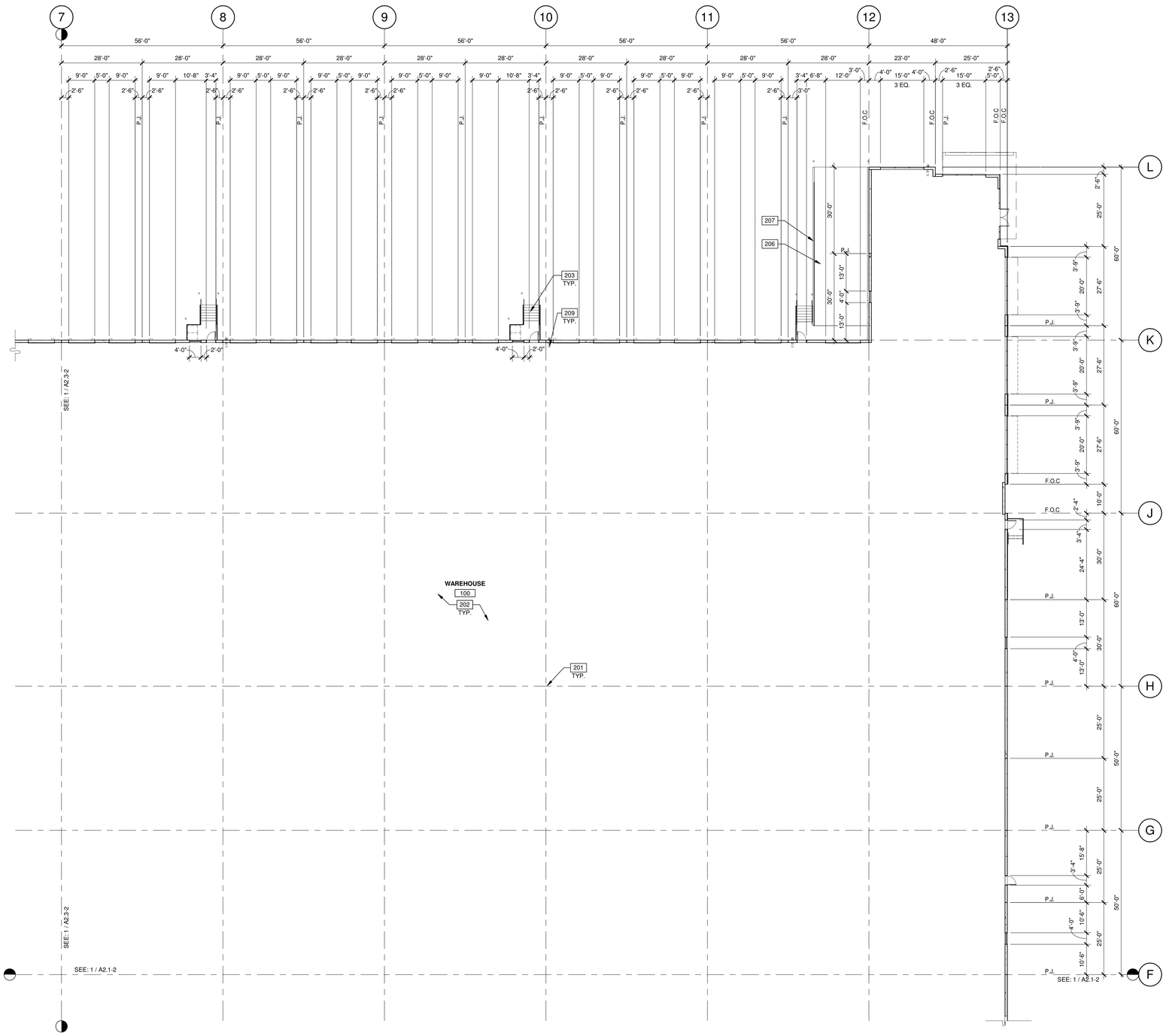
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1/16"=1'-0"

0 8' 16' 32' 64'

PARTIAL FLOOR PLAN

SCALE: 1/16" = 1'-0"

KEYNOTES:

SEE SHEET A0.2 FOR GENERAL NOTES

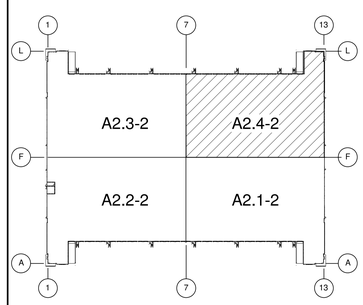
201 STRUCTURAL STEEL COLUMN.
202 CONCRETE SLAB. PROVIDE VAPOR RETARDER OVER SAND BASE AT OFFICE AREA PER SOILS REPORT. PROVIDE SEALER FOR CONCRETE FLOOR AREA IN WAREHOUSE.
203 EXTERIOR STEEL STAIR, ALL COMPONENTS GALVANIZED AND PAINTED.
206 CONCRETE RAMP.
207 CONCRETE RETAINING WALL.
209 PRIMARY ROOF DRAIN LEADERS, TRANSITION DIAGONALLY ATTACH TO WALL WITH UNI-STRUTS.

WALL LEGEND

CONCRETE WALL

1HR FIRE-RESISTANCE RATED

KEY PLAN



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OXNARD, CALIFORNIA

BUILDING 2 - PARTIAL FIRST FLOOR PLAN

	DATE:	REMARKS
1	04/14/2021	DDR SUBMITTAL
	03/17/2022	DDR COMMENTS

PA/PM:	S. DELGADO
DRAWN BY.:	O.J.
JOB NO.:	DAL20-0002-00

SHEET
A2.4-2

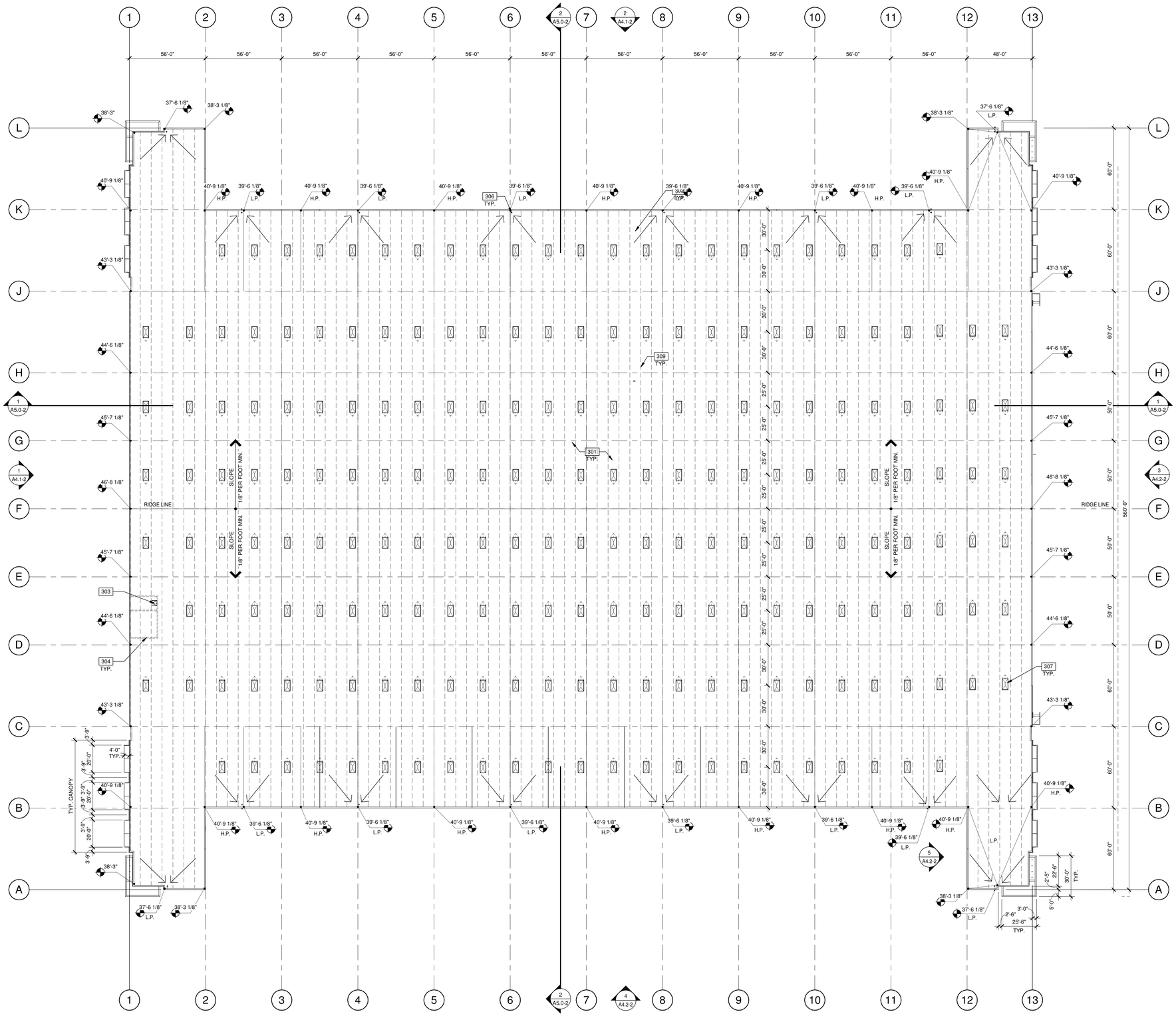
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KEYNOTES:

SEE SHEET A0.2 FOR GENERAL NOTES

301 BUILT-UP ASPHALT ROOFING OVER WOOD DECK.
302 FLOW LINE TO DRAIN.
303 ROOF HATCH. VERIFY ROOF JOIST LOCATIONS WITH STRUCTURAL DRAWINGS.
304 LINE OF WALL BELOW.
306 PRIMARY ROOF DRAIN WITH OVERFLOW SCUPPER.
307 CRICKET.
309 LINE OF STRUCTURAL FRAMING BELOW DECK (HIDDEN).

CALCULATIONS

SKYLIGHTS:

SKYLIGHT SIZE: 48"x96"=32 S.F.

$$\frac{\text{(WAREHOUSE AREA S.F.) x 2.0\%}}{\text{(SKYLIGHT SIZE)}} = \frac{304,640 \times .02}{32}$$

DESIRED: 190 SKYLIGHTS
PROVIDED: 207 SKYLIGHTS

LEGEND

SKYLIGHT: (2.5%)
COORDINATE EXACT LOCATION TO PREVENT CONFLICT WITH FRAMING, FIRE SPRINKLER LINES, ELECTRICAL CONDUITS AND LIGHTING. SEE STRUCTURAL DRAWINGS.

1"=30'
0 15' 30' 60' 150'

ROOF PLAN
SCALE: 1" = 30'-0"

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BUILDING 2 - ROOF PLAN

DATE	REMARKS
04.14.2021	DDR SUBMITTAL

03/17/2022 - DDR COMMENTS

PA/PM:	S. DELGADO
DRAWN BY.:	O.J.
JOB NO.:	DAL20-0002-00

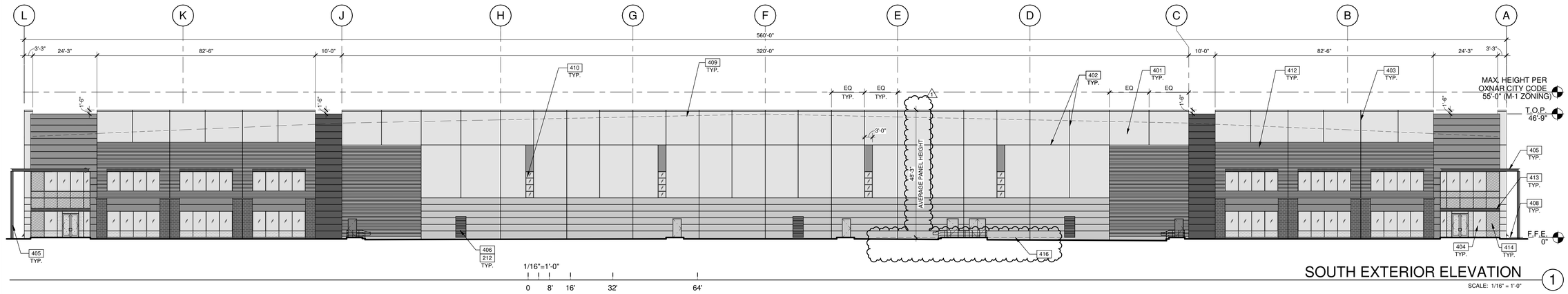
SHEET
A3.1-2

3/9/2022 1:39:09 PM

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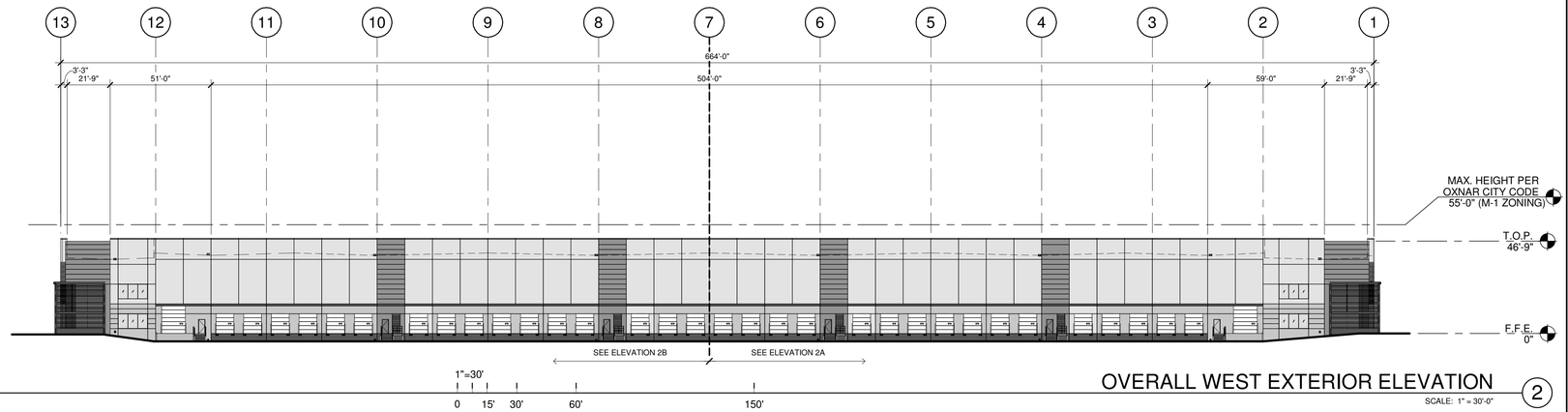
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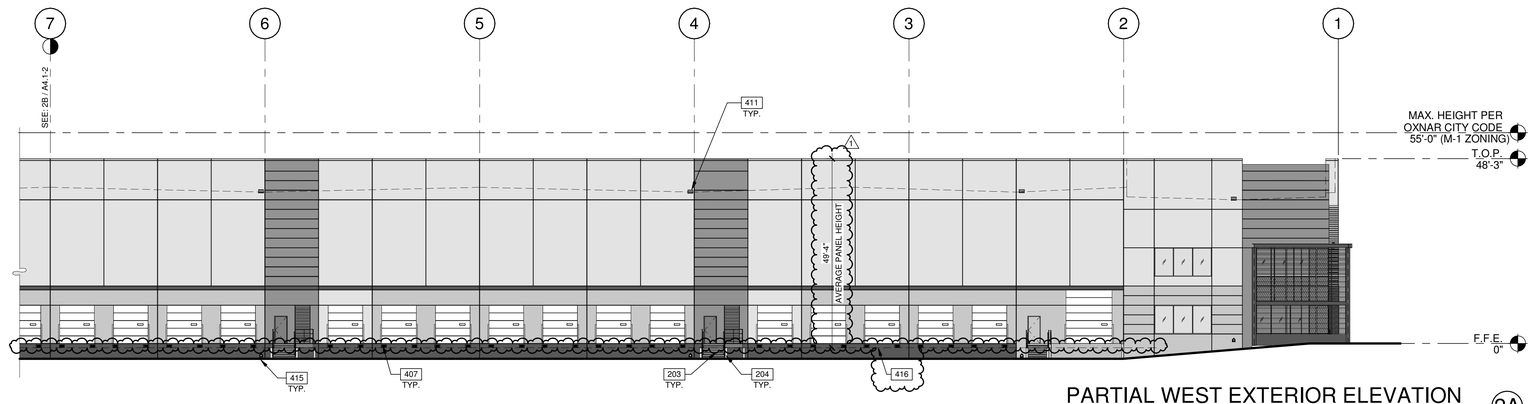
SOUTH EXTERIOR ELEVATION 1

SCALE: 1/16" = 1'-0"



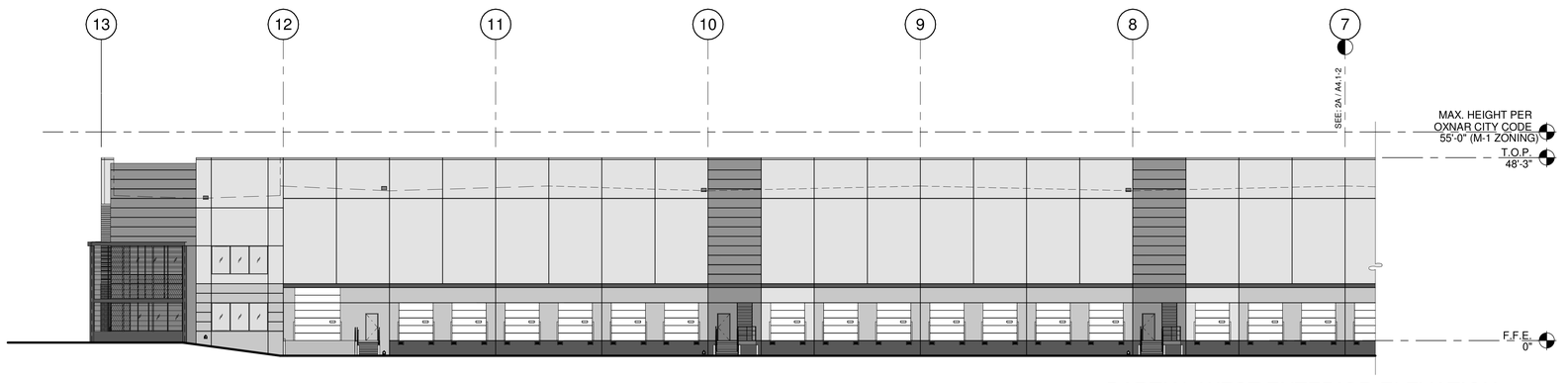
OVERALL WEST EXTERIOR ELEVATION 2

SCALE: 1" = 30'-0"



PARTIAL WEST EXTERIOR ELEVATION 2A

SCALE: 1/16" = 1'-0"



PARTIAL WEST EXTERIOR ELEVATION 2B

SCALE: 1/16" = 1'-0"

KEYNOTES:

SEE SHEET A0.2 FOR GENERAL NOTES

203	EXTERIOR STEEL STAIR, ALL COMPONENTS GALVANIZED AND PAINTED.
204	STEEL BOLLARD, CONCRETE-FILLED PAINTED SAFETY YELLOW.
212	4'x10' METAL LOUVER.
401	CONCRETE WALL, PAINTED.
402	3/4" V-REVEAL.
403	CONCRETE WALL JOINT.
404	ALUMINUM STOREFRONT SYSTEM WITH 1" INSULATED GLASS.
405	METAL CANOPY, PAINTED.
406	METAL LOUVER, PAINTED TO MATCH ADJACENT WALL.
407	DOCK BUMPER.
408	FINISH GRADE VARIES.
409	LINE OF ROOF BEYOND.
410	CLERESTORY WINDOW.
411	OVERFLOW SCUPPER.
412	CONCRETE FORM LINER.
413	PRE-FINISHED ALUMINUM FIN TO MATCH STOREFRONT MULLIONS.
414	ALUMINUM WINDOW SYSTEM OVER RECESSED CONCRETE PANEL.
415	OVERFLOW DAYLIGHT.
416	AVERAGE GRADING.

LEGEND

MATERIALS:

BLACK BRICKS: BLACK DIAMOND VELOUR BY BELDEN BRICK COMPANY

GLASS:

VISION GLASS

SPANDREL GLASS

TEMPERED GLASS

ALL GLASS USED ON THE ENVELOPE OF THE BUILDING TO BE:
VITRO ARCHITECTURAL GLASS - OPTIGRAY + SOLARBAN 90 CLEAR
U FACTOR = 0.23 AND SHGC = 0.23
GLASS WIND LOAD RESISTANCE CALCULATIONS ARE UNDER SEPARATE PERMIT

COLORS:

PROVIDE 6'-0" WIDE PAINT COLOR MOCK-UP FULL HEIGHT OF BUILDING FOR OWNER/ARCHITECT REVIEW

- BASE COLOR: "SW 6252 - ICE CUBE"
- SECONDARY COLOR: "SW 7071 - GRAY SCREEN"
- ACCENT COLOR: "SW 9163 - TIN LIZZIE"
- ACCENT COLOR: "SW 7674 - PEPPERCORN"
- ACCENT COLOR: "SW 6692 - AURIC"

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BUILDING 2 - EXTERIOR ELEVATIONS

	DATE	REMARKS
1	04/14/2021	DDR SUBMITTAL
	03/17/2022	DDR COMMENTS

PA/PM:	S. DELGADO
DRAWN BY.:	O.J.
JOB NO.:	DAL20-0002-00

SHEET
A4.1-2

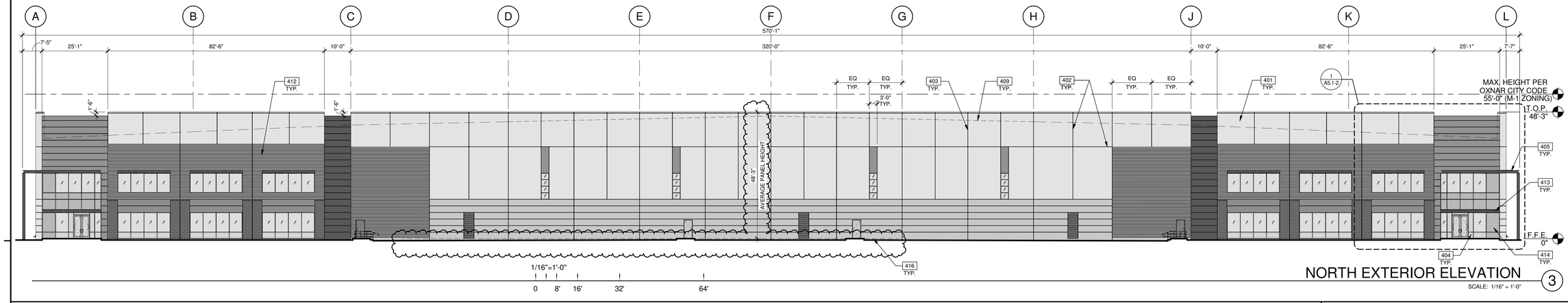
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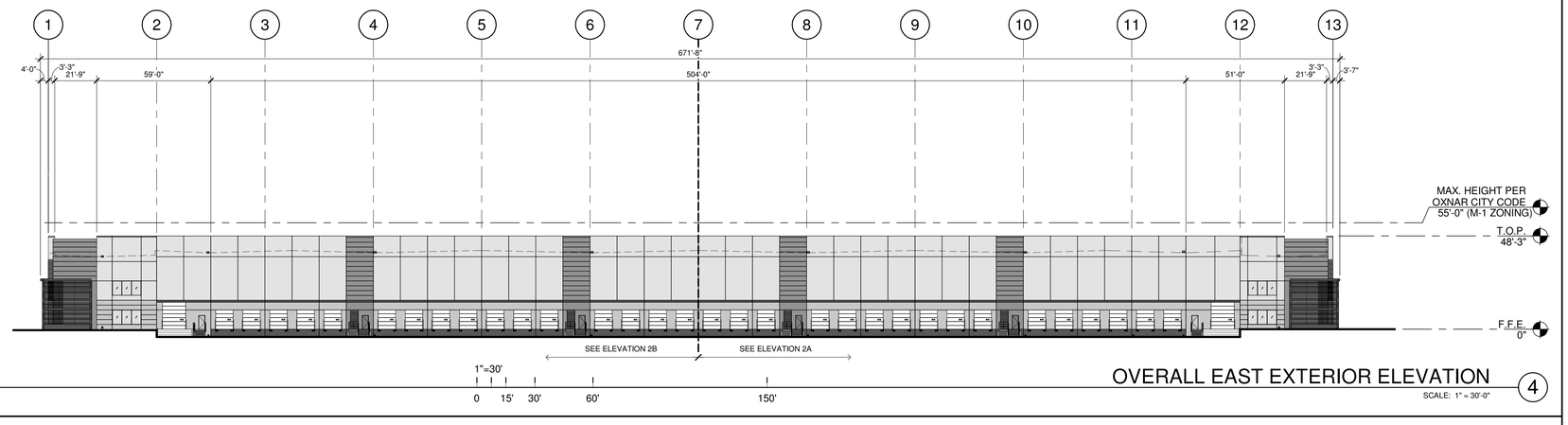
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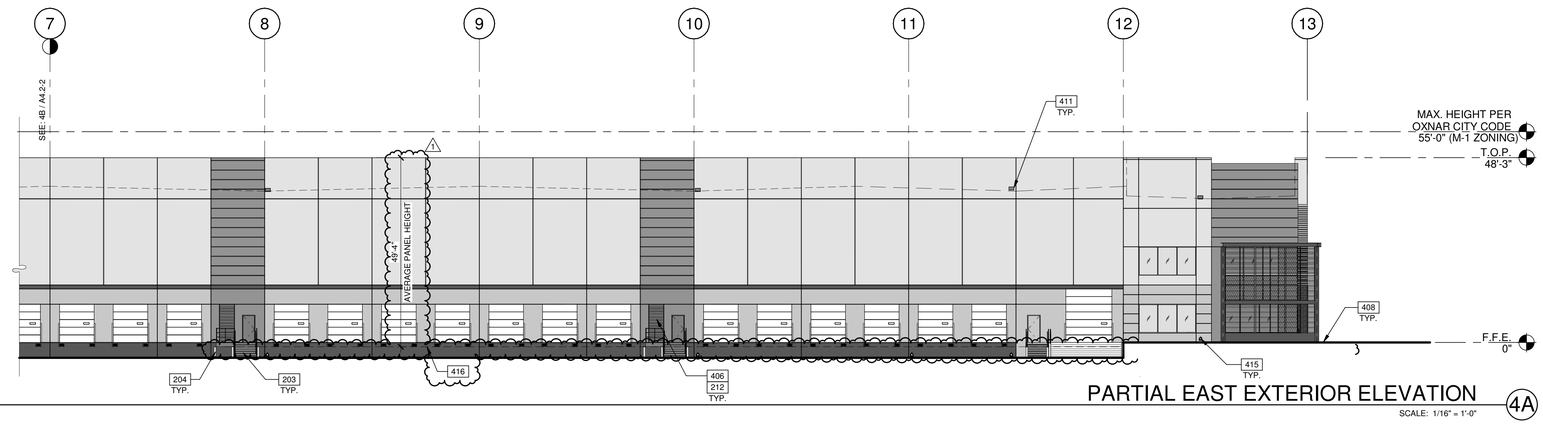
NORTH EXTERIOR ELEVATION 3

SCALE: 1/16" = 1'-0"



OVERALL EAST EXTERIOR ELEVATION 4

SCALE: 1" = 30'-0"



PARTIAL EAST EXTERIOR ELEVATION 4A

SCALE: 1/16" = 1'-0"

KEYNOTES:

SEE SHEET A0.2 FOR GENERAL NOTES

203	EXTERIOR STEEL STAIR, ALL COMPONENTS GALVANIZED AND PAINTED.
204	STEEL BOLLARD, CONCRETE-FILLED PAINTED SAFETY YELLOW.
206	CONCRETE RAMP.
212	4'x10' METAL LOUVER.
401	CONCRETE WALL, PAINTED.
402	3/4" V-REVEAL.
403	CONCRETE WALL JOINT.
404	ALUMINUM STOREFRONT SYSTEM WITH 1" INSULATED GLASS.
405	METAL CANOPY, PAINTED.
406	METAL LOUVER, PAINTED TO MATCH ADJACENT WALL.
408	FINISH GRADE VARIES.
409	LINE OF ROOF BEYOND.
411	OVERFLOW SCUPPER.
412	CONCRETE FORM LINER.
413	PRE-FINISHED ALUMINUM FIN TO MATCH STOREFRONT MULLIONS.
414	ALUMINUM WINDOW SYSTEM OVER RECESSED CONCRETE PANEL.
415	OVERFLOW DAYLIGHT.
416	AVERAGE GRADING.

LEGEND

MATERIALS:

BLACK BRICKS: BLACK DIAMOND VELOUR BY BELDEN BRICK COMPANY

GLASS:

VISION GLASS

SPANDREL GLASS

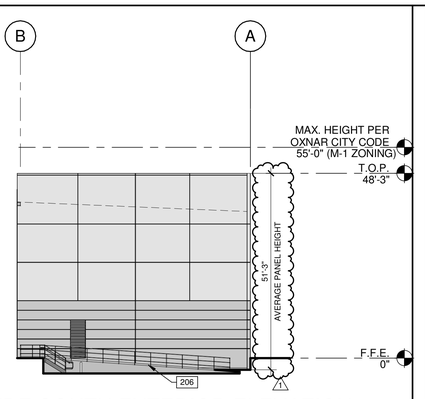
TEMPERED GLASS

ALL GLASS USED ON THE ENVELOPE OF THE BUILDING TO BE:
VITRO ARCHITECTURAL GLASS - OPTIGRAY + SOLARBAN 90 CLEAR
U FACTOR = 0.23 AND SHGC = 0.23
GLASS WIND LOAD RESISTANCE CALCULATIONS ARE UNDER SEPARATE PERMIT

COLORS:

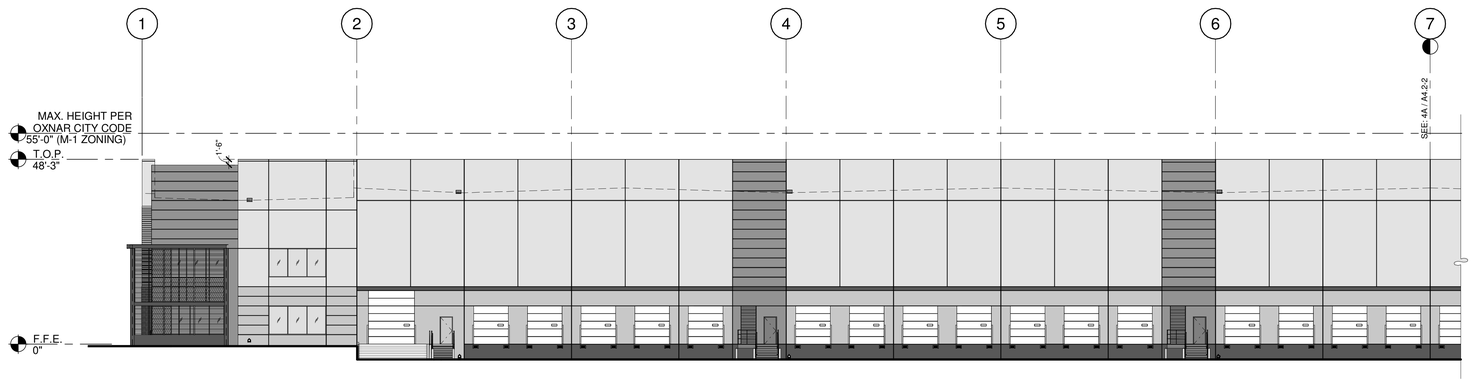
PROVIDE 6'-0" WIDE PAINT COLOR MOCK-UP FULL HEIGHT OF BUILDING FOR OWNER/ARCHITECT REVIEW

- BASE COLOR: "SW 6252 - ICE CUBE"
- SECONDARY COLOR: "SW 7071 - GRAY SCREEN"
- ACCENT COLOR: "SW 9163 - TIN LIZZIE"
- ACCENT COLOR: "SW 7674 - PEPPERCORN"
- ACCENT COLOR: "SW 6992 - AURIC"



DOCK SIDE SOUTH EXTERIOR ELEVATION 5

SCALE: 1/16" = 1'-0"



PARTIAL EAST EXTERIOR ELEVATION 4B

SCALE: 1/16" = 1'-0"

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BUILDING 2 - EXTERIOR ELEVATIONS

	DATE	REMARKS
1	04/14/2021	DDR SUBMITTAL
	03/17/2022	DDR COMMENTS

PA/PM:	S. DELGADO
DRAWN BY.:	O.J.
JOB NO.:	DAL20-0002-00

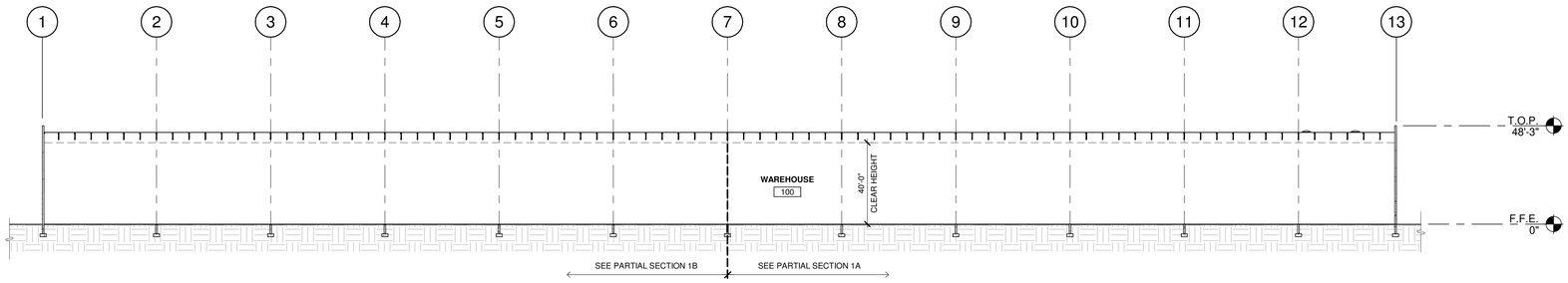
SHEET
A4.2-2

03/17/2022 - DDR COMMENTS

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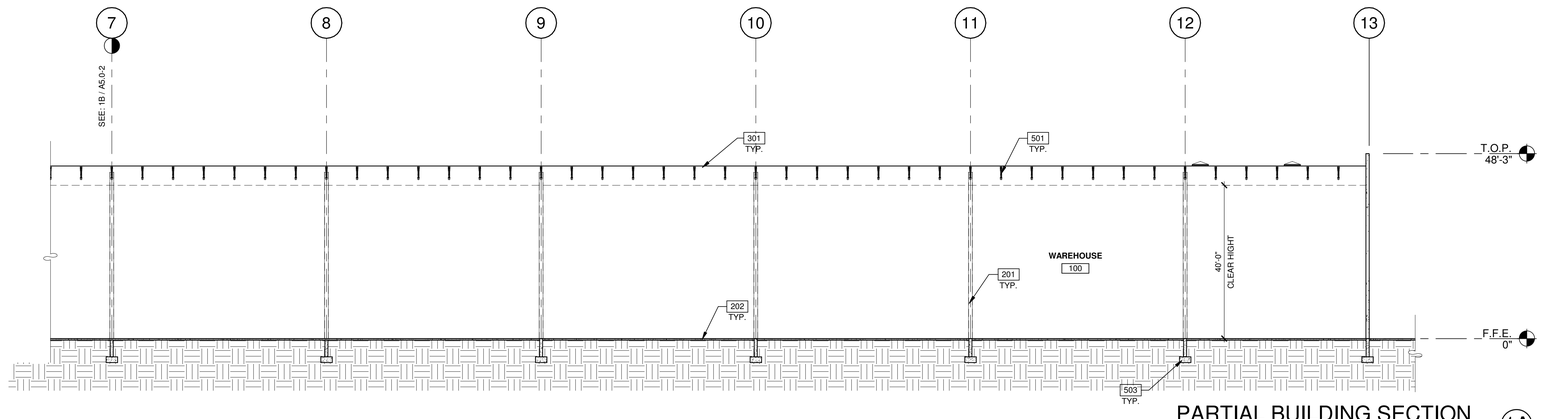
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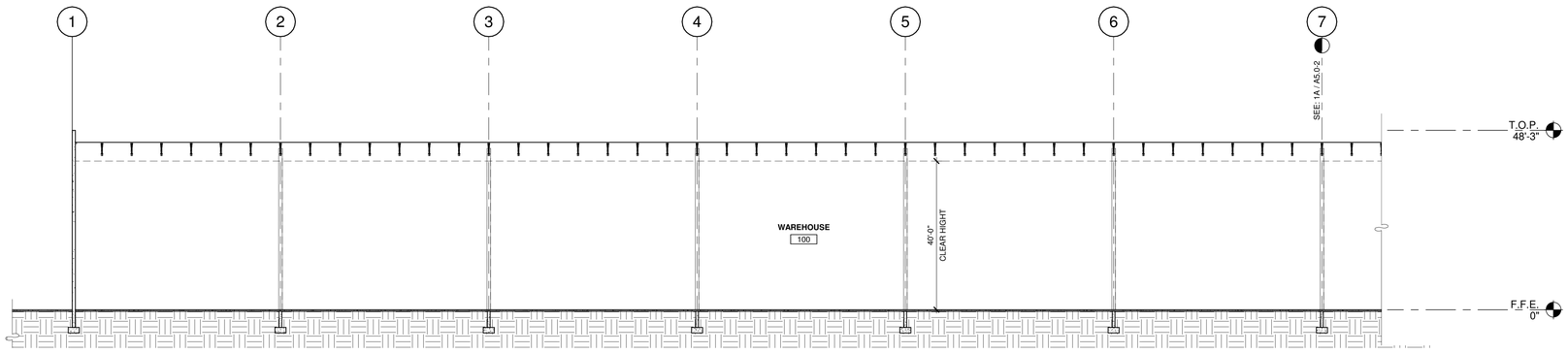


BUILDING SECTION 1
SCALE: 1" = 30'-0"

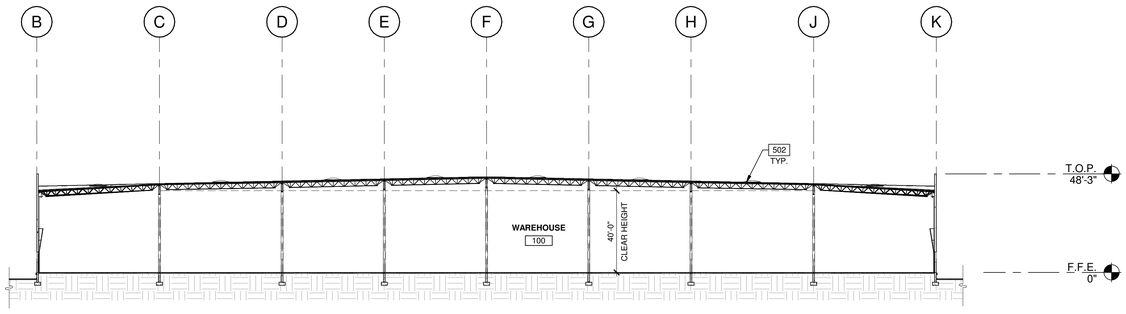
1"=30'
0 15' 30' 60' 150'



PARTIAL BUILDING SECTION 1A
SCALE: 1/16" = 1'-0"



PARTIAL BUILDING SECTION 1B
SCALE: 1/16" = 1'-0"



BUILDING SECTION 2
SCALE: 1" = 30'-0"

KEYNOTES:

SEE SHEET A0.2 FOR GENERAL NOTES

201 STRUCTURAL STEEL COLUMN.
202 CONCRETE SLAB. PROVIDE VAPOR RETARDER OVER SAND BASE AT OFFICE AREA PER SOILS REPORT. PROVIDE SEALER FOR CONCRETE FLOOR AREA IN WAREHOUSE.
301 BUILT-UP ASPHALT ROOFING OVER WOOD DECK.
501 STRUCTURAL STEEL GIRDER.
502 STRUCTURAL STEEL JOIST.
503 CONCRETE FOOTING.

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BUILDING 2 - BUILDING SECTIONS

REMARKS	DATE
DDR SUBMITTAL	04.14.2021

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PA/PM:	S. DELGADO
DRAWN BY.:	O.J.
JOB NO.:	DAL20-0002-00

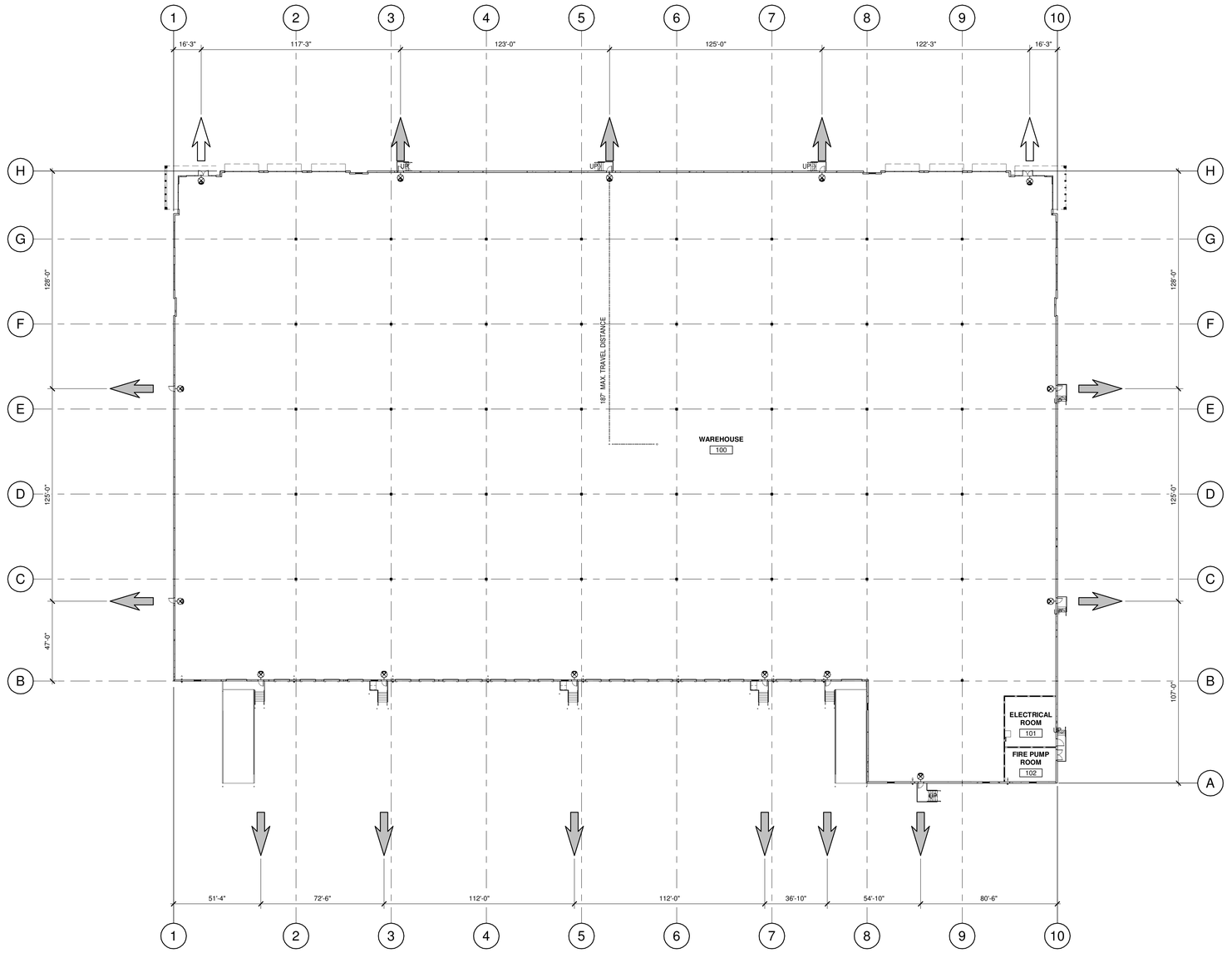
SHEET
A5.0-2

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KEYNOTES:

ALL REQUIRED EXITS TO RECEIVE WALL-MOUNTED TACTILE EXIT SIGN WITH THE WORD "EXIT"

LEGEND

- REQUIRED EXIT AND FIRE DEPARTMENT ACCESS.
- REQUIRED EXIT.
- MAXIMUM TRAVEL DISTANCE.
- WALL-MOUNTED ILLUMINATED EMERGENCY EXIT SIGN ABOVE DOOR WITH BATTERY POWERED BACK-UP. SHADED QUADRANT INDICATES FACE OF LETTERING.

  ADDITIONAL DIRECTIONAL EXIT SIGNS MAY BE REQUIRED PRIOR TO FINAL INSPECTION AND SUBJECT TO BUILDING INSPECTOR.

EGRESS ANALYSIS

FUNCTION (SPACE AND OCCUPANCY)	(N) GROSS AREA (SF)	(F) AREA PER OCC. FACTOR 1004.1	(OL) = N/F OCCUPANT LOAD	NUMBER OF EXITS REQ'D 1006	DOOR (AND OTHER EGRESS COMPONENTS) WIDTH REQ'D 1005.3.2	NUMBER OF 36" CLR. EXITS PROVIDED PER PLAN)	NUMBER OF 44" CLR. EXITS PROVIDED (PER PLAN)	NUMBER OF 54" CLR. EXITS PROVIDED (PER PLAN)	TOTAL DOOR WIDTH PROVIDED
WAREHOUSE S-1	162,437	500	325	2	325*.2 / 65"	13	0	2	544"

STAIR WIDTH CALCULATIONS:

NUMBER OF OCCUPANTS PER STAIR: 21
STAIR WIDTH REQUIRED (1005.3.1): 6.3" EACH (44" MIN.)
STAIR WIDTH PROVIDED: 66" EACH

MAX. TRAVEL DISTANCE TO EXITS

MAXIMUM TRAVEL DISTANCE TO EXITS (1017.2 SPRINKLERED BUILDING)

S-1/STORAGE (MODERATE-HAZARD WAREHOUSE) ..... *400 FEET MAX.
*PER CBC 1017.2.2, THIS BUILDING QUALIFIES FOR MAXIMUM TRAVEL INCREASE.

1"=30'
0 15' 30' 60' 150'

OCCUPANCY AND EGRESS PLAN
SCALE: 1" = 30'-0"

N

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BUILDING 3 - OCCUPANCY AND EGRESS PLAN

DATE	REMARKS
04/14/2021	DDR SUBMITTAL

03/17/2022 - DDR COMMENTS

PA/PM:	S. DELGADO
DRAWN BY.:	O.J.
JOB NO.:	DAL20-0002-00

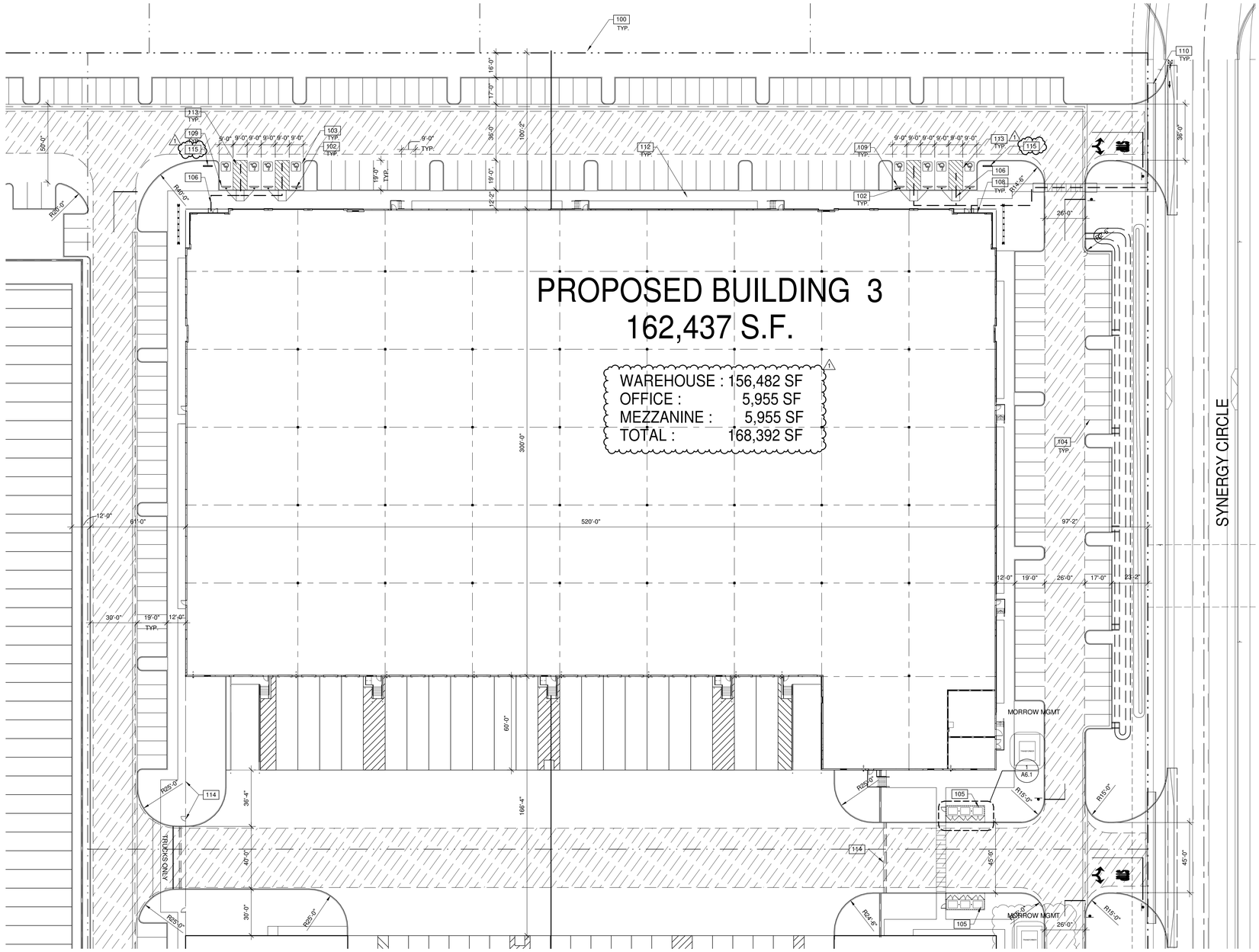
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1"=30'

0 15' 30' 60' 150'

BUILDING 3 - ENLARGED SITE PLAN (1)

SCALE: 1" = 30'-0"

N

SITE LEGEND

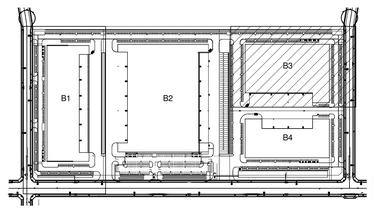
- POLE MOUNTED LIGHT FIXTURE, SEE ELECTRICAL DRAWINGS
- FIRE LANE (HATCHED)
- LANDSCAPE (HATCHED)
- FIRE HYDRANT WITH BOLLARDS
- P.I.V. WITH TAMPER, SEE FIRE PROTECTION DRAWINGS

KEYNOTES

SEE SHEET A0.2 FOR GENERAL NOTES

100. PROPERTY LINE.
101. ACCESSIBLE ENTRY SIGNAGE.
102. ACCESSIBLE PARKING STALL WITH SIGNAGE.
103. VAN ACCESSIBLE PARKING STALL WITH SIGNAGE.
104. PAINTED PARKING STRIPING PER CITY STANDARDS. 2'-0" PARKING OVERHANG.
105. TRASH ENCLOSURE WITH RECYCLE BIN.
106. ACCESSIBLE PATH OF TRAVEL. 1:20 MAX. SLOPE, 2% MAX. CROSS SLOPE.
107. CONCRETE WALK.
108. RECESSED KNOX-BOX, INSTALL AT 5'-0" ABOVE FINISH FLOOR.
109. PRECAST CONCRETE WHEEL STOP.
110. ACCESSIBLE CURB RAMP WITH TRUNCATED DOMES.
111. CONCRETE STOOP.
112. CONCRETE PAVEMENT.
113. ACCESSIBLE LOADING ZONE.
114. SLIDING GATE AND FENCE WITH MAN DOOR.
115. BICYCLE RACK, ACCOMMODATES UP TO 6 BIKES.

KEY PLAN



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BUILDING 3 - ENLARGED SITE PLAN

	DATE	REMARKS
1	03/17/2022	DDR COMMENTS

PA/PM:	S. DELGADO
DRAWN BY.:	O.J.
JOB NO.:	DAL20-0002-00

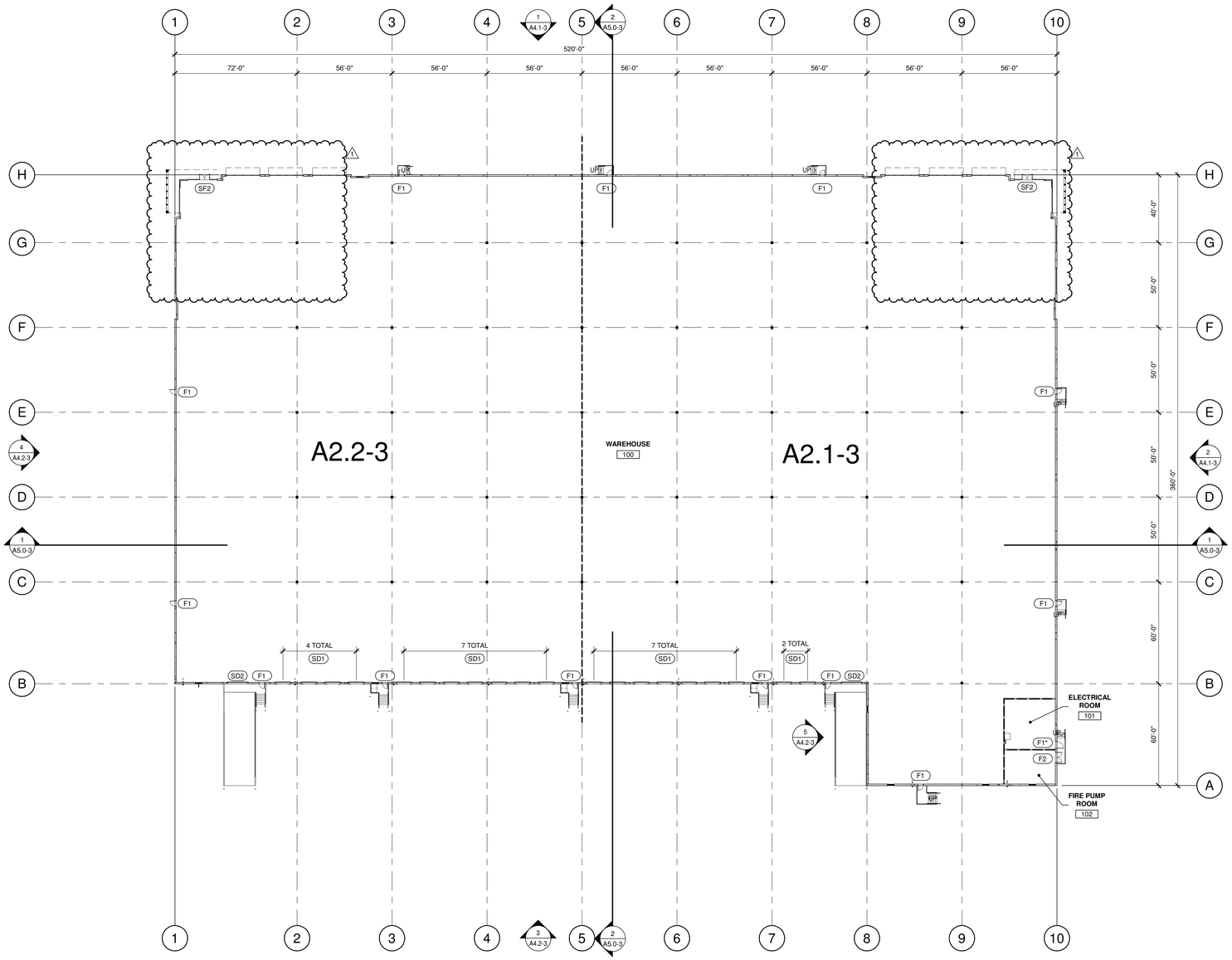
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03/17/2022 - DDR COMMENTS

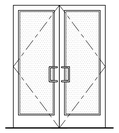
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DOOR TYPES



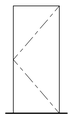
SF2 6'-0" x 8'-0" (PAIR)
CLEAR ANOD. ALUM. STOREFRONT DOOR W/TEMPERED GLAZING (NARROW STILE)

FRAME: MANUFACTURER

HARDWARE:

2 SETS	PIVOT SET
2 SETS	INTER PIVOT
1 EA	MORTISE CYLINDER
2 SETS	OFFSET PULL
2 EA	OH CLOSER
1 EA	THRESHOLD
1 EA	DECAL

NOTE: WEATHERSEAL BY DOOR MANUFACTURER



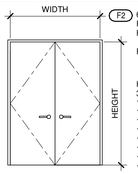
F1 3'-0" x 7'-0"
PAINTED INSULATED HOLLOW METAL DOOR

F1* 4'-0" x 7'-0"
PAINTED INSULATED HOLLOW METAL DOOR

FRAME: PAINTED HOLLOW METAL

HARDWARE:

3 EA	HINGES
1 EA	EXIT DEVICE
1 EA	CYLINDER
1 EA	CLOSER
1 EA	PERIMETER SEAL
1 EA	BOTTOM DRIP
1 EA	THRESHOLD
1 EA	LOCK GUARD
1 EA	HVY DUTY FLOOR STOP

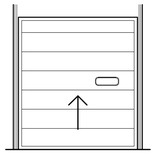


F2 6'-0" x 7'-0"
PAINTED INSULATED HOLLOW METAL DOOR

FRAME: PAINTED HOLLOW METAL

HARDWARE:

3 EA	HINGES
1 EA	EXIT DEVICE
1 EA	CYLINDER
1 EA	CLOSER
1 EA	PERIMETER SEAL
1 EA	BOTTOM DRIP
1 EA	THRESHOLD
1 EA	LOCK GUARD
1 EA	HVY DUTY FLOOR STOP



SD1 9'-0" x 10'-0"
DOCK HIGH SECTIONAL VERTICAL LIFT OVERHEAD DOOR W/ FACTORY PAINTED FINISH.

SD2 12'-0" x 14'-0"
SECTIONAL VERTICAL LIFT OVERHEAD DOOR W/ FACTORY PAINTED FINISH

HARDWARE:

1 EA	SLIDE BOLT
1 EA	PAD LOCK

DOOR NOTES

BUTT HINGES:
SOSS - STANDARD WEIGHT, PLAIN BEARING, STEEL HINGES OR APPROVED EQUAL.
ALL EXTERIOR OUTSWING DOOR BUTTS SHALL BE MADE OF NON-FERROUS MATERIAL AND SHALL HAVE STAINLESS STEEL HINGE PINS.
VON DUPRIN 99 SERIES PANIC DEVICE OR APPROVED EQUAL
CLOSING DEVICES: NORTON 8500 BF SERIES OR APPROVED EQUAL
STOPS: TRIMCO W1200 SERIES DOOR STOP
SLIDE BOLT AND PAD LOCK: INSTALL SLIDE BOLT ABOVE LEVEL OF DOOR GUARD

1"=30'
0 15' 30' 60' 150'

OVERALL FLOOR PLAN
SCALE: 1" = 30'-0"

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BUILDING 3 - OVERALL FLOOR PLAN

	DATE	REMARKS
1	04/14/2021	DDR SUBMITTAL
	09/17/2022	DDR COMMENTS

PA/PM:	S. DELGADO
DRAWN BY.:	O.J.
JOB NO.:	DAL20-0002-00

SHEET
A2.0-3

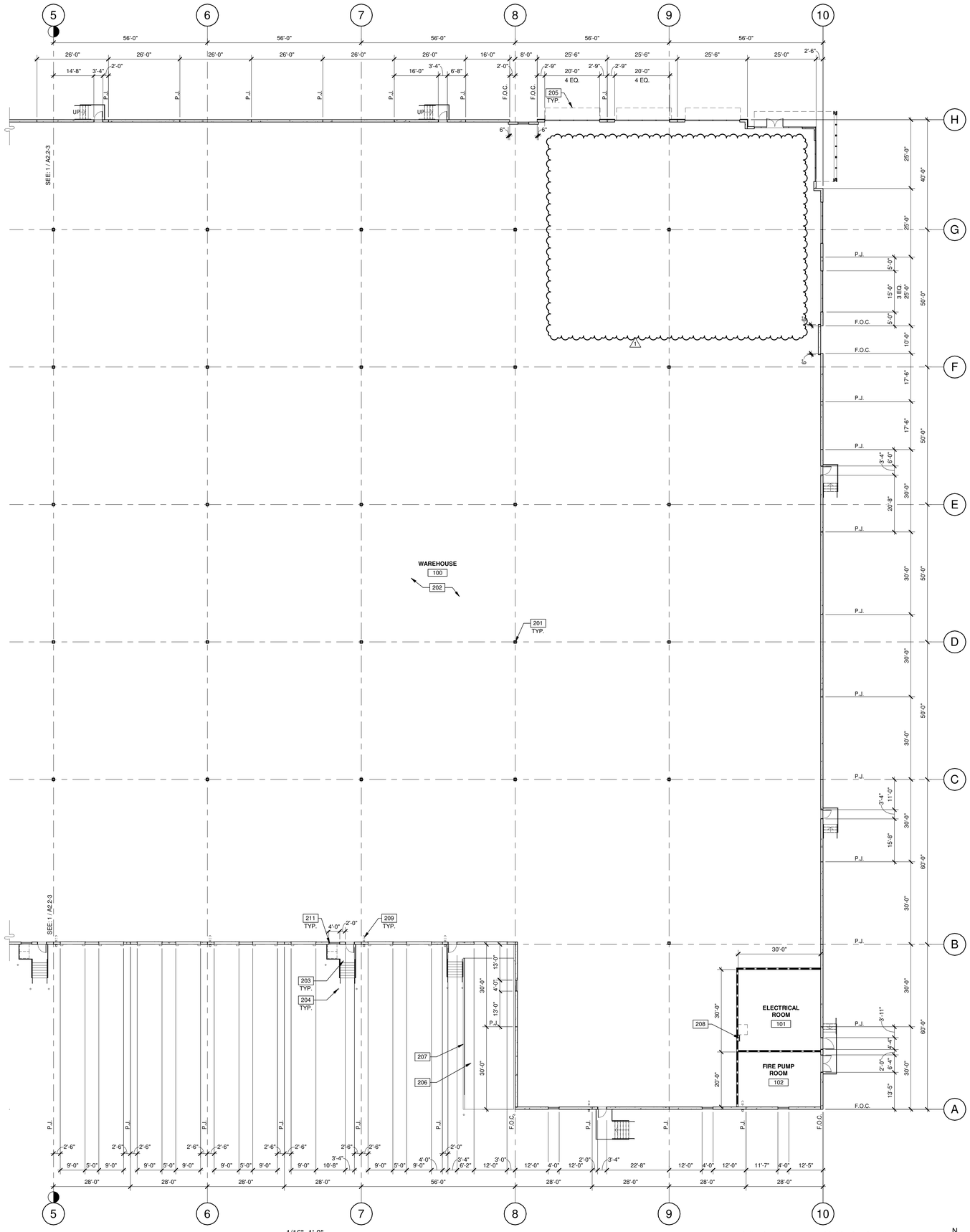
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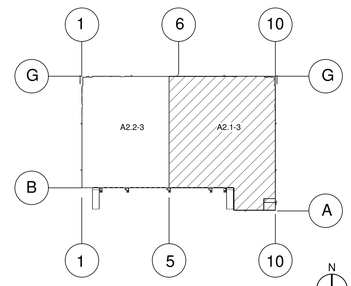
SEE SHEET A0.2 FOR GENERAL NOTES

201 STRUCTURAL STEEL COLUMN.
202 CONCRETE SLAB. PROVIDE VAPOR RETARDER OVER SAND BASE AT OFFICE AREA PER SOILS REPORT. PROVIDE SEALER FOR CONCRETE FLOOR AREA IN WAREHOUSE.
203 EXTERIOR STEEL STAIR, ALL COMPONENTS GALVANIZED AND PAINTED.
204 STEEL BOLLARD, CONCRETE-FILLED PAINTED SAFETY YELLOW.
205 OUTLINE OF CANOPY ABOVE.
206 CONCRETE RAMP.
207 CONCRETE RETAINING WALL.
208 ROOF ACCESS LADDER WITH PLATFORM AND FALL ARREST SYSTEM.
209 PRIMARY ROOF DRAIN LEADERS, TRANSITION DIAGONALLY ATTACH TO WALL WITH UNI-STRUTS.
211 4'x8' METAL LOUVER.

WALL LEGEND

CONCRETE WALL
1HR FIRE-RESISTANCE RATED

KEY PLAN



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BUILDING 3 - PARTIAL FLOOR PLAN

	DATE	REMARKS
1	04.14.2021	DDR SUBMITTAL
	03.17.2022	DDR COMMENTS

03/17/2022 - DDR COMMENTS

PA/PM:	S. DELGADO
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JOB NO.:	DAL20-0002-00

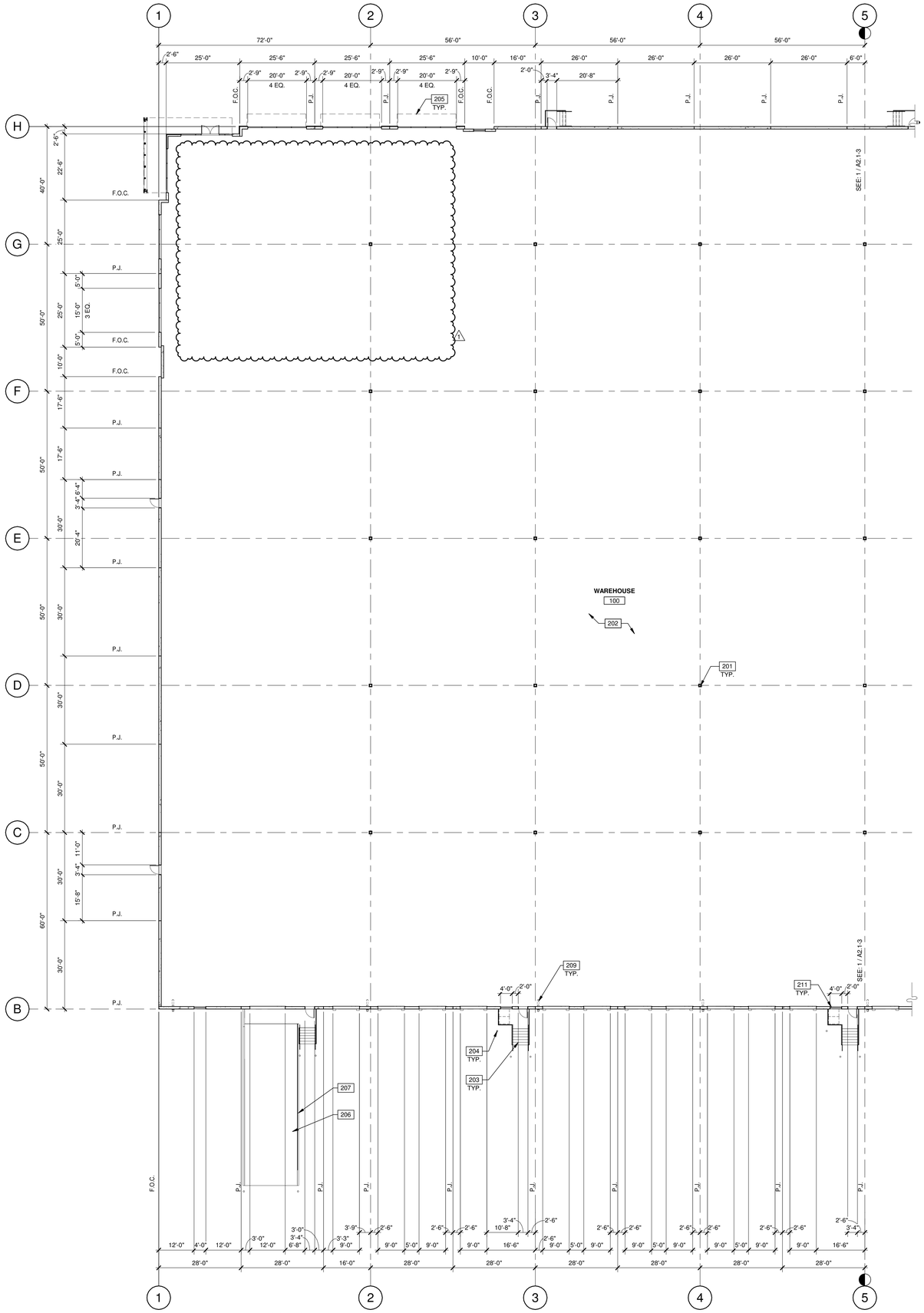
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1/16"=1'-0"

0 8' 16' 32' 64'

PARTIAL FLOOR PLAN

SCALE: 1/16" = 1'-0"

KEYNOTES:

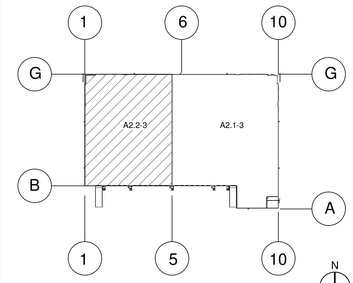
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201 STRUCTURAL STEEL COLUMN.
202 CONCRETE SLAB. PROVIDE VAPOR RETARDER OVER SAND BASE AT OFFICE AREA PER SOILS REPORT. PROVIDE SEALER FOR CONCRETE FLOOR AREA IN WAREHOUSE.
203 EXTERIOR STEEL STAIR, ALL COMPONENTS GALVANIZED AND PAINTED.
204 STEEL BOLLARD, CONCRETE-FILLED PAINTED SAFETY YELLOW.
205 OUTLINE OF CANOPY ABOVE.
206 CONCRETE RAMP.
207 CONCRETE RETAINING WALL.
209 PRIMARY ROOF DRAIN LEADERS, TRANSITION DIAGONALLY ATTACH TO WALL WITH UNI-STRUTS.
211 4'x8' METAL LOUVER.

WALL LEGEND

CONCRETE WALL
1HR FIRE-RESISTANCE RATED

KEY PLAN



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BUILDING 3 - PARTIAL FLOOR PLAN

	DATE:	REMARKS
1	04/14/2021	DDR SUBMITTAL
	03/17/2022	DDR COMMENTS

PA/PM:	S. DELGADO
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JOB NO.:	DAL20-0002-00

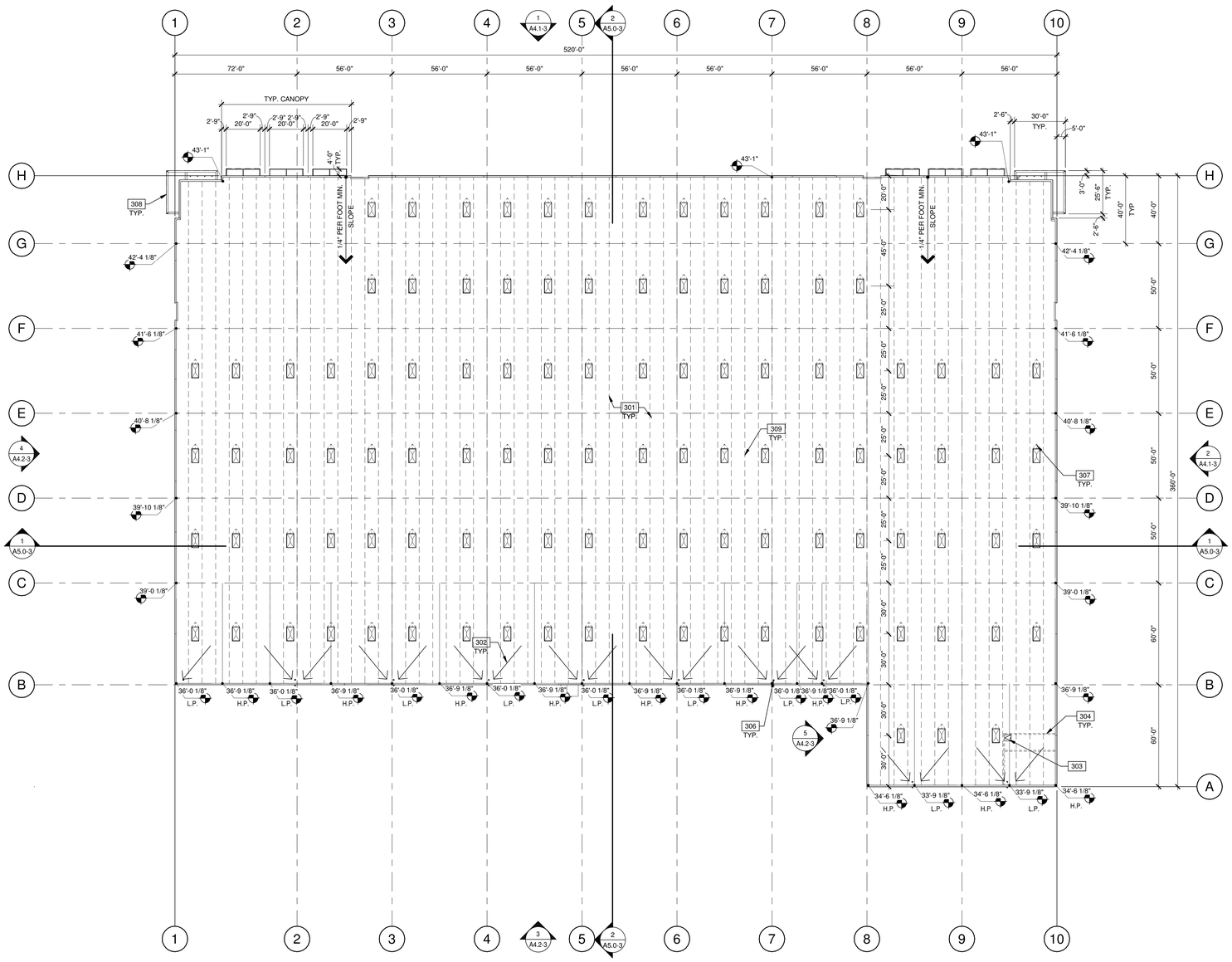
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KEYNOTES: -

SEE SHEET A0.2 FOR GENERAL NOTES

301 BUILT-UP ASPHALT ROOFING OVER WOOD DECK.
302 FLOW LINE TO DRAIN.
303 ROOF HATCH. VERIFY ROOF JOIST LOCATIONS WITH STRUCTURAL DRAWINGS.
304 LINE OF WALL BELOW.
306 PRIMARY ROOF DRAIN WITH OVERFLOW SCUPPER.
307 CRICKET.
308 METAL CANOPY - PAINTED, SEE STRUCTURAL DRAWINGS.
309 LINE OF STRUCTURAL FRAMING BELOW DECK (HIDDEN).

CALCULATIONS

SKYLIGHTS:

SKYLIGHT SIZE: 48"x96"=32 S.F.

(WAREHOUSE AREA S.F.) x 2.0% / (SKYLIGHT SIZE) = 162,021 x .02 / 32

DESIRED: 102 SKYLIGHTS
PROVIDED: 107 SKYLIGHTS

LEGEND

SKYLIGHT: (2.5%)
COORDINATE EXACT LOCATION TO PREVENT CONFLICT WITH FRAMING, FIRE SPRINKLER LINES, ELECTRICAL CONDUITS AND LIGHTING. SEE STRUCTURAL DRAWINGS.

1"=30'
0 15' 30' 60' 150'

ROOF PLAN 1
SCALE: 1" = 30'-0"

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BUILDING 3 - ROOF PLAN

DATE	REMARKS
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PA/PM:	S. DELGADO
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JOB NO.:	DAL20-0002-00

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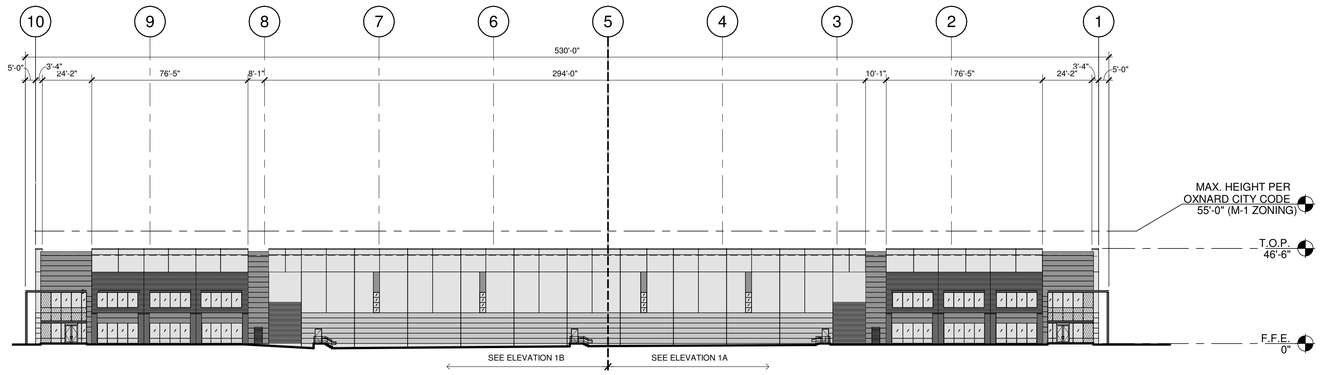
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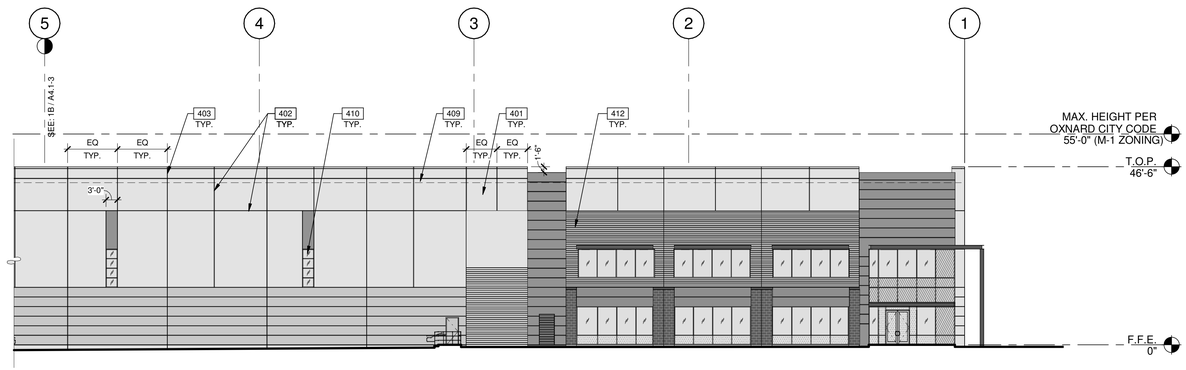
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1"=30'
0 15' 30' 60' 150'

OVERALL NORTH EXTERIOR ELEVATION (1)

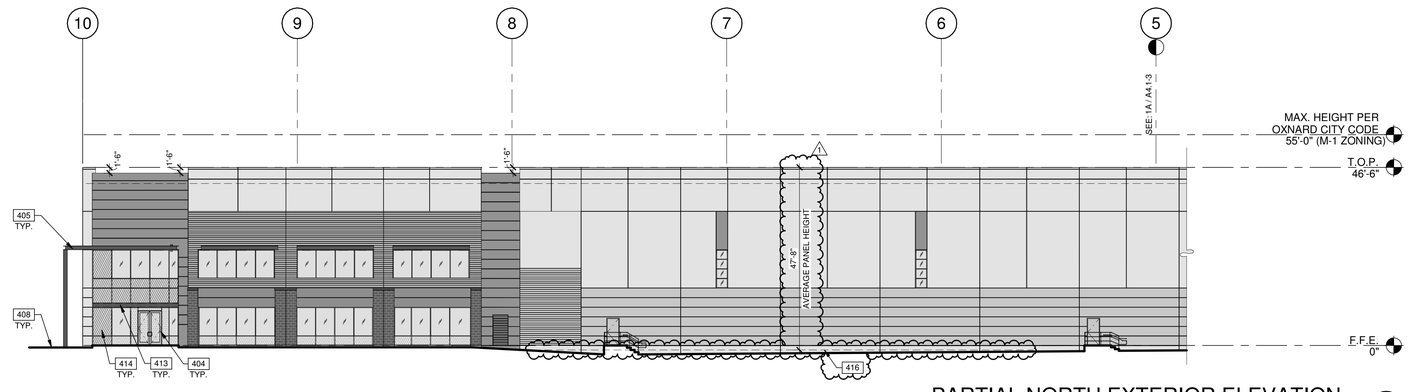
SCALE: 1" = 30'-0"



1/16"=1'-0"
0 8' 16' 32' 64'

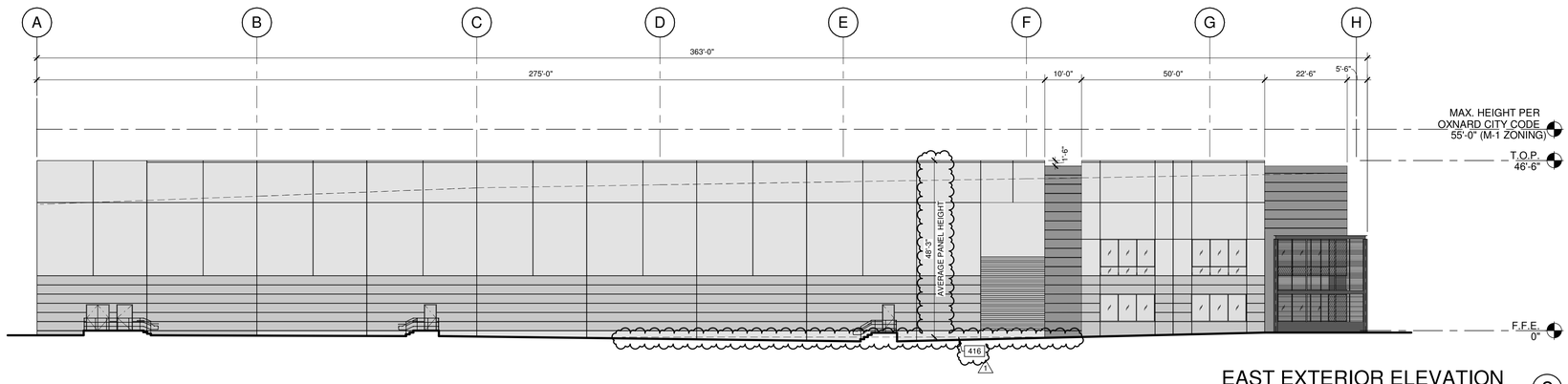
PARTIAL NORTH EXTERIOR ELEVATION (1A)

SCALE: 1/16" = 1'-0"



PARTIAL NORTH EXTERIOR ELEVATION (1B)

SCALE: 1/16" = 1'-0"



EAST EXTERIOR ELEVATION (2)

SCALE: 1/16" = 1'-0"

KEYNOTES:

SEE SHEET A0.2 FOR GENERAL NOTES

401 CONCRETE WALL, PAINTED.
402 3/4" V-REVEAL.
403 CONCRETE WALL JOINT.
404 ALUMINUM STOREFRONT SYSTEM WITH 1" INSULATED GLASS.
405 METAL CANOPY, PAINTED.
408 FINISH GRADE VARIES.
409 LINE OF ROOF BEYOND.
410 CLERESTORY WINDOW.
412 CONCRETE FORM LINER.
413 PRE-FINISHED ALUMINUM FIN TO MATCH STOREFRONT MULLIONS.
414 ALUMINUM WINDOW SYSTEM OVER RECESSED CONCRETE PANEL.
416 AVERAGE GRADING. /1

LEGEND

MATERIALS:

BLACK BRICKS: BLACK DIAMOND VELOUR BY BELDEN BRICK COMPANY

GLASS:

VISION GLASS

SPANDREL GLASS

TEMPERED GLASS

ALL GLASS USED ON THE ENVELOPE OF THE BUILDING TO BE:
VITRO ARCHITECTURAL GLASS - OPTIGRAY + SOLARBAN 90 CLEAR
U FACTOR = 0.23 AND SHGC = 0.23
GLASS WIND LOAD RESISTANCE CALCULATIONS ARE UNDER SEPARATE PERMIT

COLORS:

PROVIDE 6'-0" WIDE PAINT COLOR MOCK-UP FULL HEIGHT OF BUILDING FOR OWNER/ARCHITECT REVIEW.

BASE COLOR: "SW 6252 - ICE CUBE"
SECONDARY COLOR: "SW 7071 - GRAY SCREEN"
ACCENT COLOR: "SW 9163 - TIN LIZZIE"
ACCENT COLOR: "SW 7674 - PEPPERCORN"
ACCENT COLOR: "SW 6692 - AURIC"

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BUILDING 3 - EXTERIOR ELEVATIONS

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1	04/14/2021	DDR SUBMITTAL
	03/17/2022	DDR COMMENTS

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PA/PM:	S. DELGADO
DRAWN BY.:	O.J.
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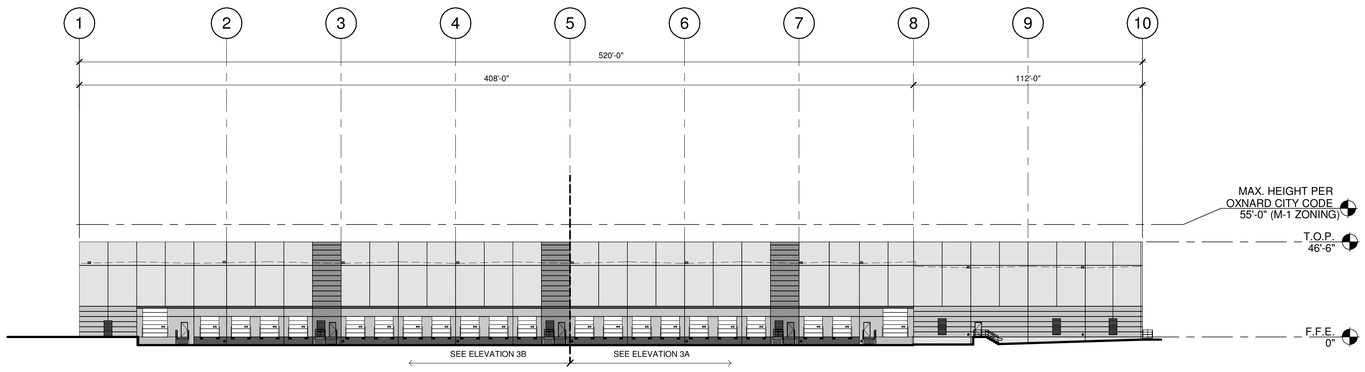
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A4.1-3

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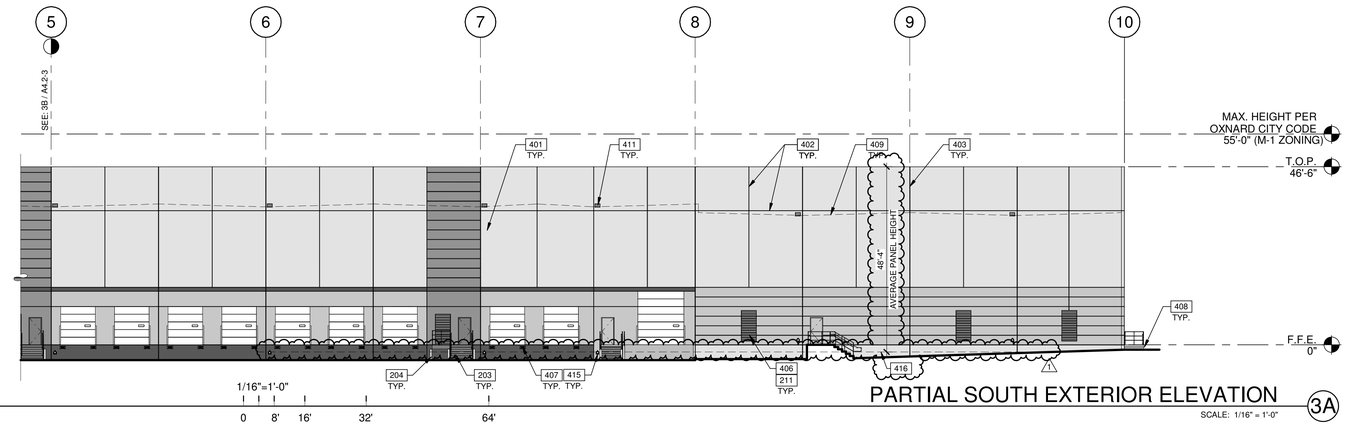
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1"=30'
0 15' 30' 60' 150'

OVERALL SOUTH EXTERIOR ELEVATION 3

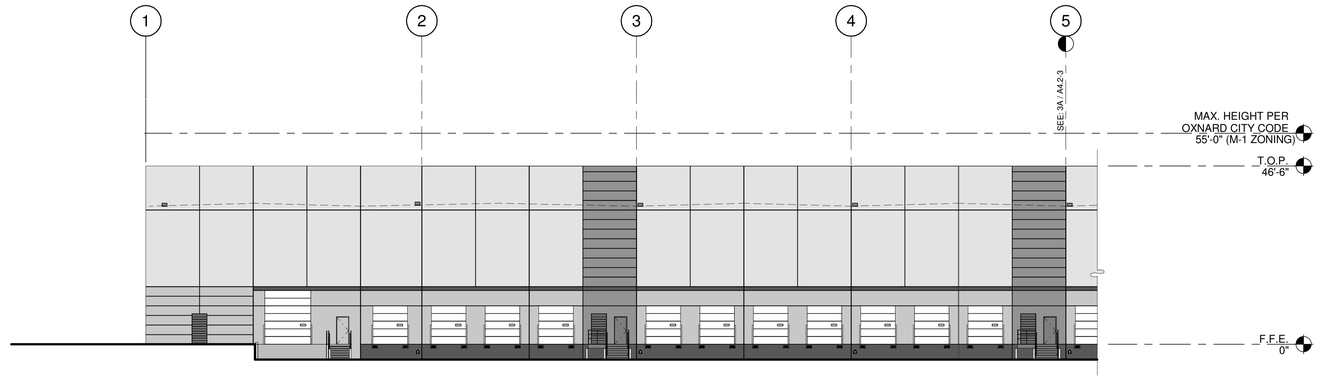
SCALE: 1" = 30'-0"



1/16"=1'-0"
0 8' 16' 32' 64'

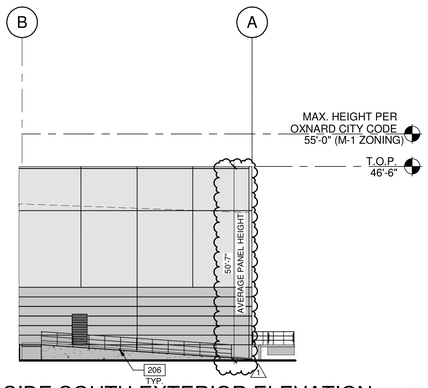
PARTIAL SOUTH EXTERIOR ELEVATION 3A

SCALE: 1/16" = 1'-0"



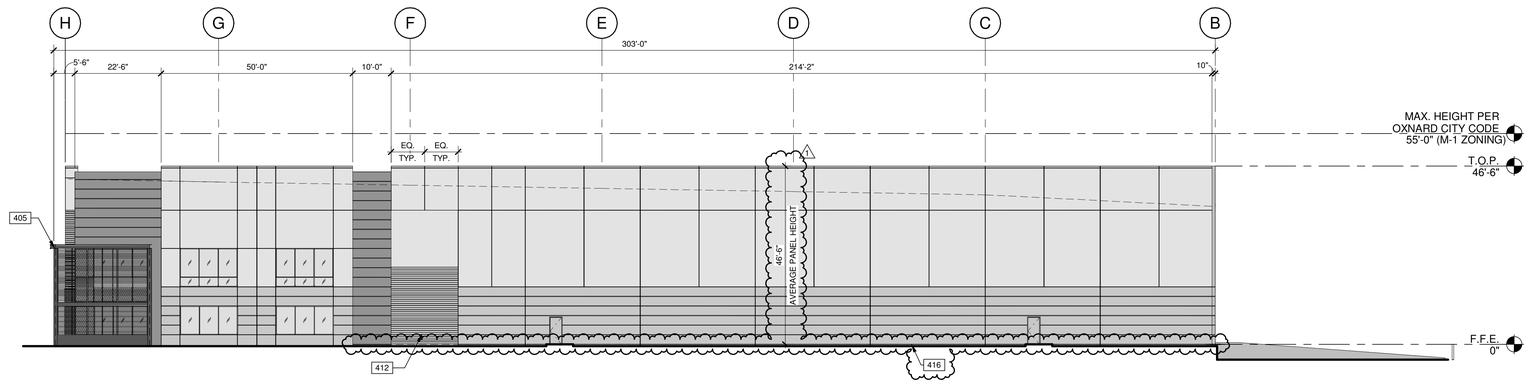
PARTIAL SOUTH EXTERIOR ELEVATION 3B

SCALE: 1/16" = 1'-0"



DOCK SIDE SOUTH EXTERIOR ELEVATION 5

SCALE: 1/16" = 1'-0"



OVERALL WEST EXTERIOR ELEVATION 4

SCALE: 1/16" = 1'-0"

KEYNOTES:

SEE SHEET A0.2 FOR GENERAL NOTES

203	EXTERIOR STEEL STAIR, ALL COMPONENTS GALVANIZED AND PAINTED.
204	STEEL BOLLARD, CONCRETE-FILLED PAINTED SAFETY YELLOW.
206	CONCRETE RAMP.
211	4'x8' METAL LOUVER.
401	CONCRETE WALL, PAINTED.
402	3/4" V-REVEAL.
403	CONCRETE WALL JOINT.
405	METAL CANOPY, PAINTED.
406	METAL LOUVER, PAINTED TO MATCH ADJACENT WALL.
407	DOCK BUMPER.
408	FINISH GRADE VARIES.
409	LINE OF ROOF BEYOND.
411	OVERFLOW SCUPPER.
412	CONCRETE FORM LINER.
415	OVERFLOW DAYLIGHT.
416	AVERAGE GRADING.

LEGEND

MATERIALS:

BLACK BRICKS: BLACK DIAMOND VELOUR BY BELDEN BRICK COMPANY

GLASS:

VISION GLASS

SPANDREL GLASS

TEMPERED GLASS

ALL GLASS USED ON THE ENVELOPE OF THE BUILDING TO BE:
VITRO ARCHITECTURAL GLASS - OPTIGRAY + SOLARBAN 90 CLEAR
U FACTOR = 0.23 AND SHGC = 0.23
GLASS WIND LOAD RESISTANCE CALCULATIONS ARE UNDER SEPARATE PERMIT

COLORS:

PROVIDE 6'-0" WIDE PAINT COLOR MOCK-UP FULL HEIGHT OF BUILDING FOR OWNER/ARCHITECT REVIEW.

- BASE COLOR: "SW 6252 - ICE CUBE"
- SECONDARY COLOR: "SW 7071 - GRAY SCREEN"
- ACCENT COLOR: "SW 9163 - TIN LIZZIE"
- ACCENT COLOR: "SW 7674 - PEPPERCORN"
- ACCENT COLOR: "SW 6692 - AURIC"

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BUILDING 3 - EXTERIOR ELEVATIONS

	DATE	REMARKS
1	04.14.2021	DDR SUBMITTAL
	03.17.2022	DDR COMMENTS

PA/PM:	S. DELGADO
DRAWN BY.:	O.J.
JOB NO.:	DAL20-0002-00

SHEET
A4.2-3

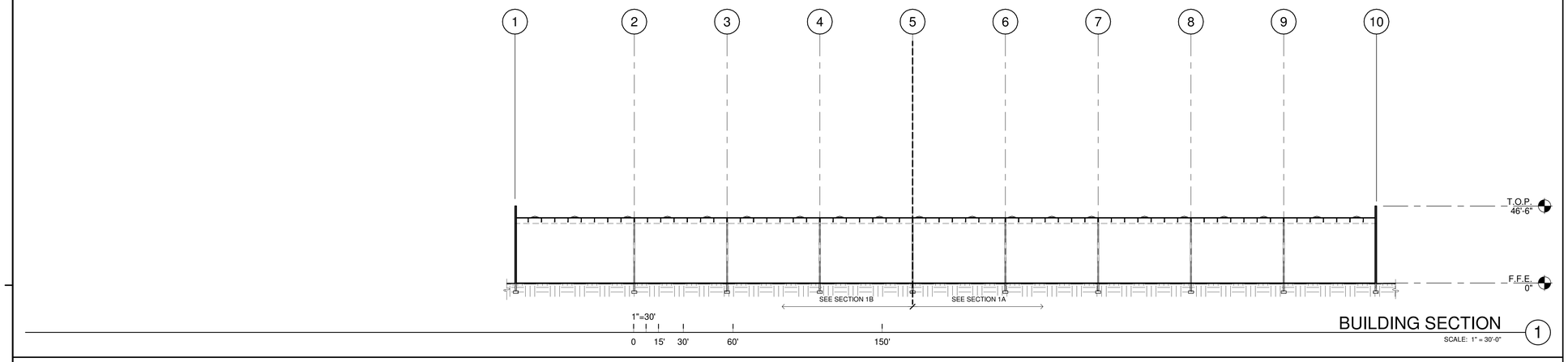
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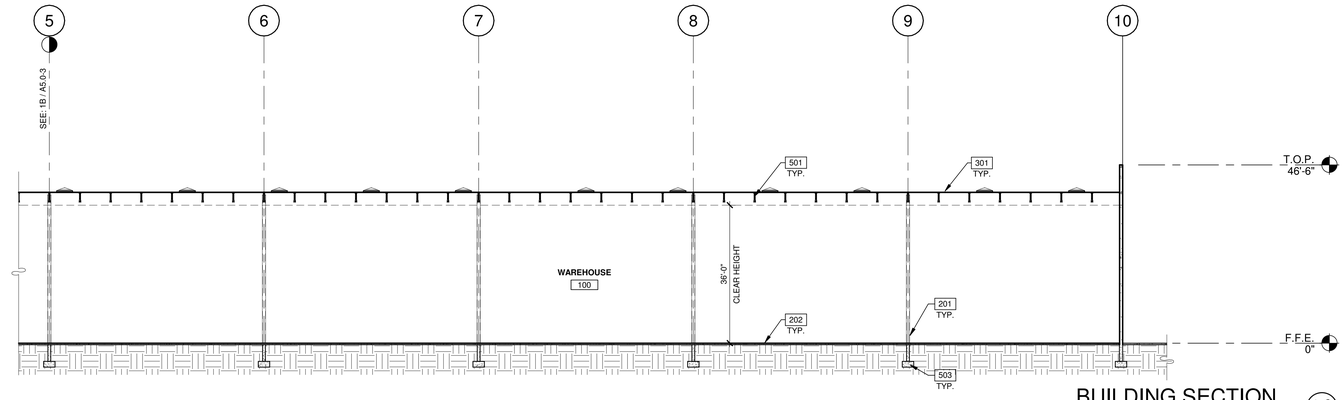
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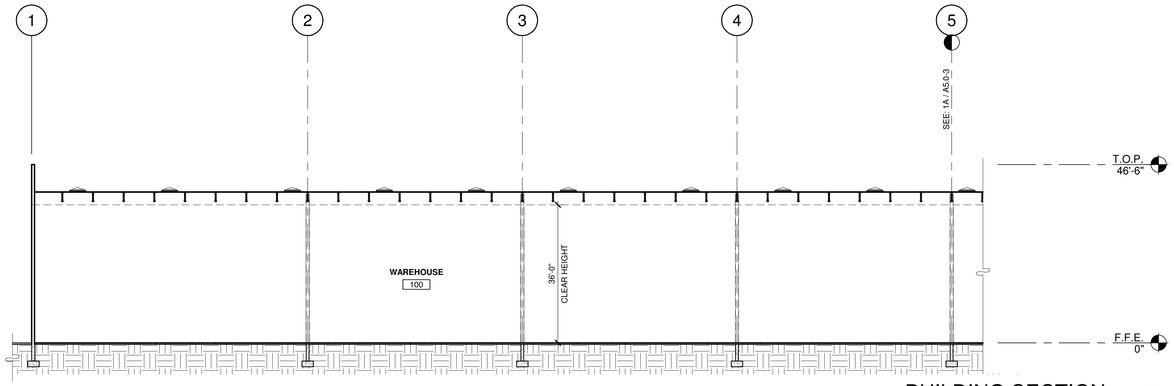
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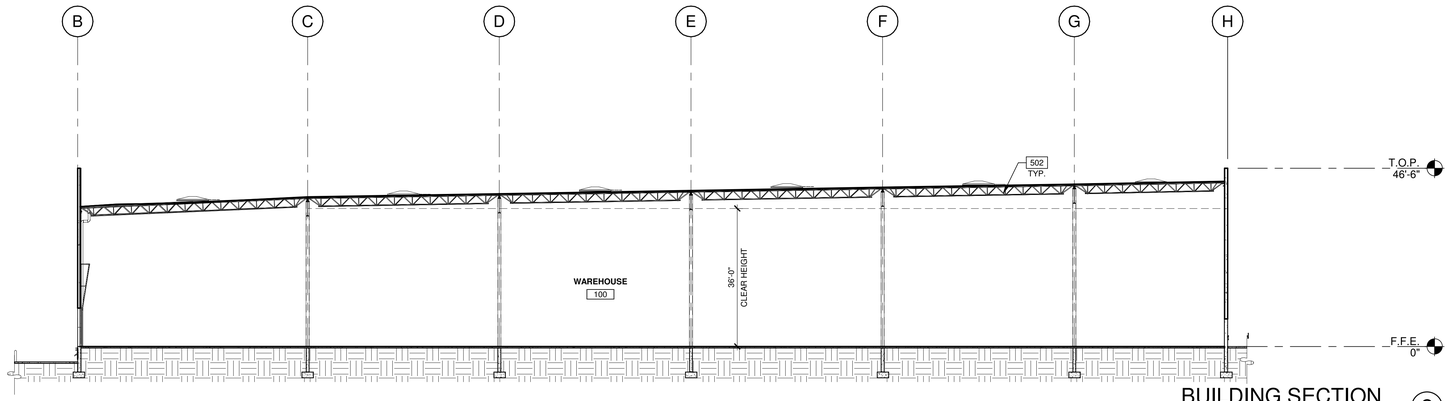
BUILDING SECTION 1
SCALE: 1" = 30'-0"



BUILDING SECTION 1A
SCALE: 1/16" = 1'-0"



BUILDING SECTION 1B
SCALE: 1/16" = 1'-0"



BUILDING SECTION 2
SCALE: 1/16" = 1'-0"

KEYNOTES:

SEE SHEET A0.2 FOR GENERAL NOTES

201 STRUCTURAL STEEL COLUMN.
202 CONCRETE SLAB. PROVIDE VAPOR RETARDER OVER SAND BASE AT OFFICE AREA PER SOILS REPORT. PROVIDE SEALER FOR CONCRETE FLOOR AREA IN WAREHOUSE.
301 BUILT-UP ASPHALT ROOFING OVER WOOD DECK.
408 FINISH GRADE VARIES.
501 STRUCTURAL STEEL GIRDER.
502 STRUCTURAL STEEL JOIST.
503 CONCRETE FOOTING.

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BUILDING 3 - BUILDING SECTIONS

DATE	REMARKS
04/14/2021	DDR SUBMITTAL

PA/PM:	S. DELGADO
DRAWN BY.:	O.J.
JOB NO.:	DAL20-0002-00

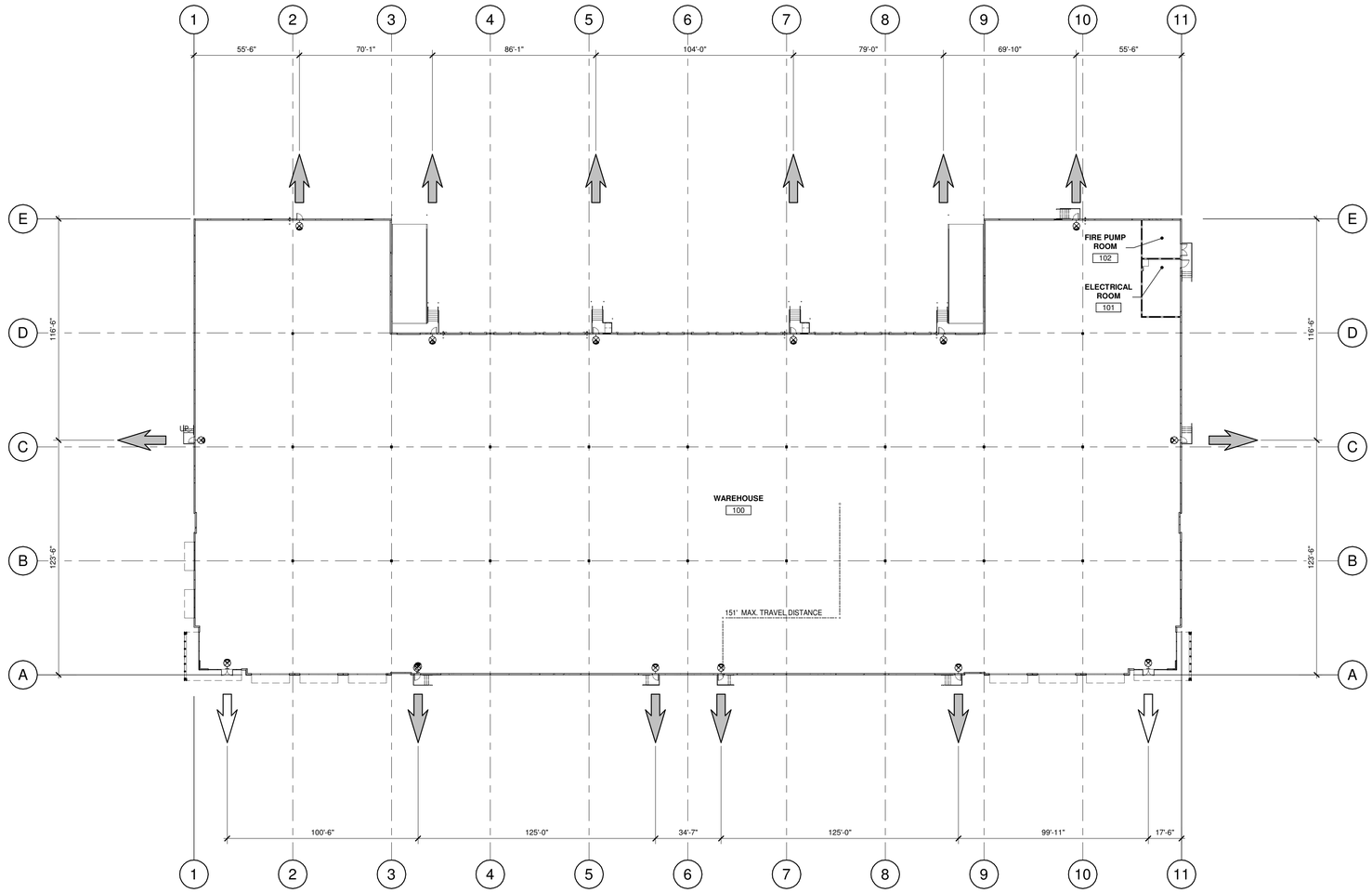
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KEYNOTES:

ALL REQUIRED EXITS TO RECEIVE WALL-MOUNTED TACTILE EXIT SIGN WITH THE WORD "EXIT"

LEGEND

- REQUIRED EXIT AND FIRE DEPARTMENT ACCESS.
- REQUIRED EXIT
- MAXIMUM TRAVEL DISTANCE.
- WALL-MOUNTED ILLUMINATED EMERGENCY EXIT SIGN ABOVE DOOR WITH BATTERY POWERED BACK-UP. SHADED QUADRANT INDICATES FACE OF LETTERING.

  ADDITIONAL DIRECTIONAL EXIT SIGNS MAY BE REQUIRED PRIOR TO FINAL INSPECTION AND SUBJECT TO BUILDING INSPECTOR.

EGRESS ANALYSIS

FUNCTION SPACE AND OCCUPANCY	(N) GROSS AREA (SF)	(F) AREA PER OCC. FACTOR 1004.1	(OL) = N/F OCCUPANT LOAD	NUMBER OF EXITS REQ'D 1006	DOOR (AND OTHER EGRESS COMPONENTS) WIDTH REQ'D 1005.3.2	NUMBER OF 32" CLR. EXITS PROVIDED (PER PLAN)	NUMBER OF 44" CLR. EXITS PROVIDED (PER PLAN)	NUMBER OF 84" CLR. EXITS PROVIDED (PER PLAN)	TOTAL DOOR WIDTH PROVIDED
WAREHOUSE S-1	105,803	500	218	2	218* .2 = 43.6	12	0	2	512"

STAIR WIDTH CALCULATIONS:

NUMBER OF OCCUPANTS PER STAIR: 16
STAIR WIDTH REQUIRED (1005.3.1): 4.8" EACH (44" MIN)
STAIR WIDTH PROVIDED: 66" EACH

MAX. TRAVEL DISTANCE TO EXITS

MAXIMUM TRAVEL DISTANCE TO EXITS (1017.2 SPRINKLERED BUILDING)

S-1/STORAGE (MODERATE-HAZARD WAREHOUSE)..... *400 FEET MAX.
*PER CBC 1017.2.2, THIS BUILDING QUALIFIES FOR MAXIMUM TRAVEL INCREASE.

1"=30'
0 15' 30' 60' 150'

OCCUPANCY AND EGRESS PLAN 1
SCALE: 1" = 30'-0"

N

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BUILDING 4 - OCCUPANCY AND EGRESS PLAN

DATE	REMARKS
04/14/2021	DDR SUBMITTAL

PA/PM:	S. DELGADO
DRAWN BY.:	O.J.
JOB NO.:	DAL20-0002-00

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A0.5-4

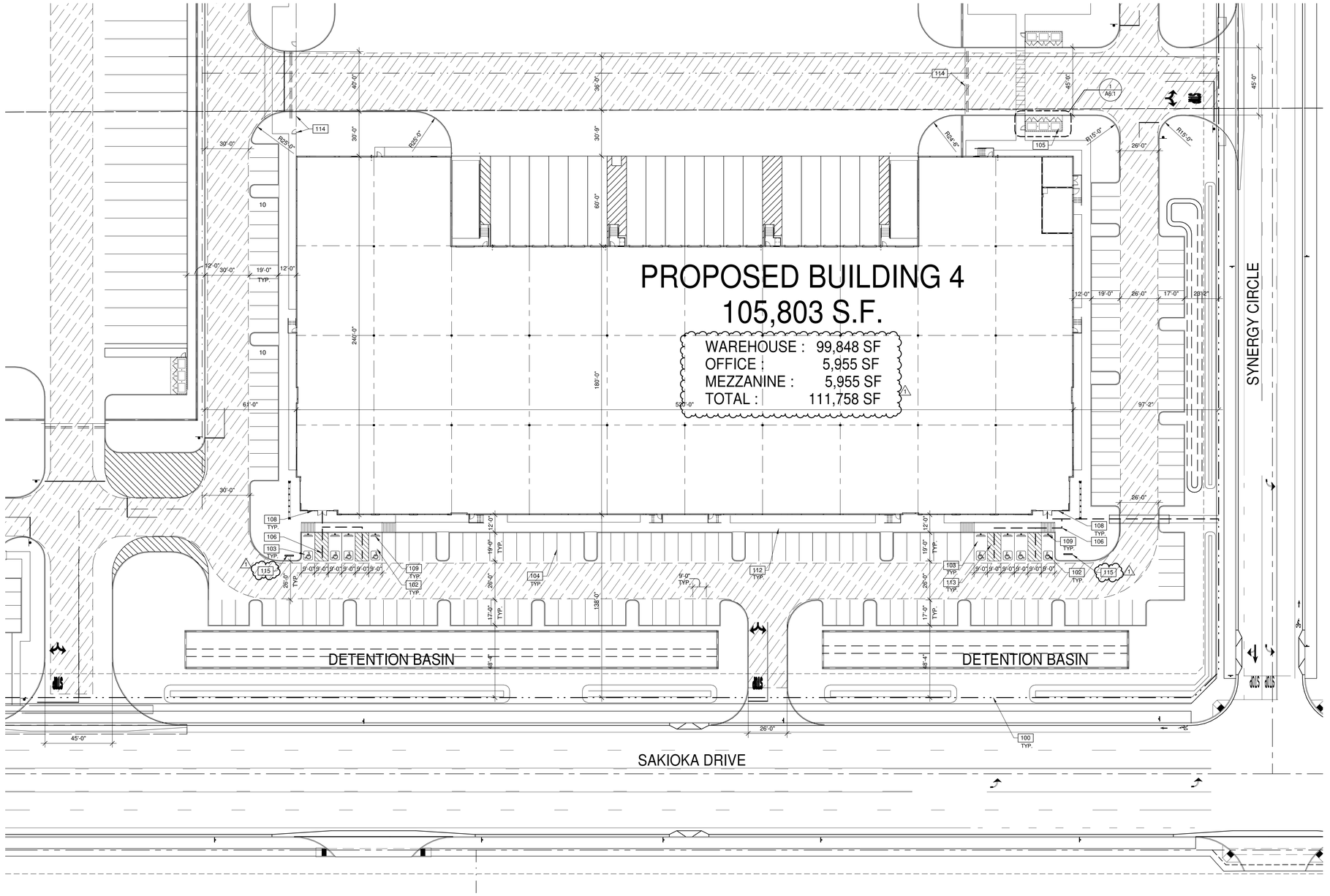
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BUILDING 4 - ENLARGED SITE PLAN

SCALE: 1" = 30'-0"

SITE LEGEND

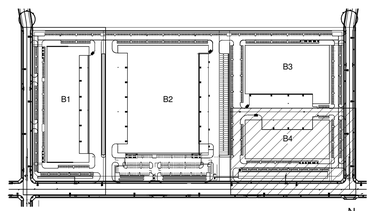
- POLE MOUNTED LIGHT FIXTURE, SEE ELECTRICAL DRAWINGS
- FIRE LANE (HATCHED)
- LANDSCAPE (HATCHED)
- FIRE HYDRANT (VERIFY LOCATION WITH CIVIL DRAWINGS)
- P.I.V. WITH TAMPER, SEE FIRE PROTECTION DRAWINGS

KEYNOTES

SEE SHEET A0.2 FOR GENERAL NOTES

100. PROPERTY LINE.
101. ACCESSIBLE ENTRY SIGNAGE.
102. ACCESSIBLE PARKING STALL WITH SIGNAGE.
103. VAN ACCESSIBLE PARKING STALL WITH SIGNAGE.
104. PAINTED PARKING STRIPING PER CITY STANDARDS. 2'-0" PARKING OVERHANG.
105. TRASH ENCLOSURE WITH RECYCLE BIN.
106. ACCESSIBLE PATH OF TRAVEL. 1:20 MAX. SLOPE, 2% MAX. CROSS SLOPE.
107. CONCRETE WALK.
108. RECESSED KNOX-BOX, INSTALL AT 5'-0" ABOVE FINISH FLOOR.
109. PRECAST CONCRETE WHEEL STOP.
110. ACCESSIBLE CURB RAMP WITH TRUNCATED DOMES.
111. CONCRETE STOOP.
112. CONCRETE PAVEMENT.
113. ACCESSIBLE LOADING ZONE.
114. SLIDING GATE AND FENCE WITH MAN DOOR.
115. BICYCLE RACK, ACCOMMODATES UP TO 4 BIKES.

KEY PLAN



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BUILDING 4 - ENLARGED SITE PLAN

	DATE	REMARKS
1	04/14/2021	DDR SUBMITTAL
	03/17/2022	DDR COMMENTS

PA/PM:	S. DELGADO
DRAWN BY.:	O.J.
JOB NO.:	DAL20-0002-00

SHEET
A1.0-4

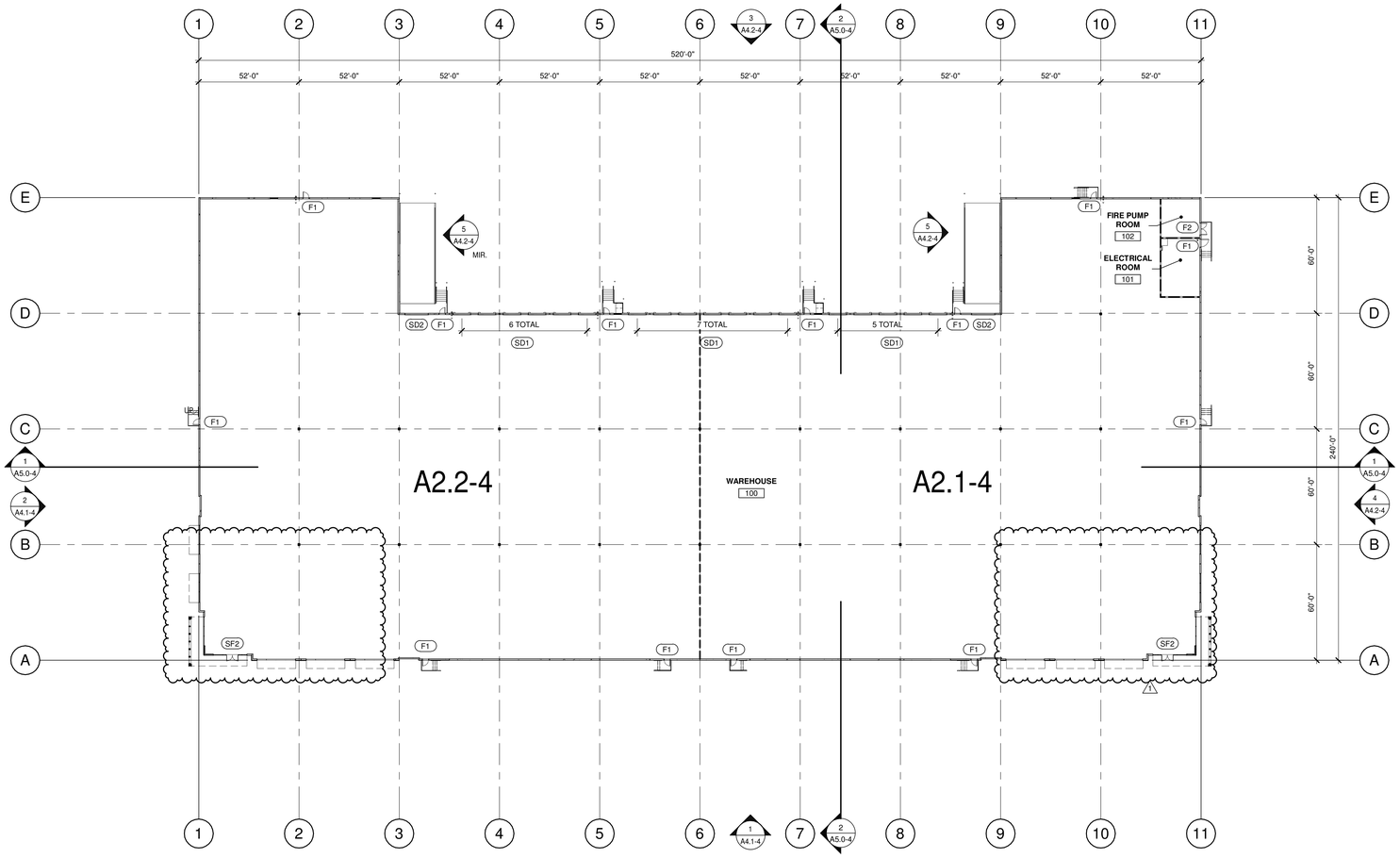
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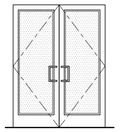
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DOOR TYPES

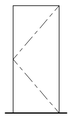


SF2 6'-0" x 8'-0" (PAIR)
CLEAR ANOD. ALUM. STOREFRONT DOOR W/TEMPERED GLAZING (NARROW STILE)

FRAME: MANUFACTURER

HARDWARE:
2 SETS PIVOT SET
2 SETS INTER PIVOT
1 EA MORTISE CYLINDER
2 SETS OFFSET PULL
2 EA OH CLOSER
1 EA THRESHOLD
1 EA DECAL

NOTE: WEATHERSEAL BY DOOR MANUFACTURER

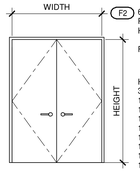


F1 3'-0" x 7'-0"
PAINTED INSULATED HOLLOW METAL DOOR

F1* 4'-0" x 7'-0"
PAINTED INSULATED HOLLOW METAL DOOR

FRAME: PAINTED HOLLOW METAL

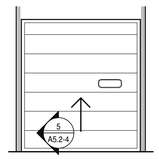
HARDWARE:
3 EA HINGES
1 EA EXIT DEVICE
1 EA CYLINDER
1 EA CLOSER
1 EA PERIMETER SEAL
1 EA BOTTOM DRIP
1 EA THRESHOLD
1 EA LOCK GUARD
1 EA HVY DUTY FLOOR STOP



F2 6'-0" x 7'-0"
PAINTED INSULATED HOLLOW METAL DOOR

FRAME: PAINTED HOLLOW METAL

HARDWARE:
3 EA HINGES
1 EA EXIT DEVICE
1 EA CYLINDER
1 EA CLOSER
1 EA PERIMETER SEAL
1 EA BOTTOM DRIP
1 EA THRESHOLD
1 EA LOCK GUARD
1 EA HVY DUTY FLOOR STOP



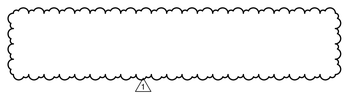
SD1 9'-0" x 10'-0"
DOCK HIGH SECTIONAL VERTICAL LIFT OVERHEAD DOOR W/ FACTORY PAINTED FINISH.

SD2 12'-0" x 14'-0"
SECTIONAL VERTICAL LIFT OVERHEAD DOOR W/ FACTORY PAINTED FINISH

HARDWARE:
1 EA SLIDE BOLT
1 EA PAD LOCK

DOOR NOTES

BUTT HINGES:
SOSS - STANDARD WEIGHT, PLAIN BEARING, STEEL HINGES OR APPROVED EQUAL.
ALL EXTERIOR OUTSWING DOOR BUTTS SHALL BE MADE OF NON-FERROUS MATERIAL AND SHALL HAVE STAINLESS STEEL HINGE PINS.
VON DUPRIN 99 SERIES PANIC DEVICE OR APPROVED EQUAL
CLOSING DEVICES: NORTON 8500 BF SERIES OR APPROVED EQUAL
STOPS: TRIMCO W1200 SERIES DOOR STOP
SLIDE BOLT AND PAD LOCK: INSTALL SLIDE BOLT ABOVE LEVEL OF DOOR GUARD



1"=30'
0 15' 30' 60' 150'

OVERALL FLOOR PLAN
SCALE: 1" = 30'-0"

1 N

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BUILDING 4 - OVERALL FLOOR PLAN

	DATE	REMARKS
	04/14/2021	DDR SUBMITTAL
1	03/17/2022	DDR COMMENTS

PA/PM:	S. DELGADO
DRAWN BY.:	O.J.
JOB NO.:	DAL20-0002-00

SHEET
A2.0-4

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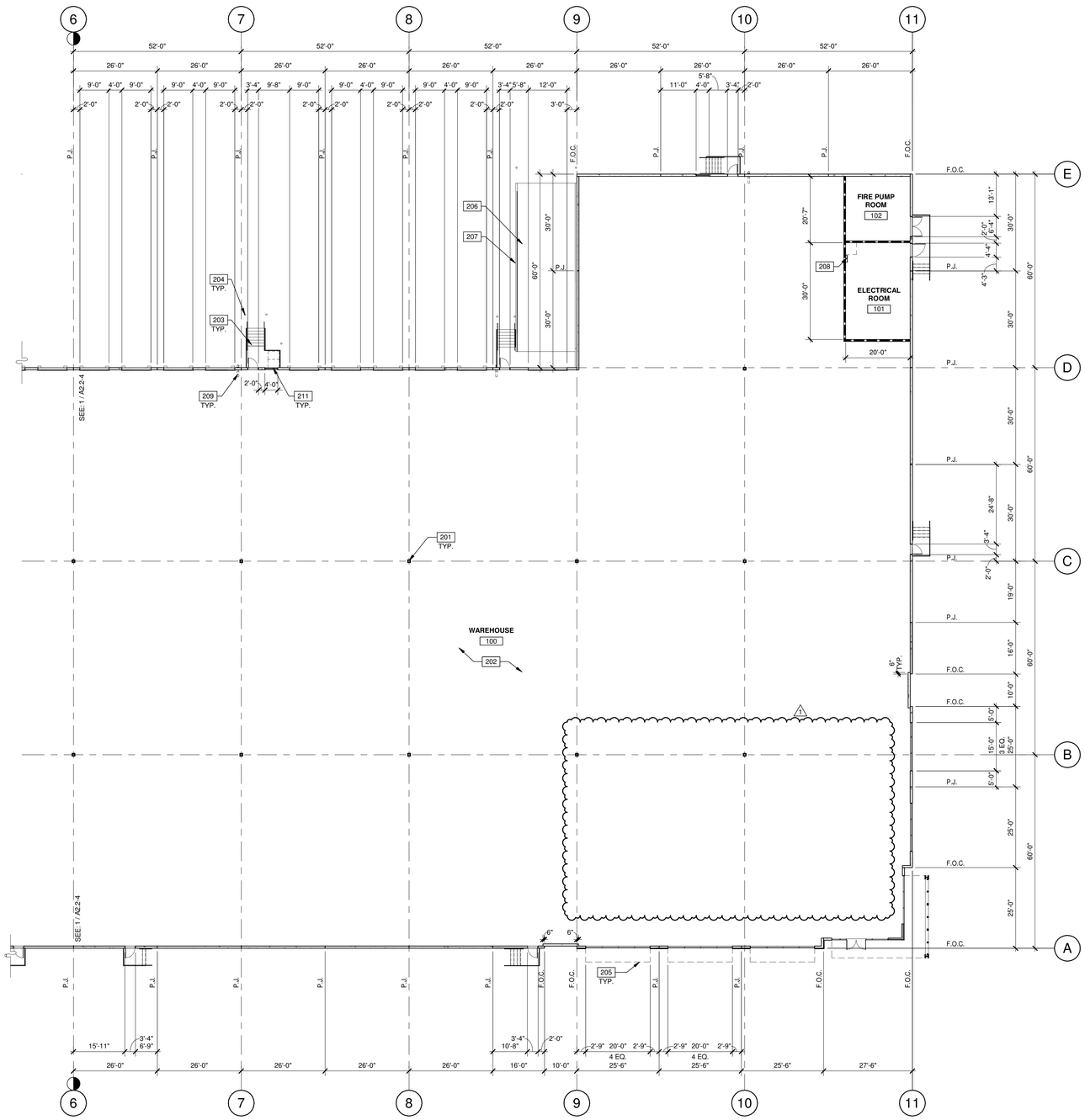
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KEYNOTES:

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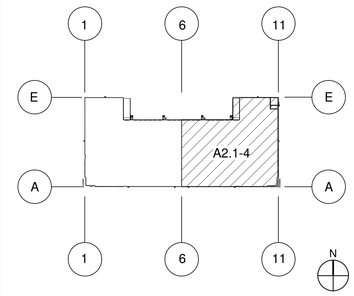
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202 CONCRETE SLAB. PROVIDE VAPOR RETARDER OVER SAND BASE AT OFFICE AREA PER SOILS REPORT. PROVIDE SEALER FOR CONCRETE FLOOR AREA IN WAREHOUSE.
203 EXTERIOR STEEL STAIR, ALL COMPONENTS GALVANIZED AND PAINTED.
204 STEEL BOLLARD, CONCRETE-FILLED PAINTED SAFETY YELLOW.
205 OUTLINE OF CANOPY ABOVE.
206 CONCRETE RAMP.
207 CONCRETE RETAINING WALL.
208 ROOF ACCESS LADDER WITH PLATFORM AND FALL ARREST SYSTEM.
209 PRIMARY ROOF DRAIN LEADERS, TRANSITION DIAGONALLY ATTACH TO WALL WITH UNI-STRUTS.
211 4'x8' METAL LOUVER.



WALL LEGEND

CONCRETE WALL
1HR FIRE-RESISTANCE RATED

KEY PLAN



1/16"=1'-0"
0 8' 16' 32' 64'

PARTIAL FLOOR PLAN

SCALE: 1/16" = 1'-0"

N
NOT TO SCALE

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BUILDING 4 - PARTIAL FLOOR PLAN

	DATE:	REMARKS
1	04/14/2021	DDR SUBMITTAL
	03/17/2022	DDR COMMENTS

PA/PM:	S. DELGADO
DRAWN BY.:	O.J.
JOB NO.:	DAL20-0002-00

SHEET
A2.1-4

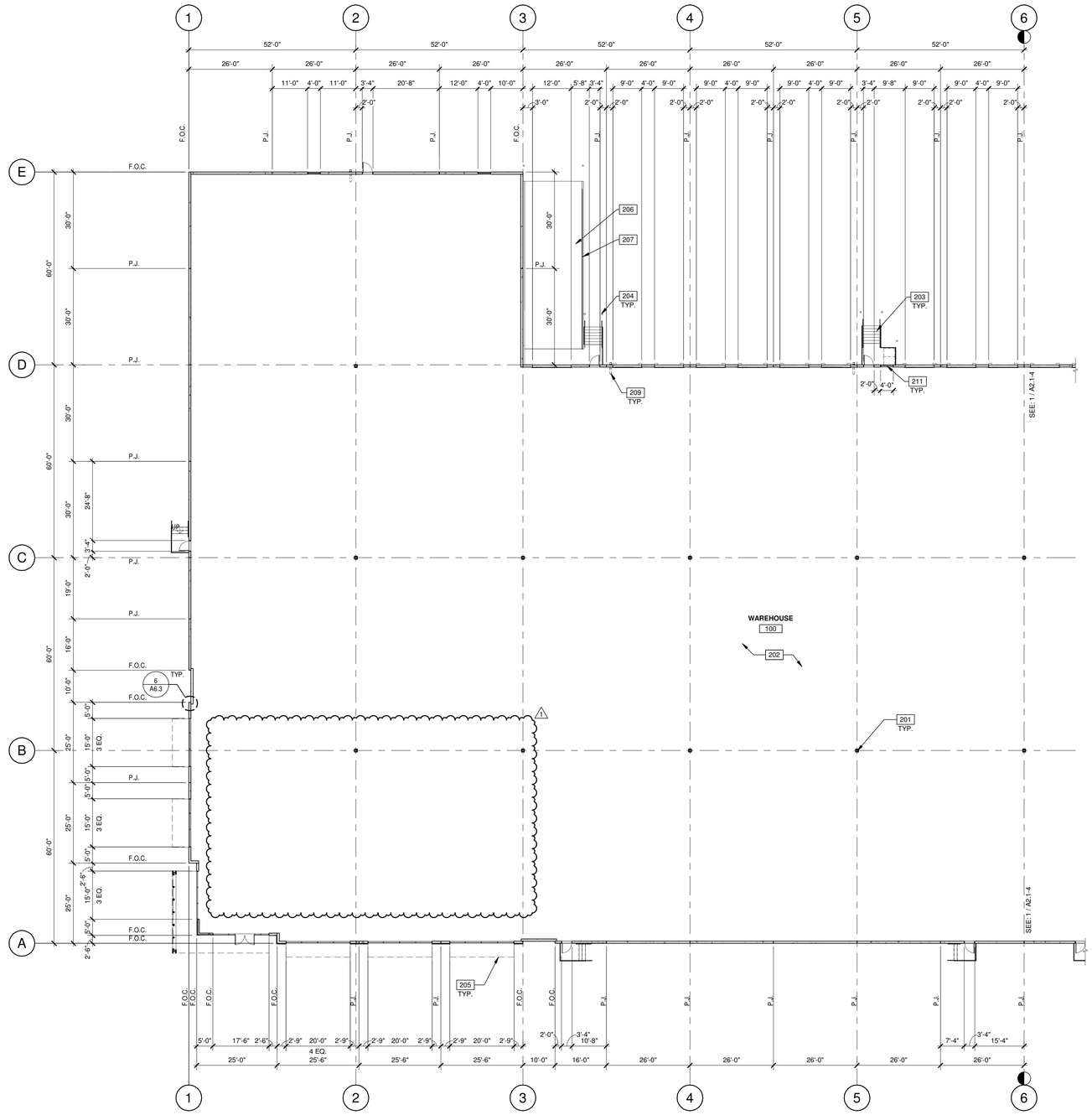
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3/9/2022 1:48:34 PM

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KEYNOTES:

201	STRUCTURAL STEEL COLUMN.
202	CONCRETE SLAB. PROVIDE VAPOR RETARDER OVER SAND BASE AT OFFICE AREA PER SOILS REPORT. PROVIDE SEALER FOR CONCRETE FLOOR AREA IN WAREHOUSE.
203	EXTERIOR STEEL STAIR, ALL COMPONENTS GALVANIZED AND PAINTED.
204	STEEL BOLLARD, CONCRETE-FILLED PAINTED SAFETY YELLOW.
205	OUTLINE OF CANOPY ABOVE.
206	CONCRETE RAMP.
207	CONCRETE RETAINING WALL.
209	PRIMARY ROOF DRAIN LEADERS, TRANSITION DIAGONALLY ATTACH TO WALL WITH UNI-STRUTS.
211	4'x8' METAL LOUVER.

LEGEND

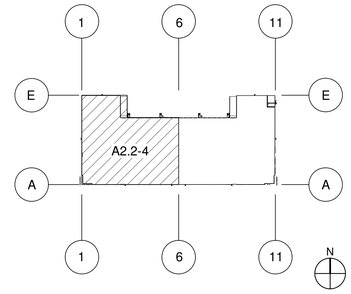
PROPOSED FUTURE OFFICE AREA

WALL LEGEND

CONCRETE WALL

1HR FIRE-RESISTANCE RATED

KEY PLAN



1/16"=1'-0"

0 8' 16' 32' 64'

PARTIAL FLOOR PLAN

SCALE: 1/16" = 1'-0"

NOT TO SCALE

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BUILDING 4 - PARTIAL FLOOR PLAN

DATE	REMARKS
04/14/2021	DDR SUBMITTAL
09/17/2022	DDR COMMENTS
1	

PA/PM:	S. DELGADO
DRAWN BY.:	O.J.
JOB NO.:	DAL20-0002-00

SHEET

A2.2-4

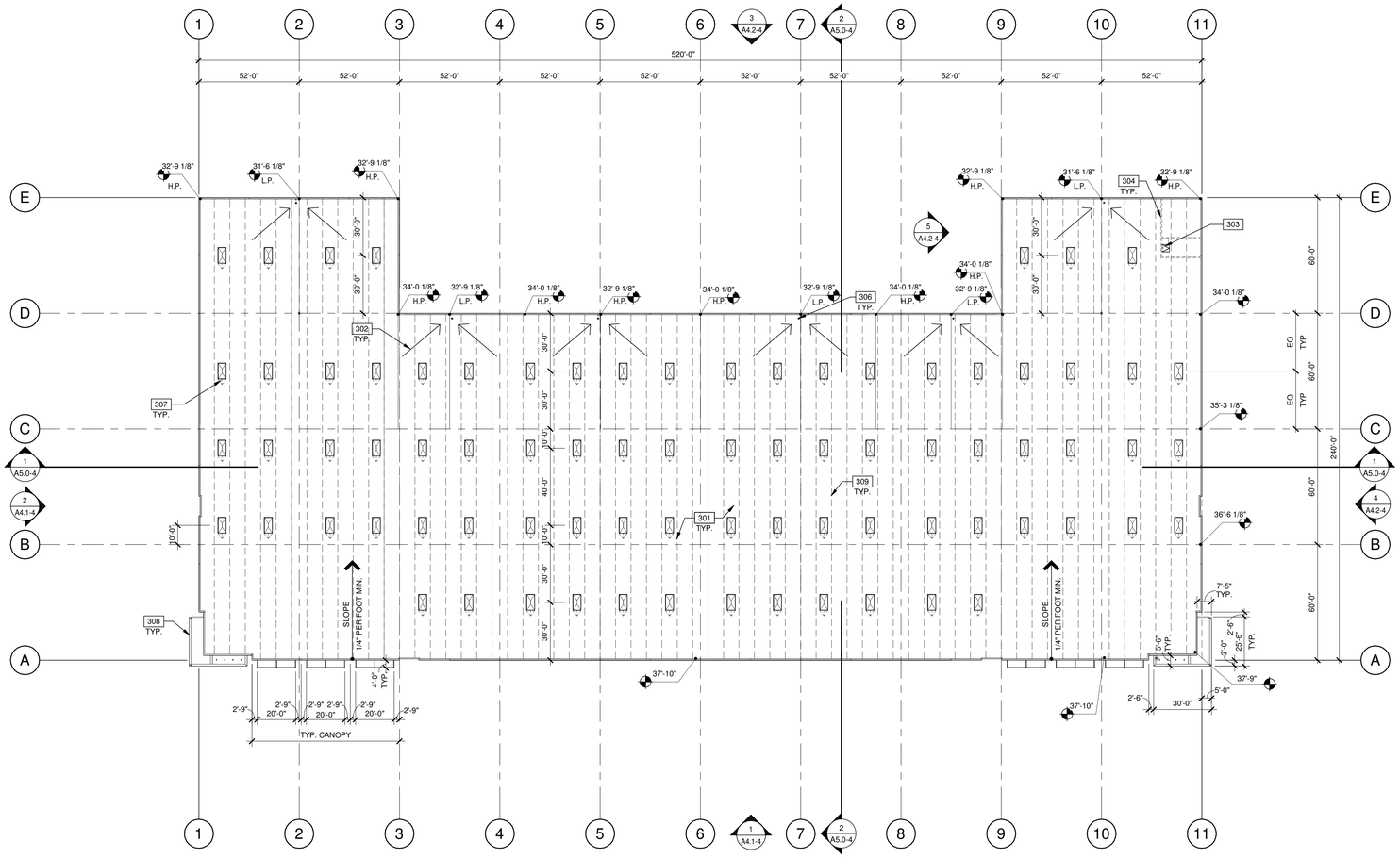
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3/9/2022 1:46:35 PM

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1"=30'

0 15' 30' 60' 150'

ROOF PLAN

SCALE: 1" = 30'-0"

N

KEYNOTES:

SEE SHEET A0.2 FOR GENERAL NOTES

301 BUILT-UP ASPHALT ROOFING OVER WOOD DECK.
302 FLOW LINE TO DRAIN.
303 ROOF HATCH. VERIFY ROOF JOIST LOCATIONS WITH STRUCTURAL DRAWINGS.
304 LINE OF WALL BELOW.
306 PRIMARY ROOF DRAIN WITH OVERFLOW SCUPPER.
307 CRICKET.
308 METAL CANOPY - PAINTED, SEE STRUCTURAL DRAWINGS.
309 LINE OF STRUCTURAL FRAMING BELOW DECK (HIDDEN).

CALCULATIONS

SKYLIGHTS:

SKYLIGHT SIZE: 48"x96"=32 S.F.

$$\frac{\text{(WAREHOUSE AREA S.F.) x 2.0\%}}{\text{(SKYLIGHT SIZE)}} = \frac{104{,}790 \times .02}{32}$$

DESIRED: 66 SKYLIGHTS
PROVIDED: 79 SKYLIGHTS

LEGEND

SKYLIGHT: (2.5%)
COORDINATE EXACT LOCATION TO PREVENT CONFLICT WITH FRAMING, FIRE SPRINKLER LINES, ELECTRICAL CONDUITS AND LIGHTING. SEE STRUCTURAL DRAWINGS.

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BUILDING 4 - ROOF PLAN

DATE	REMARKS
04/14/2021	DDR SUBMITTAL

03/17/2022 - DDR COMMENTS

PA/PM:	S. DELGADO
DRAWN BY.:	O.J.
JOB NO.:	DAL20-0002-00

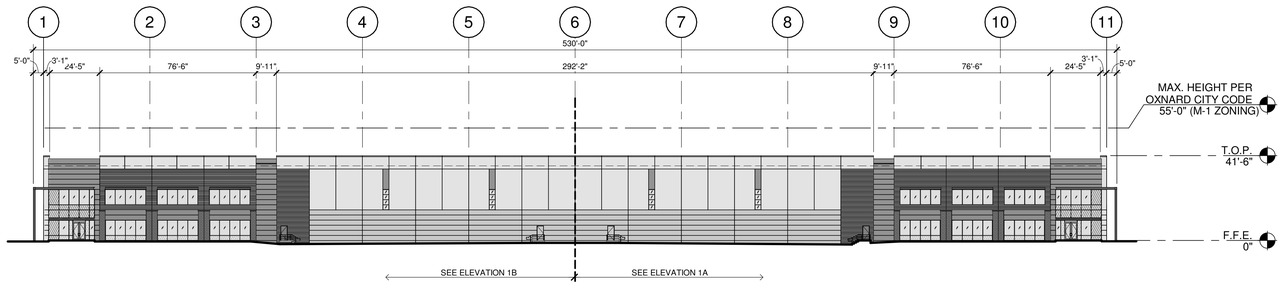
SHEET
A3.1-4

3/3/2022 1:48:37 PM

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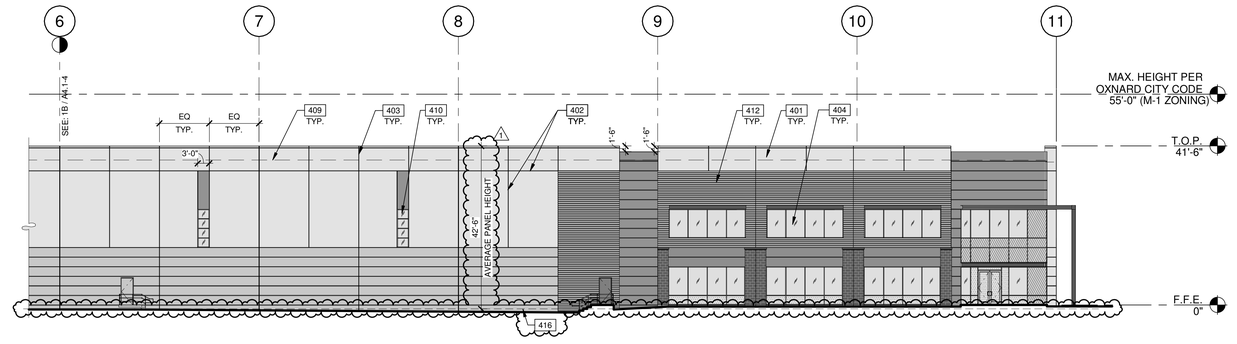
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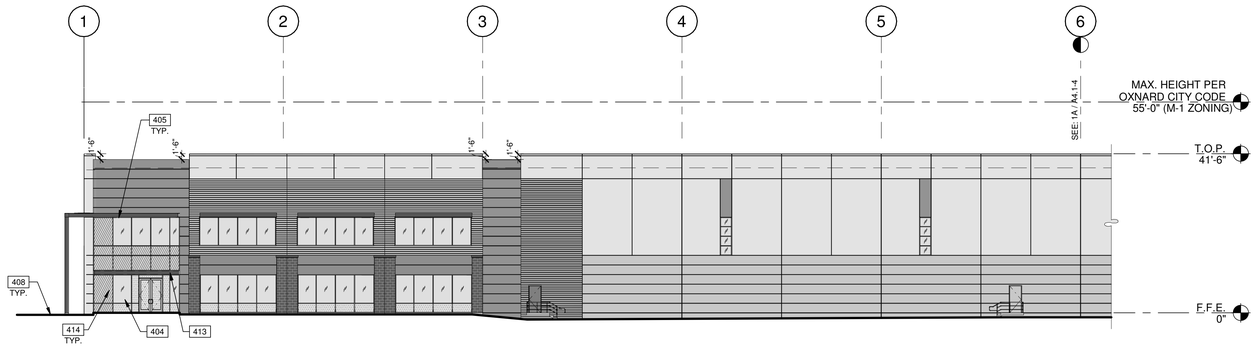
OVERALL SOUTH EXTERIOR ELEVATION 1

1"=30'
0 15' 30' 60' 150'
SCALE: 1" = 30'-0"



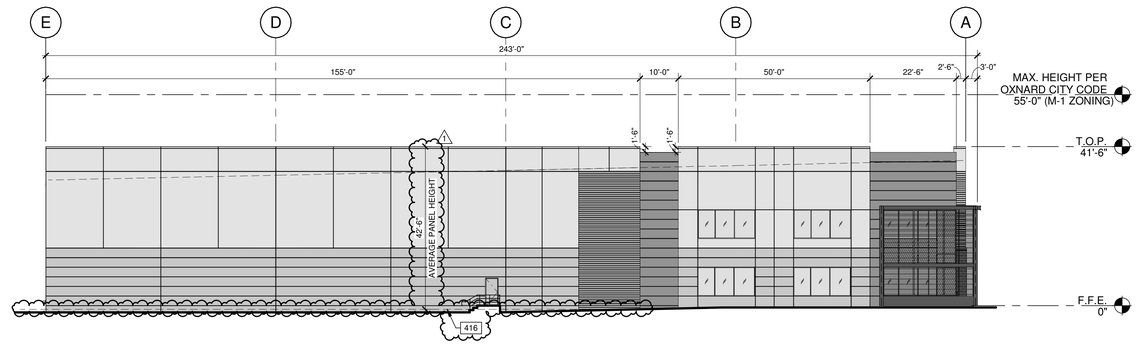
PARTIAL SOUTH EXTERIOR ELEVATION 1A

1/16"=1'-0"
0 8' 16' 32' 64'
SCALE: 1/16" = 1'-0"



PARTIAL SOUTH EXTERIOR ELEVATION 1B

SCALE: 1/16" = 1'-0"



WEST EXTERIOR ELEVATION 2

SCALE: 1/16" = 1'-0"

KEYNOTES:

SEE SHEET A0.2 FOR GENERAL NOTES

401 CONCRETE WALL, PAINTED.
402 3/4" V-REVEAL.
403 CONCRETE WALL JOINT.
404 ALUMINUM STOREFRONT SYSTEM WITH 1" INSULATED GLASS.
405 METAL CANOPY, PAINTED.
408 FINISH GRADE VARIES.
409 LINE OF ROOF BEYOND.
410 CLERESTORY WINDOW.
412 CONCRETE FORM LINER.
413 PRE-FINISHED ALUMINUM FIN TO MATCH STOREFRONT MULLIONS.
414 ALUMINUM WINDOW SYSTEM OVER RECESSED CONCRETE PANEL.
416 AVERAGE GRADING

LEGEND

MATERIALS:

BLACK BRICKS: BLACK DIAMOND VELOUR BY BELDEN BRICK COMPANY

GLASS:

VISION GLASS

SPANDREL GLASS

TEMPERED GLASS

ALL GLASS USED ON THE ENVELOPE OF THE BUILDING TO BE:
VITRO ARCHITECTURAL GLASS - OPTIGRAY + SOLARBAN 90 CLEAR
U FACTOR = 0.23 AND SHGC = 0.23
GLASS WIND LOAD RESISTANCE CALCULATIONS ARE UNDER SEPARATE PERMIT

COLORS:

PROVIDE 6'-0" WIDE PAINT COLOR MOCK-UP FULL HEIGHT OF BUILDING FOR OWNER/ARCHITECT REVIEW.

- BASE COLOR: "SW 6252 - ICE CUBE"
- SECONDARY COLOR: "SW 7071 - GRAY SCREEN"
- ACCENT COLOR: "SW 9163 - TIN LIZZIE"
- ACCENT COLOR: "SW 7674 - PEPPERCORN"
- ACCENT COLOR: "SW 6692 - AURIC"

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BUILDING 4 - EXTERIOR ELEVATIONS

	DATE:	REMARKS
1	04/14/2021	DDR SUBMITTAL
	03/17/2022	DDR COMMENTS

PA/PM:	S. DELGADO
DRAWN BY.:	O.J.
JOB NO.:	DAL20-0002-00

SHEET
A4.1-4

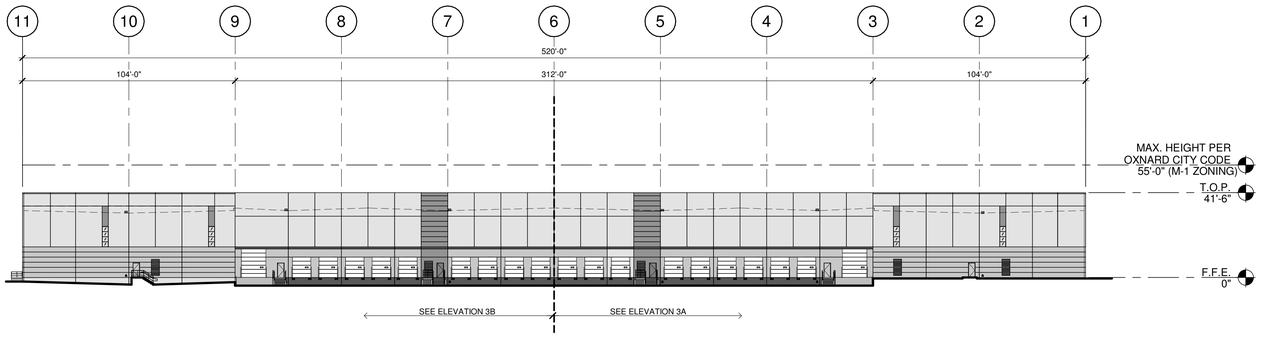
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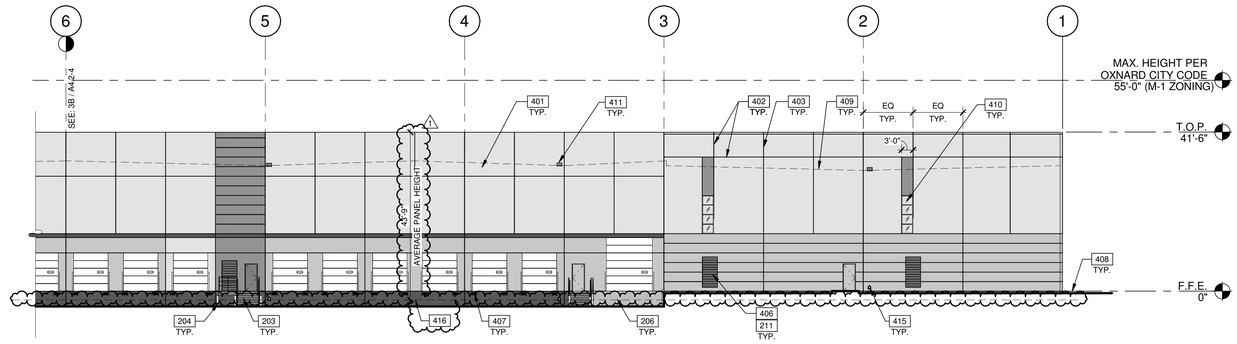


1"=30'

0 15' 30' 60' 150'

OVERALL NORTH EXTERIOR ELEVATION 3

SCALE: 1" = 30'-0"

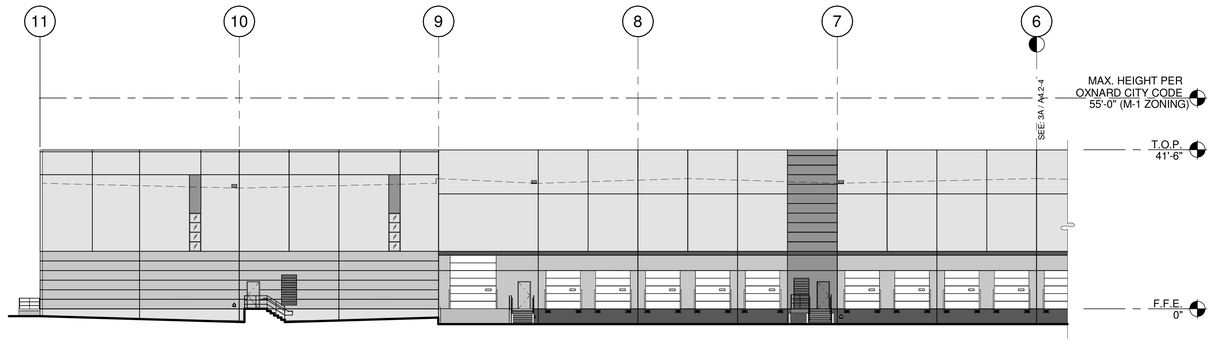


1/16"=1'-0"

0 8' 16' 32' 64'

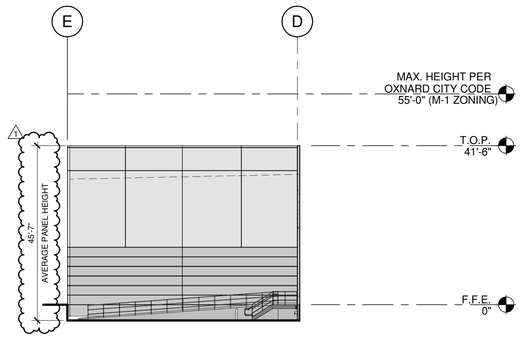
PARTIAL NORTH EXTERIOR ELEVATION 3A

SCALE: 1/16" = 1'-0"



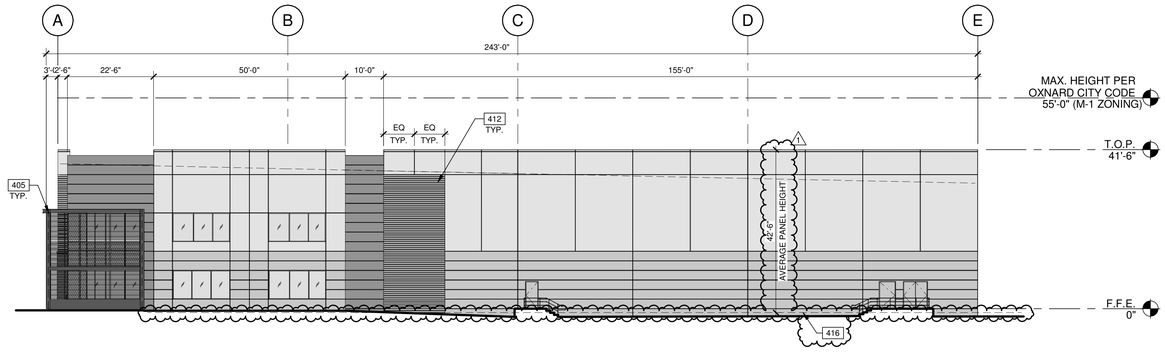
PARTIAL NORTH EXTERIOR ELEVATION 3B

SCALE: 1/16" = 1'-0"



DOCK SIDE WEST EXTERIOR ELEVATION 5

SCALE: 1/16" = 1'-0"



EAST EXTERIOR ELEVATION 4

SCALE: 1/16" = 1'-0"

KEYNOTES:

SEE SHEET A0.2 FOR GENERAL NOTES

203 EXTERIOR STEEL STAIR, ALL COMPONENTS GALVANIZED AND PAINTED.
204 STEEL BOLLARD, CONCRETE-FILLED PAINTED SAFETY YELLOW.
206 CONCRETE RAMP.
211 4'x8' METAL LOUVER.
401 CONCRETE WALL, PAINTED.
402 3/4" V-REVEAL.
403 CONCRETE WALL JOINT.
405 METAL CANOPY, PAINTED.
406 METAL LOUVER, PAINTED TO MATCH ADJACENT WALL.
407 DOCK BUMPER.
408 FINISH GRADE VARIES.
409 LINE OF ROOF BEYOND.
410 CLERESTORY WINDOW.
411 OVERFLOW SCUPPER.
412 CONCRETE FORM LINER.
415 OVERFLOW DAYLIGHT.
416 AVERAGE GRADING

LEGEND

MATERIALS:

BLACK BRICKS: BLACK DIAMOND VELOUR BY BELDEN BRICK COMPANY

GLASS:

VISION GLASS

SPANDREL GLASS

TEMPERED GLASS

ALL GLASS USED ON THE ENVELOPE OF THE BUILDING TO BE:
VITRO ARCHITECTURAL GLASS - OPTIGRAY + SOLARBAN 90 CLEAR
U FACTOR = 0.23 AND SHGC = 0.23
GLASS WIND LOAD RESISTANCE CALCULATIONS ARE UNDER SEPARATE PERMIT

COLORS:

PROVIDE 6'-0" WIDE PAINT COLOR MOCK-UP FULL HEIGHT OF BUILDING FOR OWNER/ARCHITECT REVIEW.

BASE COLOR: "SW 6252 - ICE CUBE"
SECONDARY COLOR: "SW 7071 - GRAY SCREEN"
ACCENT COLOR: "SW 9163 - TIN LIZZIE"
ACCENT COLOR: "SW 7674 - PEPPERCORN"
ACCENT COLOR: "SW 6692 - AURIC"

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BUILDING 4 - EXTERIOR ELEVATIONS

	DATE	REMARKS
1	04/14/2021	DDR SUBMITTAL
	03/17/2022	DDR COMMENTS

PA/PM:	S. DELGADO
DRAWN BY.:	O.J.
JOB NO.:	DAL20-0002-00

SHEET
A4.2-4

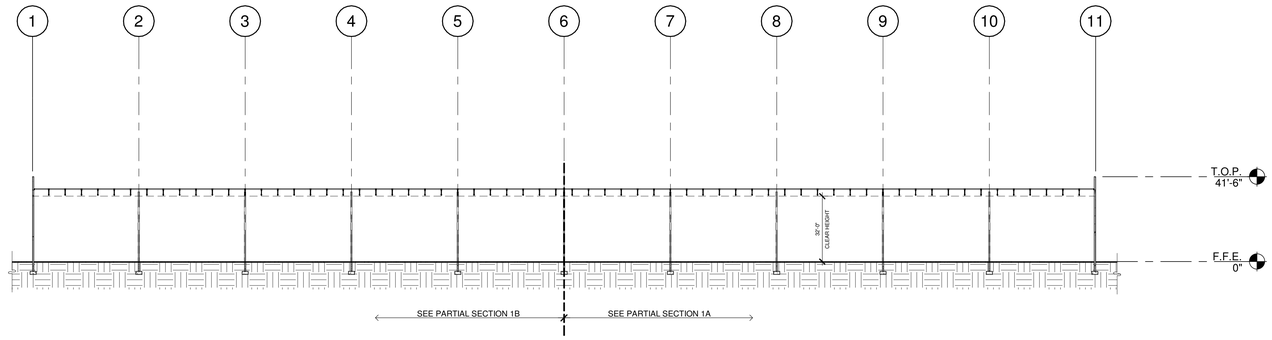
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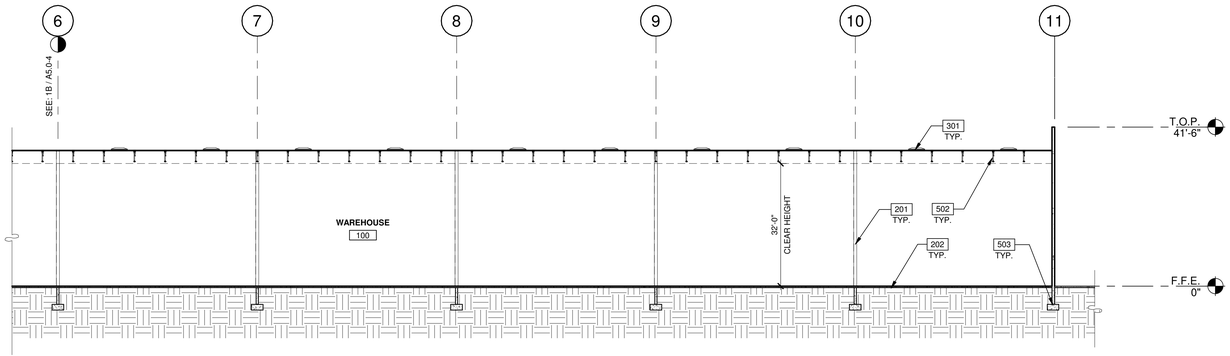
BUILDING SECTION 1

SCALE: 1" = 30'-0"

KEYNOTES:

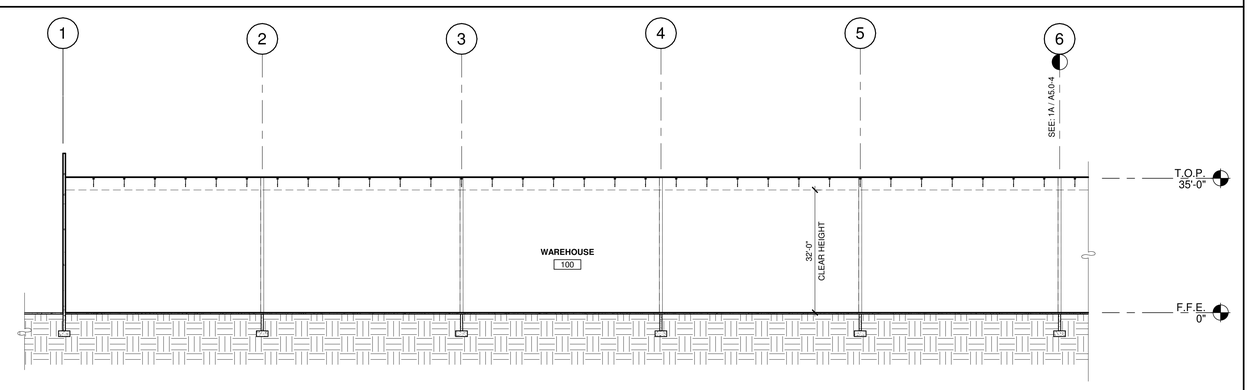
SEE SHEET A0.2 FOR GENERAL NOTES

201 STRUCTURAL STEEL COLUMN.
202 CONCRETE SLAB. PROVIDE VAPOR RETARDER OVER SAND BASE AT OFFICE AREA PER SOILS REPORT. PROVIDE SEALER FOR CONCRETE FLOOR AREA IN WAREHOUSE.
301 BUILT-UP ASPHALT ROOFING OVER WOOD DECK.
502 STRUCTURAL STEEL JOIST.
503 CONCRETE FOOTING.



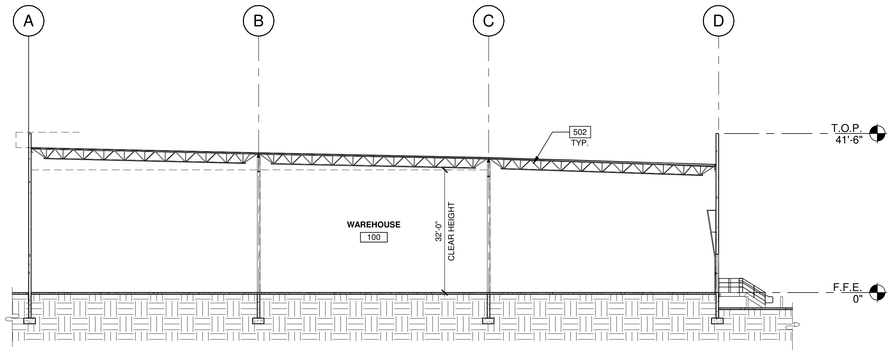
PARTIAL BUILDING SECTION 1A

SCALE: 1/16" = 1'-0"



PARTIAL BUILDING SECTION 1B

SCALE: 1/16" = 1'-0"



1/16"=1'-0"
0 8' 16' 32' 64'

BUILDING SECTION 2

SCALE: 1/16" = 1'-0"

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BUILDING 4 - BUILDING SECTIONS

REMARKS	DATE
DDR SUBMITTAL	04.14.2021

PA/PM:	S. DELGADO
DRAWN BY.:	O.J.
JOB NO.:	DAL20-0002-00

SHEET
A5.0-4

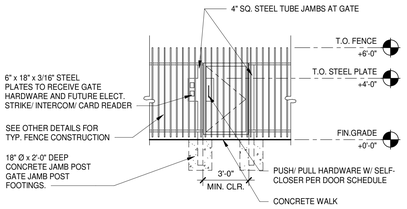
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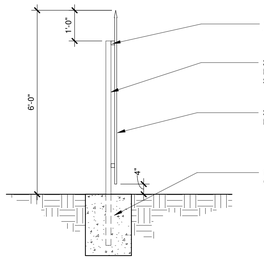
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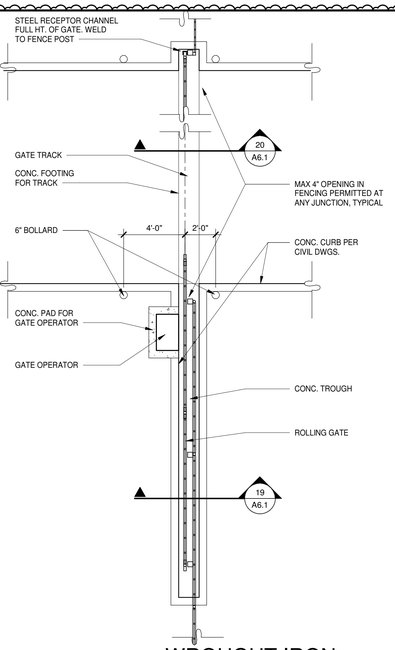
WROUGHT IRON GATE 21

SCALE: 1/4" = 1'-0"



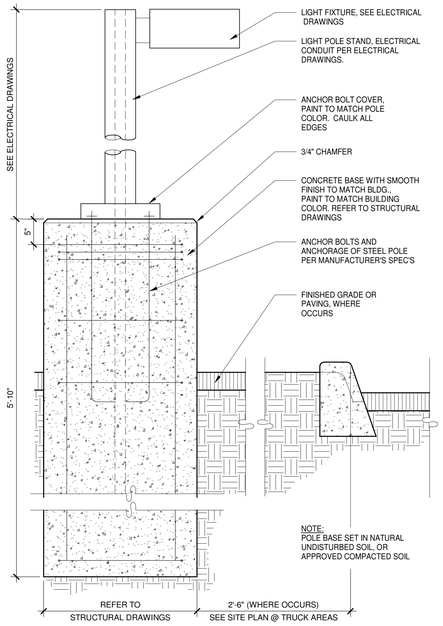
WROUGHT IRON FENCE 22

SCALE: 1/2" = 1'-0"



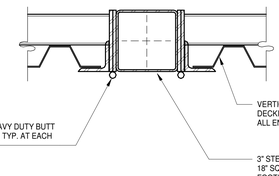
WROUGHT IRON SLIDING GATE-PLAN 17

SCALE: 1/4" = 1'-0"



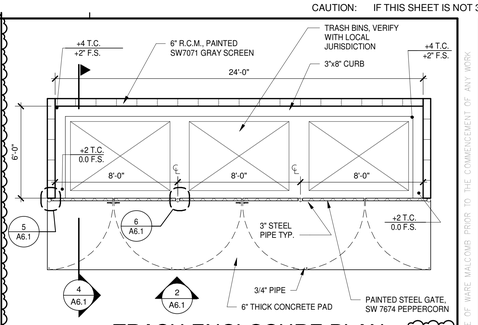
LIGHT POLE BASE AND FOOTING 12

SCALE: 1" = 1'-0"



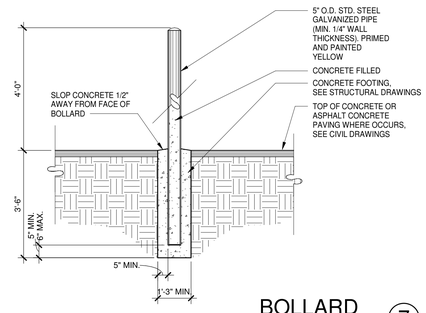
TRASH GATE JAMB AT STEEL POST 6

SCALE: 3" = 1'-0"



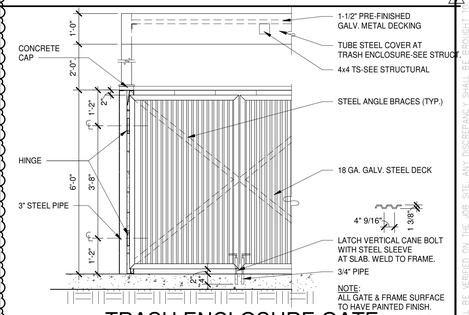
TRASH ENCLOSURE PLAN 1

SCALE: 1/4" = 1'-0"



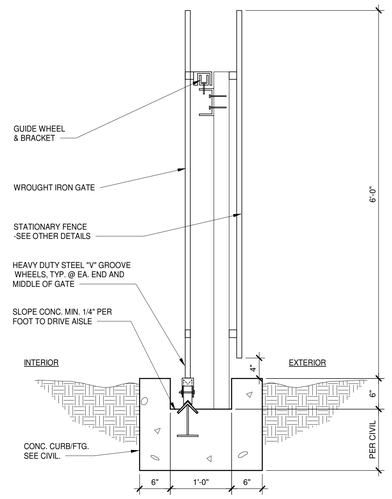
BOLLARD 7

SCALE: 1/2" = 1'-0"



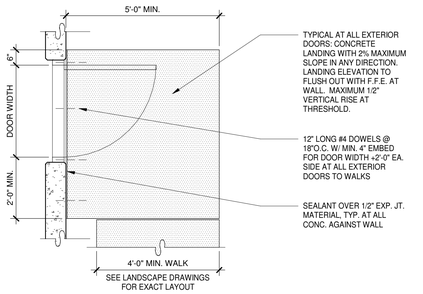
TRASH ENCLOSURE GATE 2

SCALE: 1/2" = 1'-0"



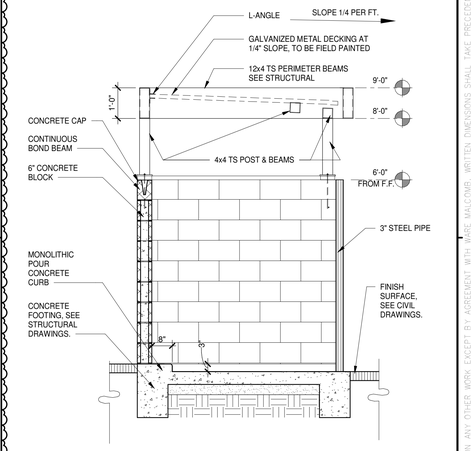
WROUGHT IRON SLIDING GATE - SECTION 19

SCALE: 1" = 1'-0"



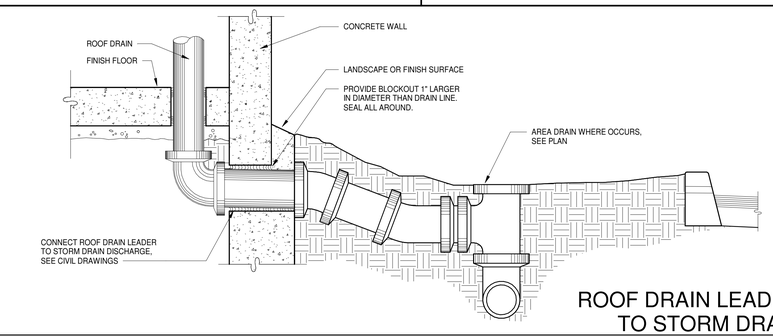
CONCRETE LANDING 8

SCALE: 1/2" = 1'-0"



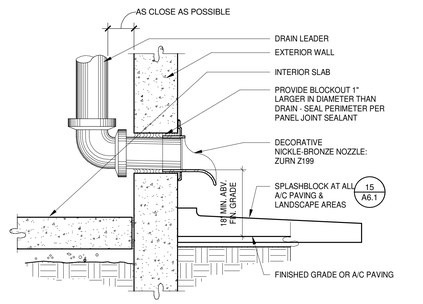
TRASH ENCLOSURE SECTION 4

SCALE: 1/2" = 1'-0"



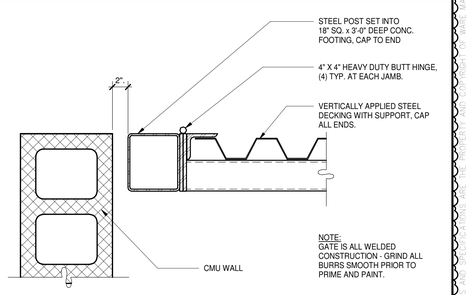
ROOF DRAIN LEADER TO STORM DRAIN 9

SCALE: 1 1/2" = 1'-0"



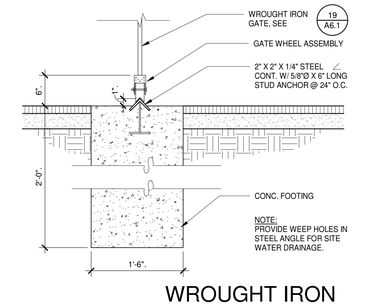
OVERFLOW EXITING 10

SCALE: 1 1/2" = 1'-0"



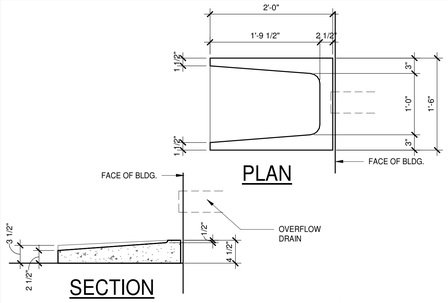
TRASH GATE JAMB AT CMU 5

SCALE: 3" = 1'-0"



WROUGHT IRON SLIDING GATE - TRACK 20

SCALE: 3/4" = 1'-0"



SPLASH BLOCK 15

SCALE: 1" = 1'-0"

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101 LOGISTICS CENTER

SAKIOKA DRIVE
OXNARD, CALIFORNIA

03/17/2022 - DDR COMMENTS

SITE DETAILS

DATE	REMARKS
12/17/2021	ISSUE FOR PERMIT
03/17/2022	DDR COMMENTS
1	

PA/PM:	S. DELGADO
DRAWN BY.:	O.J.
JOB NO.:	DAL20-0002-00

SHEET

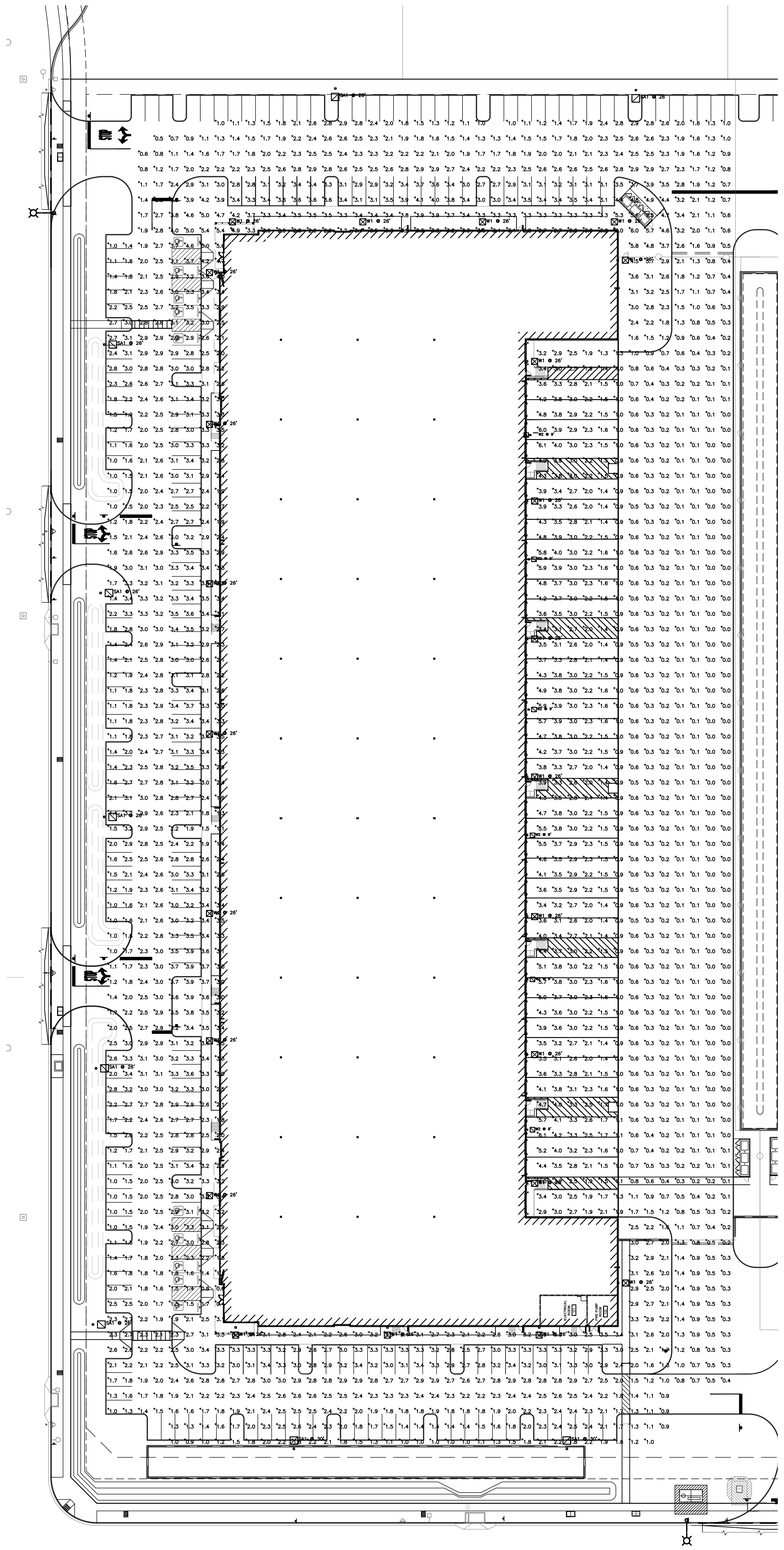
A6.1

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SITE PHOTOMETRIC
SCALE: 1"=40'-0"

1

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Schedule										
Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Lumens Per Lamp	Light Loss Factor	Wattage
☒ ▫	W1	23	U.S. ARCHITECTURAL LIGHTING	RZR-WM3-PLED-IV-60LED-875mA-NW WM511 WALL MT AT 26 FT AFG BUG RATING B3 U0 G3	CAST BLACK PAINTED FINNED METAL HOUSING.	60 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	60	341	0.9	161.9
☒ ▫	W2	6	U.S. ARCHITECTURAL LIGHTING	RZR-WM1-PLED-III-W-20LED-525mA-NW EM1 BUG RATING B1 U0 G2 WM511 WALL MT AT 9 FT AFG	CAST BLACK PAINTED FINNED METAL HOUSING.	20 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	20	218	0.9	32.4
☒ ▫	SA1	9	U.S. ARCHITECTURAL LIGHTING	RZR-PLED-III-W-80LED-525mA-NW-HS POLE MT AT 26 FT AFG BUG RATING B1 U0 G3	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	80	167	0.9	129.4

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	2.1 fc	8.6 fc	0.0 fc	N/A	N/A

RPM
Engineers, Inc.
102 DISCOVERY
Irvine, Ca. 92618
Tel: 949-450-1228 (216)
Fax: 949-450-1454
Contact: Kevin Yu
e-mail: kevinv@rpmpe.com

REGISTERED PROFESSIONAL ENGINEER
LAN V. NGUYEN
No. 015596
Exp.12-31-2023
ELECTRICAL
STATE OF CALIFORNIA

03/17/2022

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SAKIOKA DRIVE
OXNARD, CALIFORNIA

SITE PHOTOMETRIC

REMARKS	DATE

PA / PM:	
DRAWN BY:	
JOB NO.:	

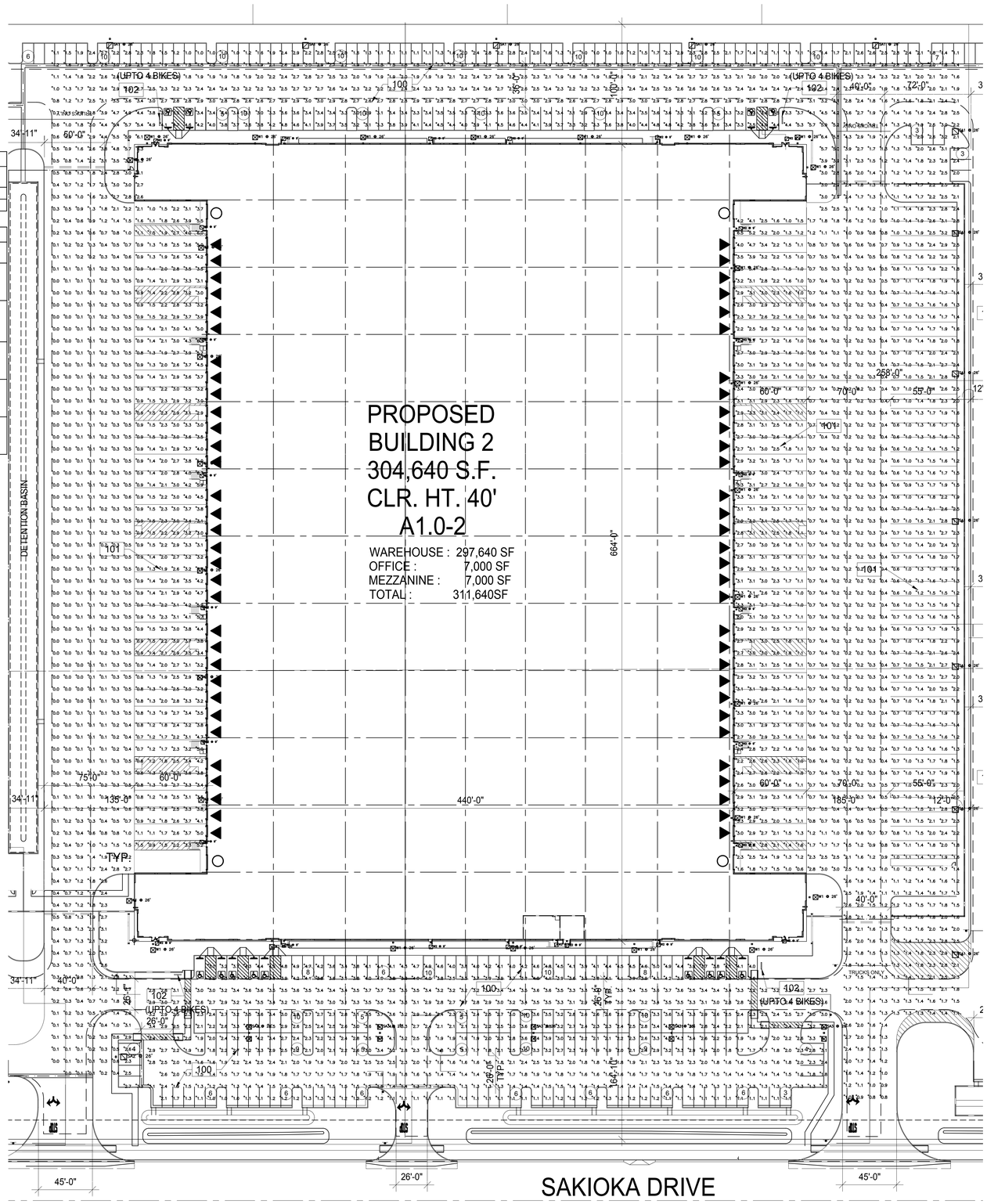
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RPM#21-408 03/17/22

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Statistics						
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Calc Zone #2	+	2.6 fc	5.0 fc	1.0 fc	5.0:1	2.6:1

Schedule										
Symbol	Label	QTY	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Lumens per Lamp	LLF	Wattage
	W1	29	U.S. ARCHITECTURAL LIGHTING	RZR-WM3-PLED-IV-60LED-875mA--NW MM511 WALL MT AT 26 FT AFG BUG RATING B3 U0 G3	CAST BLACK PAINTED FINNED METAL HOUSING.	60 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	60	341	0.9	161.9
	W2	26	U.S. ARCHITECTURAL LIGHTING	RZR-WM1-PLED-III-W-20LED-350mA-40K EM1 WALL MT AT 9 FT AFG MM511 BUG RATING B1 U0 G1	CAST BLACK PAINTED FINNED METAL HOUSING.	20 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	20	151	0.9	21.4
	SA1	12	U.S. ARCHITECTURAL LIGHTING	RZR-PLED-III-W-80LED-525mA-NW-HS POLE MT AT 26 FT AFG BUG RATING B1 U0 G3	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	80	167	0.9	129.4
	SA2	1	U.S. ARCHITECTURAL LIGHTING	RZR-PLED-IV-80LED-525mA-40K-HSMM511 POLE MT AT 26 FT AFG BUG RATING B1 U0 G3	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	80	176	0.9	129.4
	SA3	5	U.S. ARCHITECTURAL LIGHTING	RZR-PLED-VSQ-W-80LED-525mA-40K POLE MT AT 26 FT AFG BUG RATING B5 U0 G3	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	80	232	0.9	258.8



SITE PHOTOMETRIC
SCALE: 1"=40'-0" (1)

N

RPM
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Fax: 949-450-1454
Contact: Kevin Yu
e-mail: kevinv@rpmpe.com

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STATE OF CALIFORNIA
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SITE PHOTOMETRIC

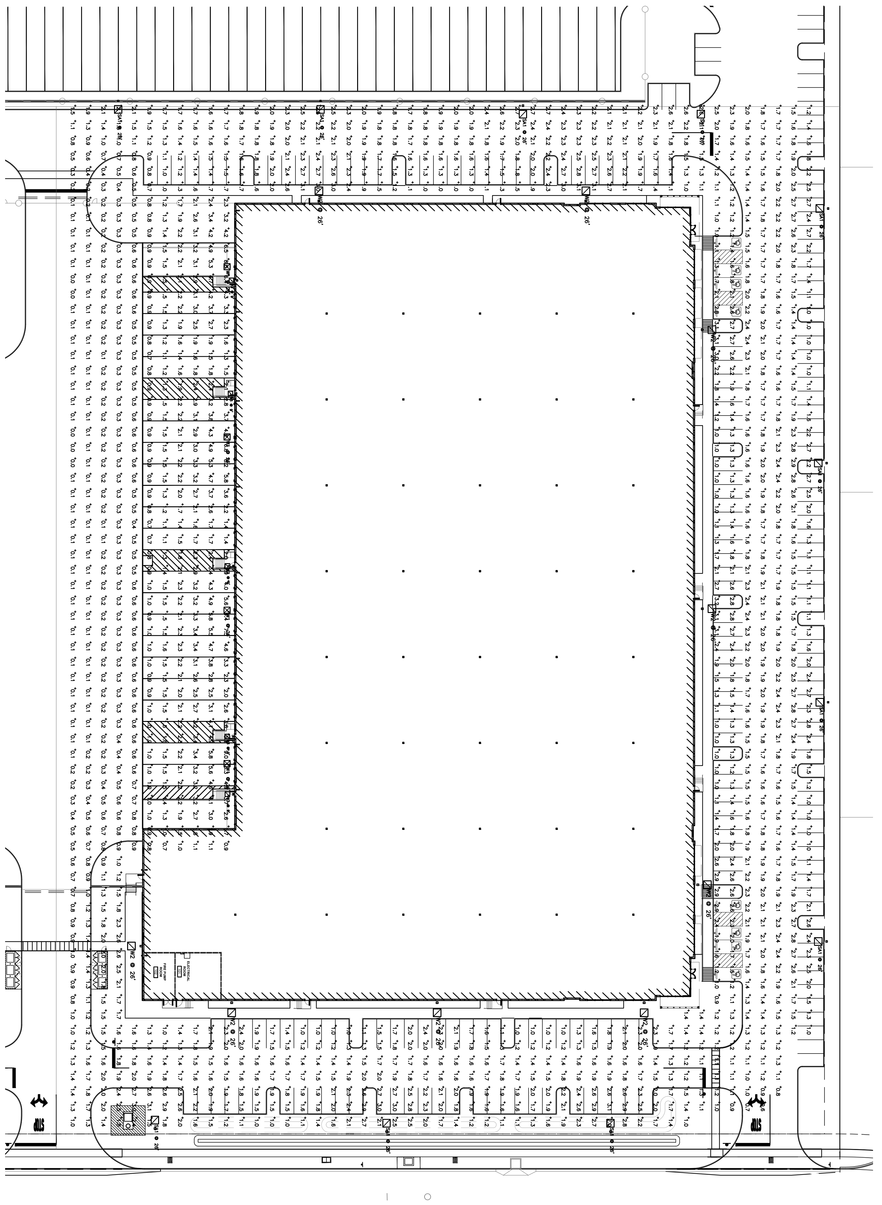
DATE	REMARKS

DATE	REMARKS

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JOB NO.:

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RPM#21-408 03/17/22



Schedule										
Symbol	Label	QTY	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Lumens per Lamp	LLF	Wattage
⊠	W1	4	U.S. ARCHITECTURAL LIGHTING	RSW-FLED-II-W-80LED-525mA-NW-MW311 WALL MT AT 30 FT AFG BUG RATING B3 U0 G3	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LED), BARE UP.	80	341	0.9	161.9
⊠	W2	9	U.S. ARCHITECTURAL LIGHTING	RSW-FLED-II-W-80LED-525mA-NW-MW311 WALL MT AT 25 FT AFG BUG RATING B3 U0 G3	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LED), BARE UP.	80	319	0.9	161.9
⊠	W3	4	U.S. ARCHITECTURAL LIGHTING	RSW-FLED-II-W-80LED-525mA-NW-MW311 WALL MT AT 9 FT AFG RATING B1 U0 G2	CAST BLACK PAINTED FINNED METAL HOUSING.	20 WHITE LIGHT EMITTING DIODES (LED), BARE UP.	20	218	0.9	32.4
⊠	SA1	11	U.S. ARCHITECTURAL LIGHTING	RSW-FLED-II-W-80LED-525mA-NW-POLE MT AT 25 FT AFG BUG RATING B1 U0 G3	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LED), BARE UP.	80	167	0.9	139.4

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Site Zone #1	+	0.7 fc	24.1 fc	0.0 fc	N/A	N/A

RPM
Architects, Inc.
101 DISCOVERY
IRVINE, CA 92618
Tel 949.450.1289 (DIR)
949.450.1200 (REC)
Fax 949.450.1299
Contact: Kevin Yu
e-mail: kevin@rpmpe.com

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No. 015596
Exp. 12-31-2023
STATE OF CALIFORNIA
MECHANICAL
03/17/2022

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SITE PHOTOMETRIC

DATE	REMARKS	DATE	REMARKS

101 LOGISTICS CENTER

4 BUILDINGS

SAKIOKA DRIVE

OXNARD, CALIFORNIA

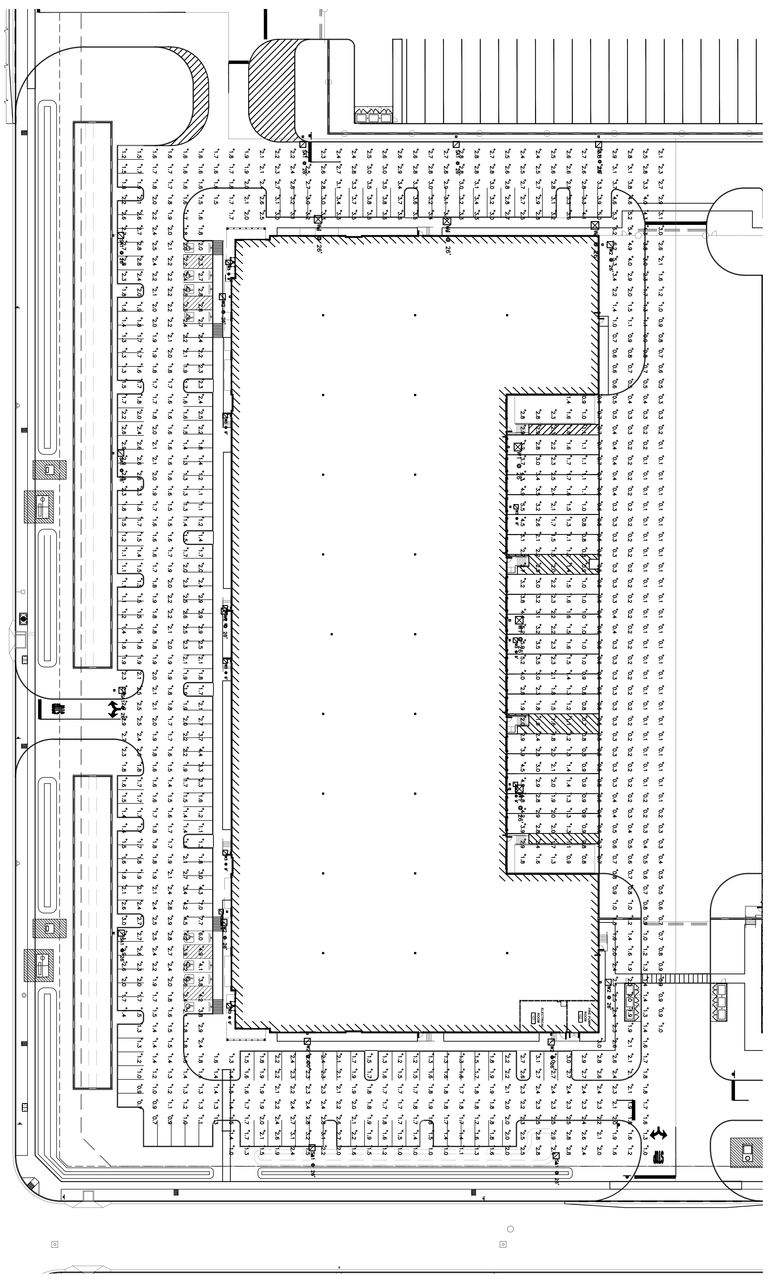
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Dallas, TX 75201
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Schedule

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp
⊠	W1	6	U.S. ARCHITECTURAL LIGHTING	RSDR-WM3-FLED-3K-40LED-875mA-AFD BUG RATING B1 U0 G3	CAST BLACK PAINTED FINNED HOUSING.	60 WATT, LIGHT EMITTING DIODES (LED), BARE UP.
⊠	W2	7	U.S. ARCHITECTURAL LIGHTING	RSDR-WM3-FLED-3K-40LED-875mA-HM MMS11 WALL MT AT 9 FT AFD BUG RATING B1 U0 G3	CAST BLACK PAINTED FINNED HOUSING.	60 WATT, LIGHT EMITTING DIODES (LED), BARE UP.
⊠	W3	7	U.S. ARCHITECTURAL LIGHTING	RSDR-FLED-3K-40LED-525mA-HM BUG RATING B1 U0 G3 MMS11 WALL MT AT 9 FT	CAST BLACK PAINTED FINNED HOUSING.	25 WATT, LIGHT EMITTING DIODES (LED), BARE UP.
⊠	SA1	9	U.S. ARCHITECTURAL LIGHTING	RSDR-FLED-3K-40LED-525mA-MWT-HG- MOUNTING HEIGHT 28 FEET RATING B1 U0 G3	CAST BLACK PAINTED FINNED HOUSING.	80 WATT, LIGHT EMITTING DIODES (LED), BARE UP.

Symbol	Number of Lamps	Lumens Per Lamp	Light Loss Factor	Wattage
⊠	80	341	0.9	161.9
⊠	60	319	0.9	161.9
⊠	20	218	0.9	32.4
⊠	80	167	0.9	128.4

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calculation Zone #1	+	1.5 fc	9.0 fc	0.1 fc	90.0:1	19.0:1
Calculation Zone #2	+	3.5 fc	6.9 fc	2.4 fc	2.9:1	1.6:1

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RPM
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100 DISCOVERY
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Tel: 949-450-1288 (2D)
949-450-1289 (3D)
Contact: Kevin Yu
e-mail: kevin@rpmpe.com

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STATE OF CALIFORNIA
03/17/2022

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DRAWN BY:
JOB NO.: 1894[21]-408

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DATE	REMARKS	DATE	REMARKS

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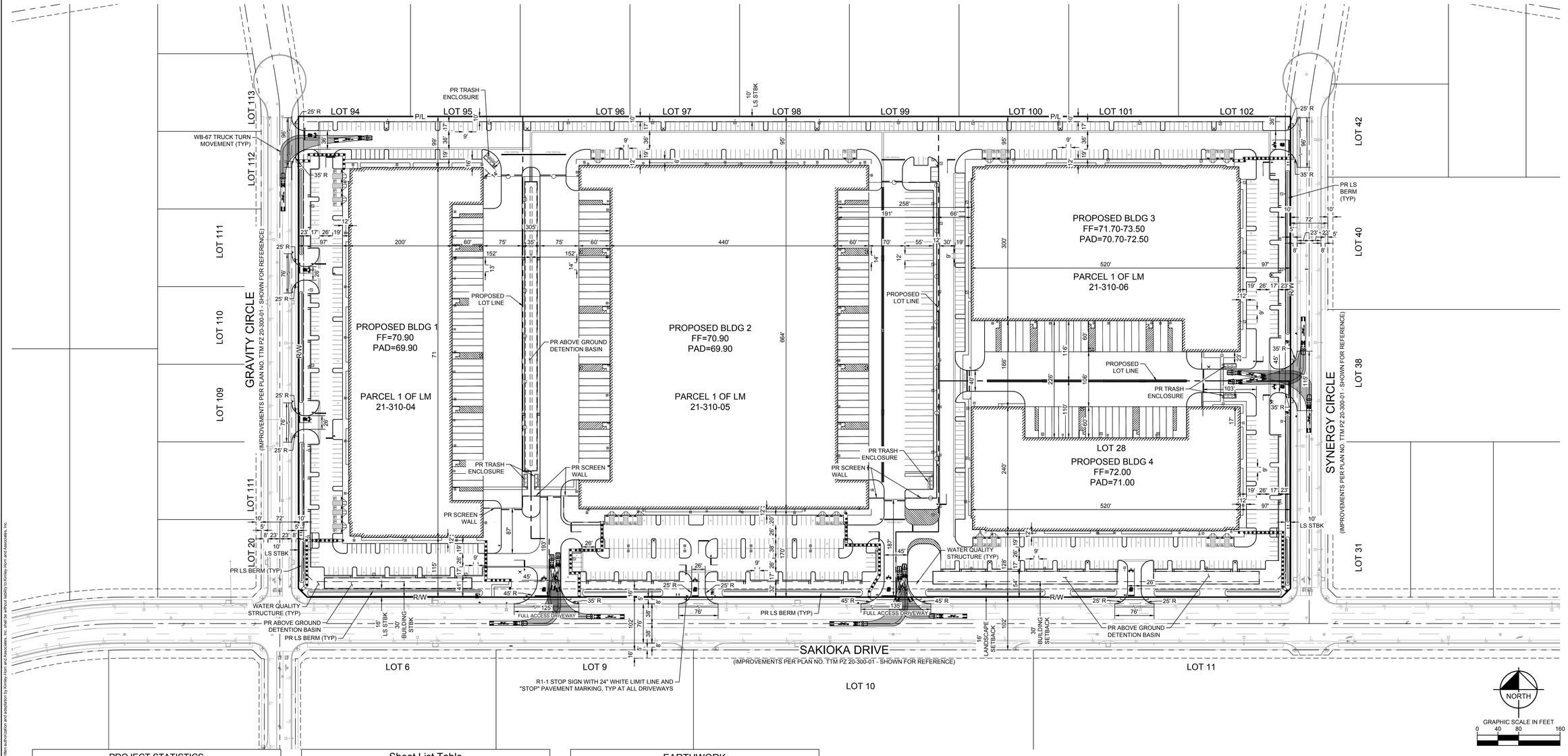
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PROJECT STATISTICS	
LOT SIZE (ACRES)	40.87
GROSS (SF)	1,780,200
NET (SF)	1,780,200
LAND USE	LIGHT INDUSTRIAL
EXISTING ZONING	M-1
SPECIFIC PLAN	SAKIOKA FARMS BUSINESS PARK

PROJECT AREA	SF	ACRES	%
BUILDING AREA	749,671	17.21	42.11%
LANDSCAPE	210,156	4.82	11.81%
PAVED AREA	846,511	19.43	47.55%
TOTAL AREA	1,780,176	40.87	100%

LEGAL DESCRIPTION:

ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF VENTURA, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

LOTS 22 THROUGH 30, INCLUSIVE, OF THE TRACT NO. 5996-1, IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 169, PAGES 16 THROUGH 28, INCLUSIVE, OF MISCELLANEOUS RECORDS (MAPS), IN THE OFFICE OF THE COUNTY RECORDER OF THE SAID COUNTY.

EXCEPTING THEREFROM ALL OIL, GAS, PETROLEUM, HYDROCARBONS AND MINERAL SUBSTANCES LYING IN, ON, OR UNDER SAID LAND, BUT WITHOUT THE RIGHT TO ENTER UPON ND USE THE SURFACE AND THE SUBSURFACE OF SAID LAND TO A DEPTH OF 500 FEET BELOW THE SURFACE EXCEPT UPON THOSE CERTAIN DRILL SITE EASEMENTS AND EASEMENTS FOR INGRESS AND EGRESS AND FOR UTILITY AND PIPELINE PURPOSES AS PARTICULARLY DESCRIBED IN THOSE CERTAIN AGREEMENTS EXECUTED BY FRANCES M. CONWAY, ET AL., AND BY XEROX CORPORATION RECORDED DECEMBER 22, 1969 AS DOCUMENT NO. 66768 IN BOOK 3596 PAGE 354 OF OFFICIAL RECORDS, DECEMBER 22, 1969 AS DOCUMENT NO. 66769 IN BOOK 3596 PAGE 380 OF OFFICIAL RECORDS, DECEMBER 22, 1969 AS DOCUMENT NO. 66771 IN BOOK 3596 PAGE 447 OF OFFICIAL RECORDS, DECEMBER 22, 1969 AS DOCUMENT NO. 66772 IN BOOK 3596 PAGE 483 OF OFFICIAL RECORDS.

APN: 216-0-250-015, 216-0-250-025, 216-0-250-035, 216-0-250-045, 216-0-250-055, 216-0-250-065, 216-0-250-075, 216-0-250-085, 216-0-250-0195

ABBREVIATIONS:

(X.XX)	EXISTING ELEVATION	PL	PROPERTY LINE
BLDG	BUILDING	POC	POINT OF CONNECTION
BW	BACK OF WALL	PR	PROPOSED
CL	CENTERLINE	R	RADIUS
EG	EXISTING GRADE	RW	RIGHT OF WAY
EX	EXISTING	SD	STORM DRAIN
FF	FINISHED FLOOR ELEVATION	SDWK	SIDEWALK
FG	FINISHED GRADE	STBK	SETBACK
FH	FIRE HYDRANT	STR	STRUCTURE
FL	FLOW LINE	SS	SANITARY SEWER
FS	FINISHED SURFACE	TC	TOP OF CURB
FW	FIRE WATER	TW	TOP OF WALL
GB	GRADE BREAK	TYP	TYPICAL
IE	INVERT ELEVATION		
LS	LANDSCAPE		
MH	MANHOLE		

Sheet List Table	
Sheet Number	Sheet Title
1	ENGINEERED SITE PLAN
2	FIRE ACCESS PLAN
3	PRELIMINARY GRADING - 1
4	PRELIMINARY GRADING - 2
5	PRELIM GRADING - SECTIONS 1
6	PRELIM GRADING - SECTIONS 2
7	PRELIMINARY UTILITY PLAN - 1
8	PRELIMINARY UTILITY PLAN - 2
9	SWQMP - WATER QUALITY EXHIBIT

OWNER/DEVELOPER:

STREAM REALTY
3161 MICHELSON DRIVE | SUITE 100
IRVINE, CA 92612
PH: 805-215-6453
CONTACT: MICHAEL GREGG

ARCHITECT:

WARE MALCOMB
1919 MCKINNEY AVENUE #100
DALLAS, TX 75201
PH: 281.954.2514 X2613
CONTACT: SERGIO DELGADO

SURVEYOR:

CALVADA SURVEYING, INC.
411 JENKS CIRCLE, SUITE 205
CORONA, CA 92878
PH: 951.280.9960
CONTACT: RAMON GONZALEZ, LSIT

CIVIL ENGINEER:

KIMLEY-HORN AND ASSOCIATES, INC.
401 B STREET, SUITE 600,
SAN DIEGO, CA 92101
PH: 619.744.0144
CONTACT: DAVIE COWAN, P.E.

TOPOGRAPHY SOURCE:

TENTATIVE TRACT NO. 5996
DELANE ENGINEERING
400 W VENTURA BLVD. SUITE 265
CAMARILLO, CA 93010
CONTACT: SCOTT UHLES

GEOTECHNICAL:

TERRACON CONSULTANTS, INC.
1421 EDINGER AVENUE, SUITE C
TUSTIN, CA 92780
PROJECT NO. 60205255

UTILITY PROVIDERS:

CABLE: SPECTRUM
721 MULHARDT AVE.
OXNARD, CA 9303
PH: 805.4855.3888

WATER: CITY OF OXNARD
251 S. HAYES AVENUE
OXNARD, CA 93030
PH: 805.385.8154

SEWER: CITY OF OXNARD
6001 S. PERKINS ROAD
OXNARD, CA 93030
PH: 805.488.3517

TELEPHONE: FRONTIER
201 FLYNN ROAD
CAMARILLO, CA 93012
PH: 805.445.9116
CONTACT: TOM PEARSO

ELECTRIC: SOUTHERN CALIFORNIA EDISON
10180 TELEGRAPH ROAD
VENTURA, CA. 93004
PH: 805.654.7437
CONTACT: ALISON PANCHE

GAS: SOUTHERN CALIFORNIA GAS CO.
9400 OAKDALE AVENUE
CHATSWORTH, CA 91313
PH: 805.701.3228
CONTACT: JACK RUSS

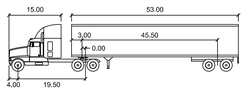
EARTHWORK	
LOT SIZE (ACRES)	40.87

RAW CAD EARTHWORK	
CUT (CU. YD.)	32,006
FILL (CU. YD.)	148,747
CUT FACTOR	1
FILL FACTOR	1
NET (CU. YD.)	**(116,741.0)**

ADDITIONAL EARTHWORK			
ITEM	**QUANTITY**	**UNTS**	**CU. YD.**
BUILDING AREA	723,551.0	SF	26,798
Section (PCC - 8", AB = 4")	12.0	IN	
Light Duty Asphalt (AC =3.0", AB = 6")	169,139.0	SF	4,698
Section	9.0	IN	
Heavy Duty Asphalt (AC =5", AB = 11")	91,162.0	SF	4,502
Section	16.0	IN	
Heavy Duty Concrete (PCC - 10", AB = 4")	496,960.0	SF	21,474
Section	14.0	IN	
Sidewalk (PCC = 4", AB =4")	68,777.0	SF	1,698
Section	8.0	IN	
ADDITIONAL CUT SUM (CU. YD.)			**59170**
CUT FACTOR (SHRINKAGE)			**1.0**
NET CUT (CU. YD.)			**59,170**

ESTIMATED EARTHWORK RESULTS	
LOT SIZE (ACRES)	40.87
CUT (CU. YD.)	91,176
FILL (CU. YD.)	148,747
NET FILL (CU. YD.)	**(57,600)**

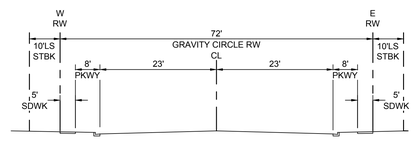
EARTHWORK QUANTITIES SHOWN HEREON ARE APPROXIMATE. QUANTITIES HAVE BEEN CALCULATED FROM THE TENTATIVE TRACT MAP 5996 MASS GRADING TO PROPOSED FINISHED GRADE. QUANTITIES FOR FOR THE FOUNDATION SYSTEM HAVE NOT BEEN INCLUDED.



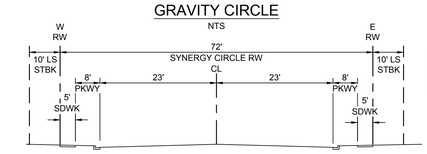
WB-67

feet

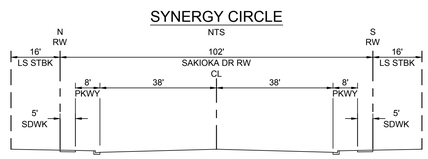
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		



GRAVITY CIRCLE
NTS



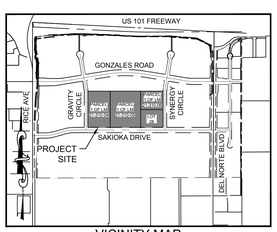
SYNERGY CIRCLE
NTS



SAKIOKA DRIVE
NTS

LEGEND

- PROPERTY BOUNDARY
- PROPERTY LINE / RIGHT-OF-WAY
- CENTERLINE
- SETBACK
- EASEMENT
- FENCE
- ADA PATH OF TRAVEL
- BUILDING OUTLINE
- RETAINING WALL
- STORM DRAIN MANHOLE
- SEWER MANHOLE
- STORM DRAIN CURB INLET
- STORM DRAIN CLEAN OUT
- GRATE INLET
- FIRE HYDRANT
- FIRE DEPARTMENT CONNECTION
- R1-1 STOP SIGN



VICINITY MAP
THOMAS GUIDE: MAP PG 523-BS-D3
NOT TO SCALE

NORTH

GRAPHIC SCALE IN FEET
0 40 80 160

No.	REVISIONS	DATE	BY

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Engineer EUGENE D. COWAN III.
P.E. No. 86803 Date 3/21/2022

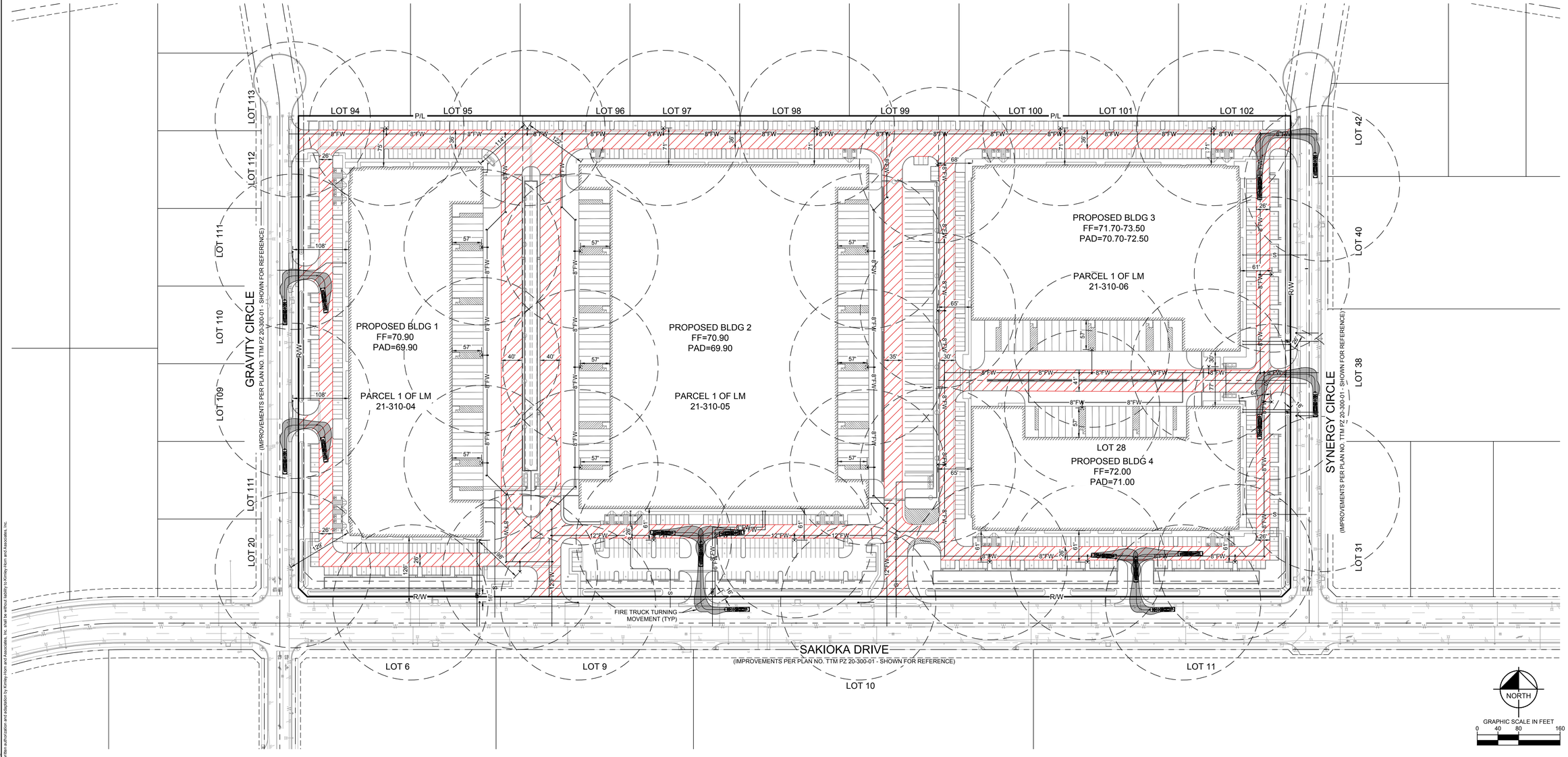
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DATE 3/21/2022
SCALE AS SHOWN
DESIGNED BY KS&EC
DRAWN BY KPS
CHECKED BY EDC

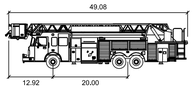
ENGINEERED SITE PLAN

101 LOGISTICS CENTER
PREPARED FOR
STREAM REALTY ACQUISITION, LLC
CITY OF OXNARD CA

SHEET NUMBER
1 OF 9

Plotted By: Hsun, Emma - Sheet Set: Kha_Lyncs SITE - March 21, 2022 - 02:43:17pm - K:\SND_LDEV\193700051 - Stream Oxnard\Design\Plan\Sheets - DDR Civil\01 SITE PLAN.dwg
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Smeal Platform RM 100ft

	feet
Width	: 8,33
Track	: 7,83
Lock to Lock Time	: 6.0
Steering Angle	: 48,0

LEGEND

- PROPERTY BOUNDARY
- PROPERTY LINE / RIGHT-OF-WAY
- CENTERLINE
- SETBACK
- EASEMENT
- BUILDING OUTLINE
- FIRE WATER LINE (FW)
- FIRE DEPARTMENT CONNECTION
- POINT OF CONNECTION
- BACKFLOW PREVENTOR
- FIRE LANE
- FIRE HYDRANT (150')

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KHA PROJECT 191029001
DATE 3/21/2022
SCALE AS SHOWN
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FIRE ACCESS PLAN

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SHEET NUMBER
2 OF 9

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LOT 94 | LOT 95 | LOT 96 | LOT 97 | LOT 98

LOT 113 | LOT 112 | LOT 111 | LOT 110 | LOT 109 | LOT 20

GRAVITY CIRCLE
(IMPROVEMENTS PER PLAN NO. TTM PZ 20-300-01 - SHOWN FOR REFERENCE)

J-J 6 | C-C 5 | B-B 5 | A-A 5 | I-I 6 | H-H 6

EG (73.37) | EG (73.75) | EG (74.37)

PR RIBBON GUTTER | FL/HP 70.06 | FL/HP 69.96 | FL/HP 68.75 | FL/HP 68.78

PR BERM | PR SD | EX SD INLET | EX SD CURB INLET | PR CONTECH CDS UNIT

PR ABOVE GROUND DETENTION BASIN

286.0' PR RETAINING WALL FOR STORM DETENTION

PROPOSED LOT LINE

±3' TALL RETAINING WALL

EX OIL WELL

BUILDING 1
FF=70.90
PAD=69.90

BUILDING 2
FF=70.90
PAD=69.90

×FF 70.90

MATCH LINE - SEE SHEET 3 - PRELIMINARY GRADING - 1

SAKIOKA DRIVE
(IMPROVEMENTS PER PLAN NO. TTM PZ 20-300-01 - SHOWN FOR REFERENCE)

LOT 6 | LOT 9

LEGEND

- PROPERTY BOUNDARY
- PROPERTY LINE / RIGHT-OF-WAY
- CENTERLINE
- SETBACK
- EASEMENT
- PROPOSED CONTOUR
- EXISTING CONTOUR PER TTM 5996
- GRADING LIMITS
- GRADE BREAK LINE (GB)
- RIDGE LINE (R)
- RETAINING WALL
- SLOPE (X.XX%)
- SPOT ELEVATION (XX 100.00)
- ASPHALT PAVEMENT - LIGHT - TI = 6 (3" AC / 7" AB)
- ASPHALT PAVEMENT - HEAVY - TI =9 (5" AC / 11" AB)
- CONCRETE PAVEMENT - MEDIUM - TI = 8 (6" JRD/8" PJ, 4" AB)
- CONCRETE PAVEMENT - HEAVY - TI = 10 (9" JRD/10" PJ, 4" AB)
- CONCRETE SIDEWALK (4" PCC / 4" AB)
- LANDSCAPE (SEE LANDSCAPE PLANS)
- DETENTION BASIN
- STORM LINE (SD)
- SEWER LINE (S)
- WATER LINE (W)
- FIRE WATER (FW)
- SEWER MANHOLE
- STORM DRAIN CURB INLET
- STORM DRAIN MANHOLE STRUCTURE
- GRATE INLET
- FIRE HYDRANT
- FIRE DEPARTMENT CONNECTION

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

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KHA PROJECT 193620061
DATE 3/21/2022
SCALE AS SHOWN
DESIGNED BY KS&EC
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CHECKED BY EDC

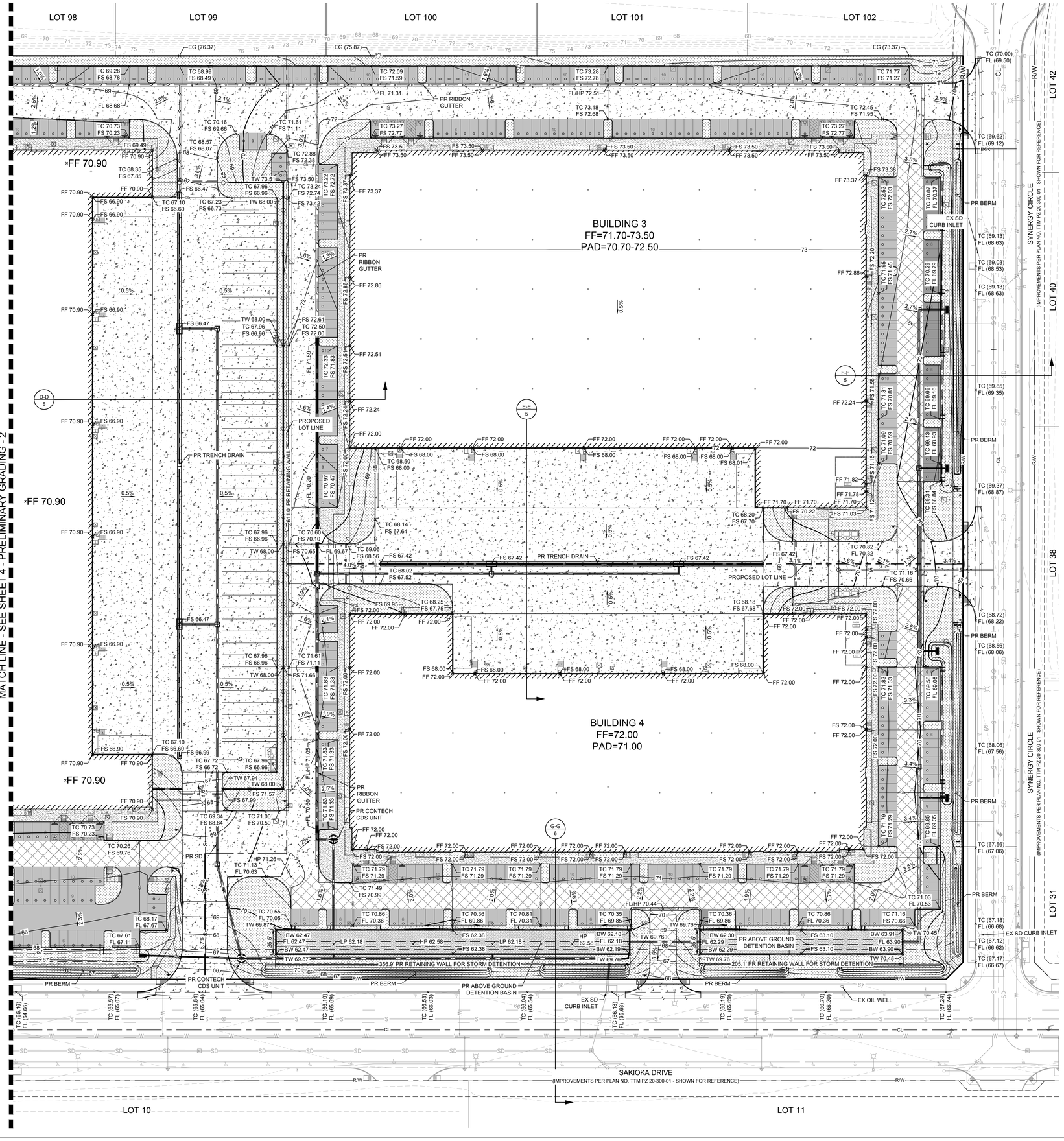
PRELIMINARY GRADING - 1

101 LOGISTICS CENTER
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CITY OF OXNARD | CA

SHEET NUMBER
3 OF 9

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MATCH LINE - SEE SHEET 4 - PRELIMINARY GRADING - 2

LEGEND

PROPERTY BOUNDARY	
PROPERTY LINE / RIGHT-OF-WAY	
CENTERLINE	
SETBACK	
EASEMENT	
PROPOSED CONTOUR	100
EXISTING CONTOUR PER TTM 5996	100
GRADING LIMITS	II II
GRADE BREAK LINE	GB GB
RIDGE LINE	R R
RETAINING WALL	
SLOPE	X.XX%
SPOT ELEVATION	X XX 100.00
ASPHALT PAVEMENT - LIGHT - TI = 6 (3" AC / 7" AB)	
ASPHALT PAVEMENT - HEAVY - TI =9 (5" AC / 11" AB)	
CONCRETE PAVEMENT - MEDIUM - TI = 8 (6" JRD/8" PJ, 4" AB)	
CONCRETE PAVEMENT - HEAVY - TI = 10 (9" JRD/10" PJ, 4" AB)	
CONCRETE SIDEWALK (4" PCC / 4" AB)	
LANDSCAPE (SEE LANDSCAPE PLANS)	
DETENTION BASIN	
STORM LINE	SD
SEWER LINE	S S
WATER LINE	W W
FIRE WATER	FW FW
SEWER MANHOLE	Ⓢ
STORM DRAIN CURB INLET	
STORM DRAIN MANHOLE STRUCTURE	Ⓒ
GRATE INLET	
FIRE HYDRANT	

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

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Engineer EUGENE D. COWAN III
P.E. No. 86803 Date 3/21/2022

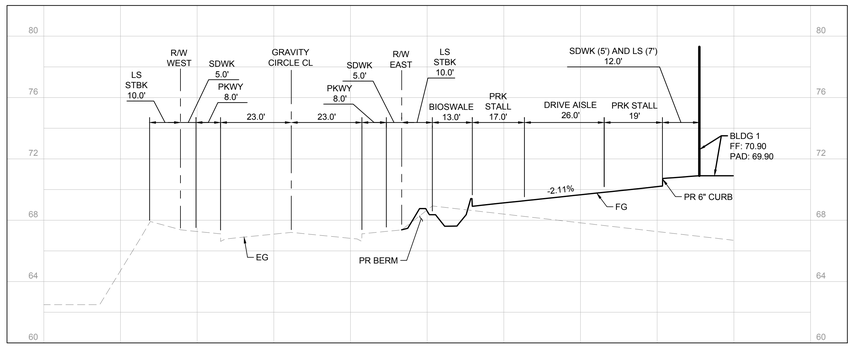
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DATE 3/21/2022
SCALE AS SHOWN
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DRAWN BY KPS
CHECKED BY EDC

PRELIMINARY GRADING - 2

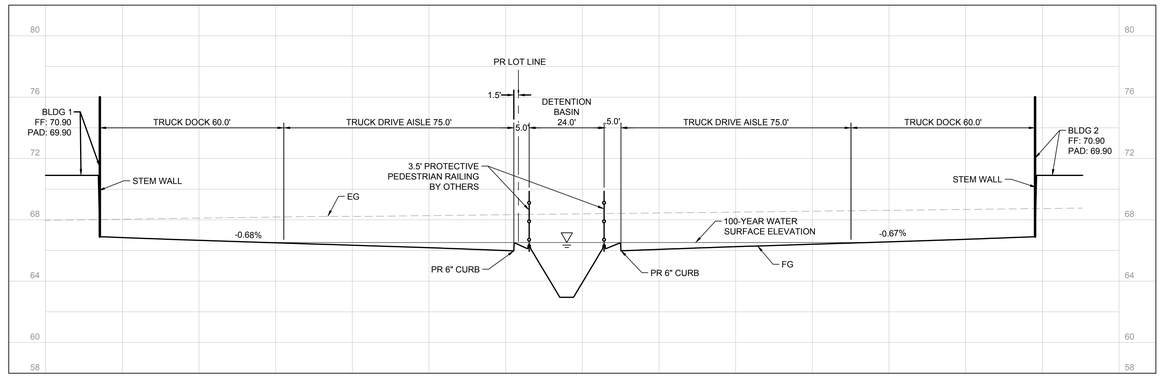
101 LOGISTICS CENTER
PREPARED FOR
STREAM REALTY ACQUISITION, LLC
CITY OF OXNARD CA

SHEET NUMBER
4 OF 9

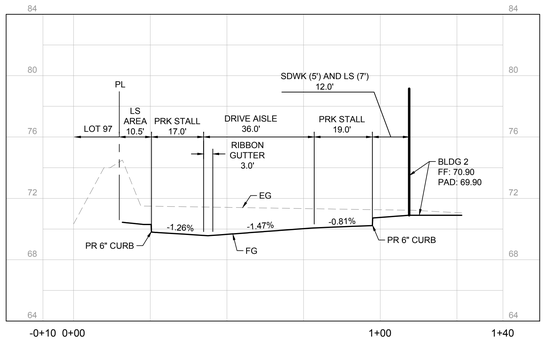
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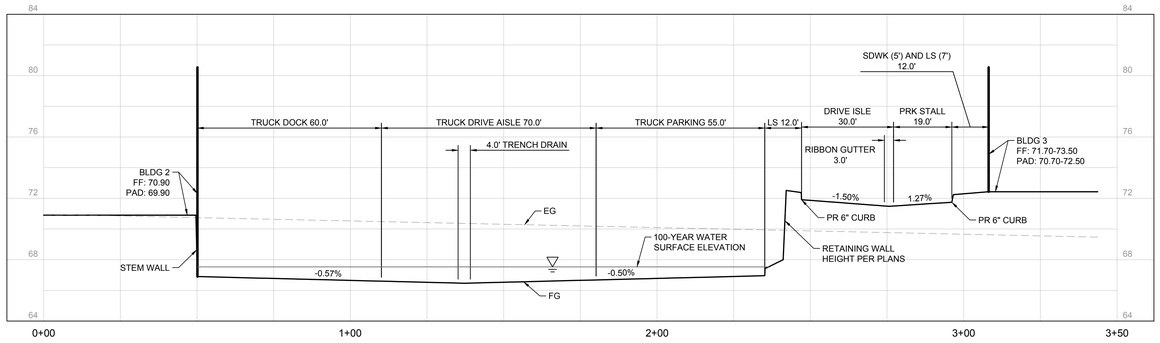
SECTION A-A
HORZ: 1"=20'
VERT: 1"=4'



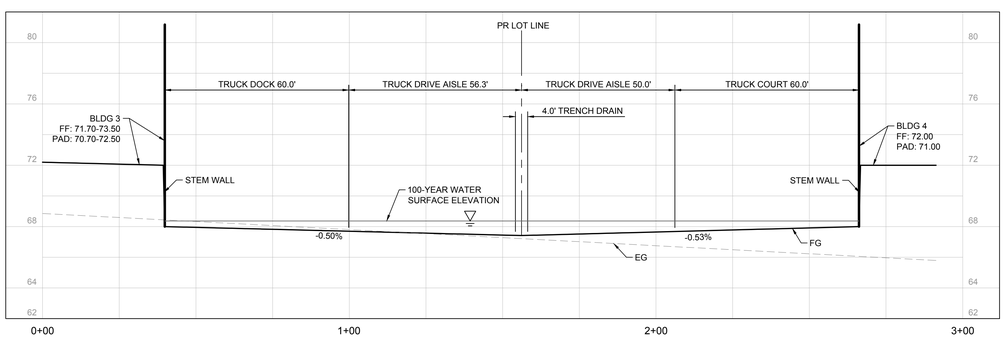
SECTION B-B
HORZ: 1"=20'
VERT: 1"=4'



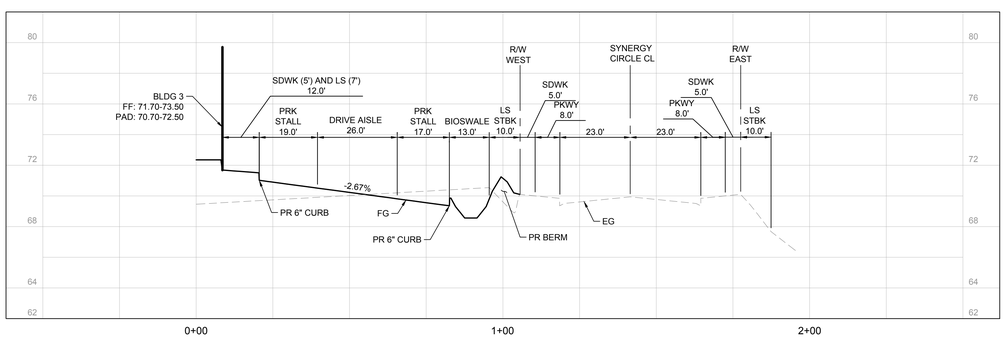
SECTION C-C
HORZ: 1"=20'
VERT: 1"=4'



SECTION D-D
HORZ: 1"=20'
VERT: 1"=4'



SECTION E-E
HORZ: 1"=20'
VERT: 1"=4'



SECTION F-F
HORZ: 1"=20'
VERT: 1"=4'

GRAPHIC SCALE IN FEET
0 10 20 40
HORIZONTAL

0 2 4 8
VERTICAL

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P.E. No. 86803 Date 3/21/2022

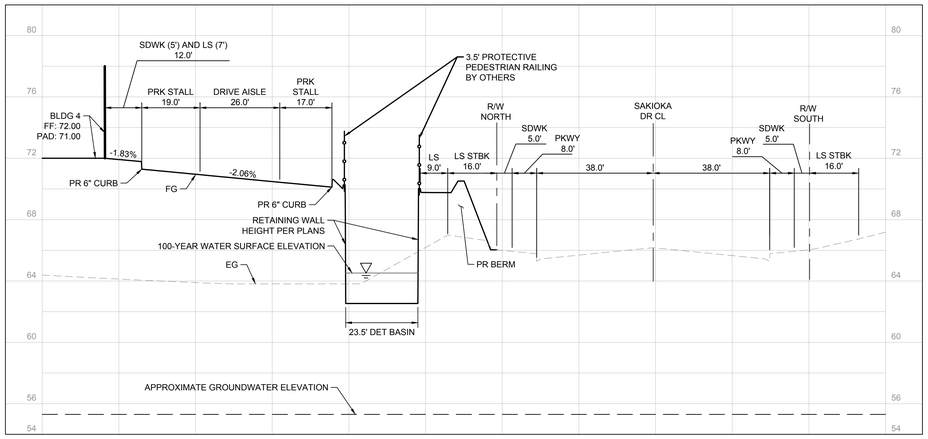
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DATE	3/21/2022
SCALE	AS SHOWN
DESIGNED BY	KS/EC
DRAWN BY	KPS
CHECKED BY	EDC

PRELIM GRADING - SECTIONS 1

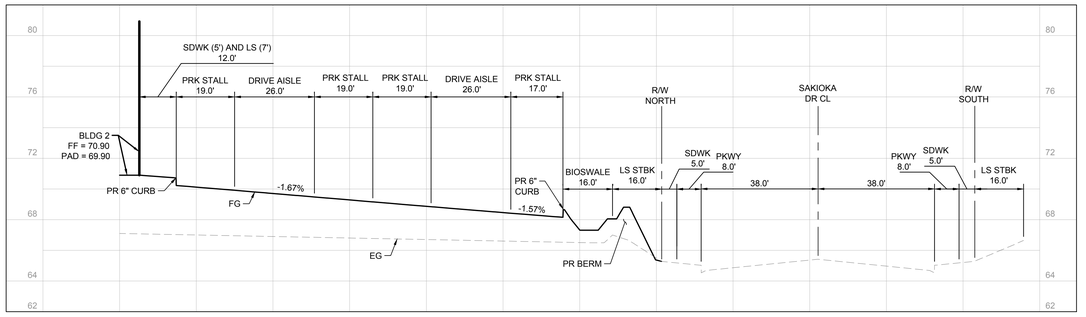
101 LOGISTICS CENTER
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CITY OF OXNARD CA

SHEET NUMBER
5 OF 9

Plotted By:Hsun, Emma Sheet Set:Kha Layout:PRELIM GRADING - SECTIONS March 21, 2022 02:43:31pm K:\SND_Civil\193700001 - Stream Owner\Design\Plan\Sheets - DSR Civil\PRELIM GRADING - SECTIONS.dwg
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SECTION G-G
HORZ: 1"=20'
VERT: 1"=4'



SECTION H-H
HORZ: 1"=20'
VERT: 1"=4'

SECTION I-I
HORZ: 1"=20'
VERT: 1"=4'

SECTION J-J
HORZ: 1"=20'
VERT: 1"=4'

GRAPHIC SCALE IN FEET
0 10 20 40
HORIZONTAL

0 2 4 8
VERTICAL

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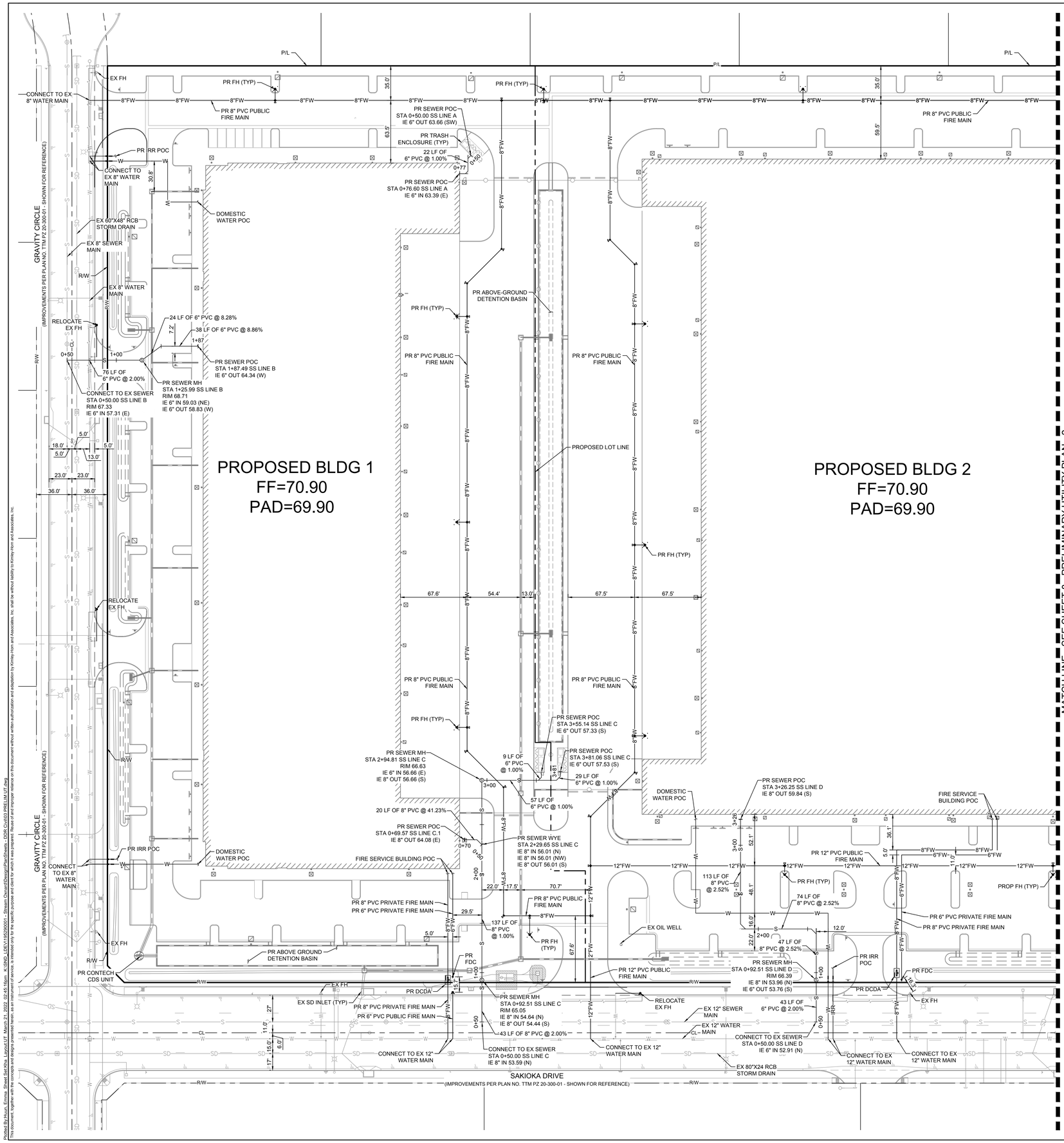
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193200061	
DATE	3/21/22
SCALE	AS SHOWN
DESIGNED BY	KS&EC
DRAWN BY	KPS
CHECKED BY	EDC

PRELIM GRADING - SECTIONS 2

101 LOGISTICS CENTER
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SHEET NUMBER
6 OF 9

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LEGEND

- PROPERTY BOUNDARY
- PROPERTY LINE / RIGHT-OF-WAY
- CENTERLINE
- STORM LINE
- SEWER LINE
- WATER LINE
- FIRE WATER
- SEWER MANHOLE
- STORM DRAIN CURB INLET
- STORM DRAIN MANHOLE STRUCTURE
- GRATE INLET
- FIRE HYDRANT
- FIRE DEPARTMENT CONNECTION

No.	REVISIONS	DATE	BY

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DATE 3/21/2022
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CHECKED BY EDC

PRELIMINARY UTILITY PLAN - 1

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CITY OF OXNARD CA

SHEET NUMBER 7 OF 9

Plotted By:Ikuan, Emma Sheet Set:Khla Layout:LGT March 21, 2022 02:45:16pm K:\SND_LDEV\165260001 - Stream Oxnard\Design\Plan\Sheets - SDR Civil\03 PRELIM UT.dwg
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MATCH LINE - SEE SHEET 7 - PRELIMINARY UTILITY PLAN - 1

PROPOSED BLDG 3
FF=71.70-73.50
PAD=70.70-72.50

PROPOSED BLDG 4
FF=72.00
PAD=71.00

SYNERGY CIRCLE
(IMPROVEMENTS PER PLAN NO. TTM PZ 20-300-01 - SHOWN FOR REFERENCE)

SAKIOKA DRIVE
(IMPROVEMENTS PER PLAN NO. TTM PZ 20-300-01 - SHOWN FOR REFERENCE)

LEGEND

- PROPERTY BOUNDARY
- PROPERTY LINE / RIGHT-OF-WAY
- CENTERLINE
- STORM LINE (SD)
- SEWER LINE (S)
- WATER LINE (W)
- FIRE WATER (FW)
- SEWER MANHOLE
- STORM DRAIN CURB INLET
- STORM DRAIN MANHOLE STRUCTURE
- GRATE INLET
- FIRE HYDRANT
- FIRE DEPARTMENT CONNECTION

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

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Engineer EUGENE D. COWAN III
P.E. No. 86803 Date 3/21/2022

No.	REVISIONS	DATE	BY

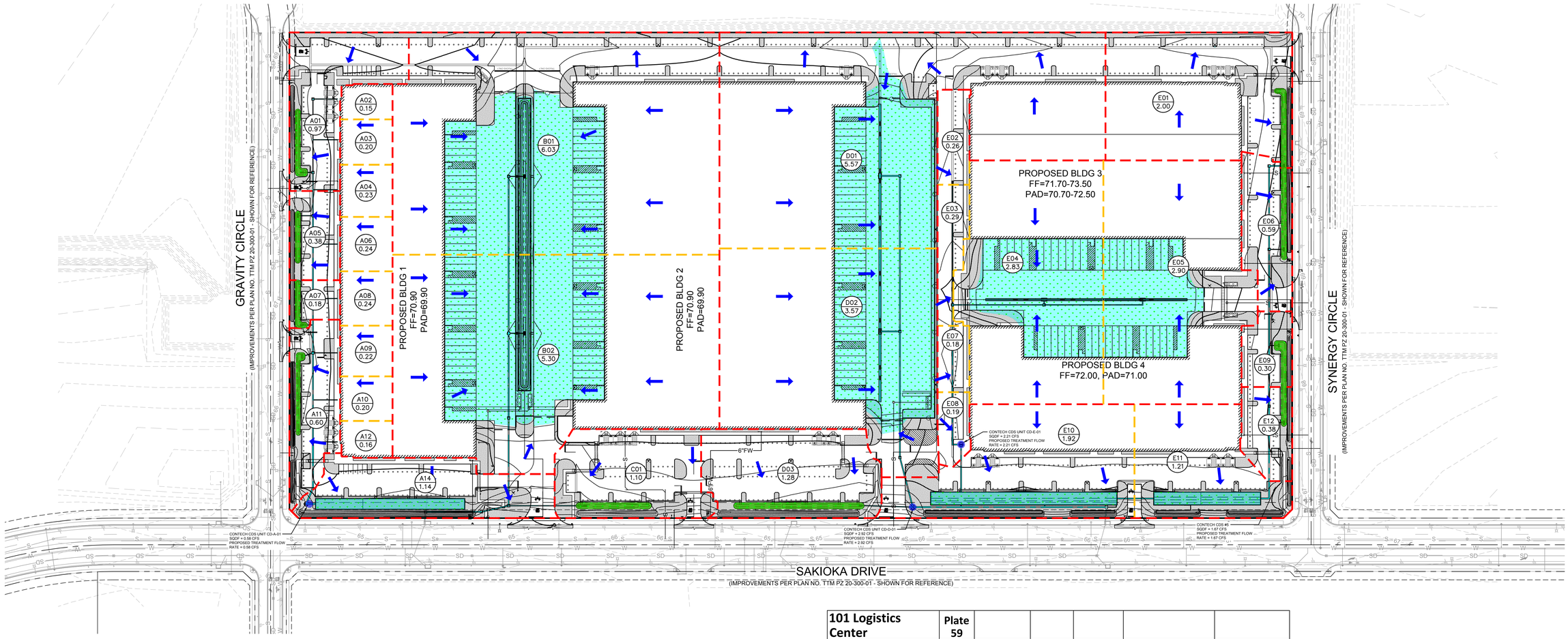
KHA PROJECT 165600001
DATE 3/21/2022
SCALE AS SHOWN
DESIGNED BY KS&EC
DRAWN BY KPS
CHECKED BY EDC

PRELIMINARY UTILITY PLAN - 2

101 LOGISTICS CENTER
PREPARED FOR
STREAM REALTY ACQUISITION, LLC
CITY OF OXNARD CA

SHEET NUMBER
8 OF 9

Printed By: Hoium, Emma (Sheet Set) Plot: Layout UT - 2 March 21, 2022 - 02:45:21pm K:\SND_LEE\V165600001 - Stream Oxnard\Design\Plan\Sheets - ODE Civil\01 PRELIM UT.dwg
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101 Logistics Center			Plate 59					
ID #	DMA ID	DMA (acres)	Q50	Peak 100-Year Bypass	SQDF	Total SQDF	Treatment Capacity per Unit	Treatment Measure
1	A01	0.97	2.66	3.13	0.27	0.27	0.27	Swale
2	A05	0.38	1.13	1.33	0.11	0.11	0.11	Swale
3	A07	0.18	0.63	0.74	0.06	0.06	0.06	Swale
4	A11	0.60	1.81	2.13	0.18	0.18	0.18	Swale
5	A02	0.15	0.47	14.38	0.05	0.58	0.58	CDS Unit CD-A-01
	A03	0.20	0.72		0.07			
	A04	0.23	0.72		0.07			
	A06	0.24	0.96		0.10			
	A08	0.24	0.96		0.10			
	A09	0.22	0.72		0.07			
	A10	0.20	0.72		0.07			
	A12	0.16	0.48		0.05			
7	A14	1.14	3.61	4.24	0.36	0.36	0.36	N/A
8	B01	4.98	19.44	6.67	1.94	3.70	3.70	Swale
	B02	6.03	17.55		1.76			
9	C01	1.10	3.51	4.13	0.35	0.35	0.35	Swale
10	D01	5.57	17.39	9.38	1.74	2.92	2.92	CDS Unit CD-D-01
	D02	3.57	11.78		1.18			
11	D03	1.28	4.09	4.81	0.41	0.41	0.41	Swale
12	E02	0.26	0.84	6.52	0.08	2.21	2.21	CDS Unit CD-E-01
	E03	0.29	0.82		0.08			
	E04	2.83	9.38		0.94			
	E05	2.90	9.62		0.96			
	E07	0.18	0.72		0.07			
	E08	0.19	0.70		0.07			
13	E01	2.00	5.36	6.31	0.54	0.54	0.54	Swale
14	E06	0.59	1.81	2.13	0.18	0.18	0.18	Swale
15	E09	0.30	0.96	1.13	0.10	0.10	0.10	Swale
16	E12	0.38	1.20	1.41	0.12	0.12	0.12	Swale
17	E10	1.92	6.25	19.55	0.63	1.01	1.01	N/A
	E11	1.21	3.85		0.38			

LEGEND

- DMA ID / ACREAGE (XX / XX)
- OVERALL DMA BOUNDARY
- SUB DMA BOUNDARY
- FLOW DIRECTION
- PROPERTY LINE
- PROPOSED STORM DRAIN LINE
- DETENTION BASIN
- SWALE
- CONTECH CDS UNIT
- LANDSCAPE

NOTES

1. DMAS COMPRISED OF 100% PERVIOUS AREA ARE CONSIDERING SELF MITIGATING AND DO NOT REQUIRE FURTHER WATER QUALITY MEASURES.
2. SQDF FLOW RATE IS DETERMINED TO BE 10% OF Q50.

NORTH

GRAPHIC SCALE IN FEET
0 40 80 160

No.	REVISIONS	DATE	BY

Kimley»Horn

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PRELIMINARY
FOR REVIEW ONLY
Prepared for Concept Plan submittal
Not for construction purposes or permits.
Kimley»Horn
Engineer EUGENE D. COWAN III
P.E. No. 86803 Date 3/21/2022

KHA PROJECT 163700101
DATE 3/21/22
SCALE AS SHOWN
DESIGNED BY KSAEC
DRAWN BY KPS
CHECKED BY EDC

PRELIMINARY WATER QUALITY EXHIBIT

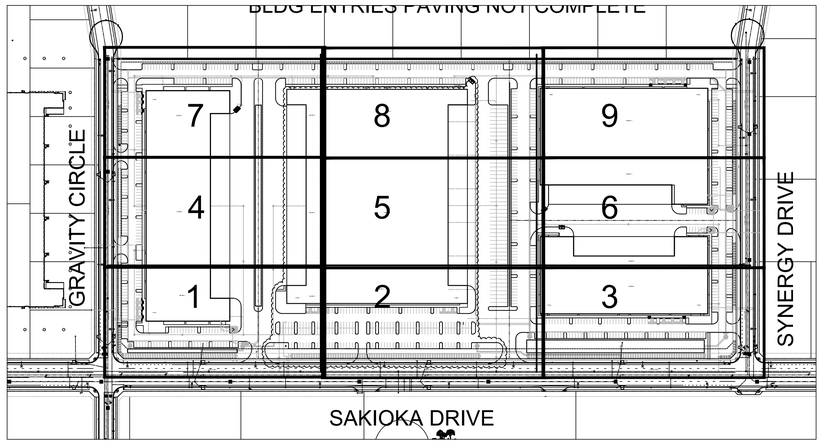
101 LOGISTICS CENTER
PREPARED FOR
STREAM REALTY ACQUISITION, LLC
CITY OF OXNARD
CA

SHEET NUMBER
9 OF 9

Plotted By:Haun, Emma Sheet Set:Plot Layout:WATER QUALITY EXHIBIT March 21, 2022 02:46:02pm K:\SND_LDEV\163700101 - Stream Oxnard\Design\PlanSheets - CIVIL Civil\04 Stream WQMP.dwg
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LANDSCAPE DESIGN DEVELOPMENT PLANS
PROJECT STREAM
OXNARD, CALIFORNIA



KEY MAP

LIST OF DRAWINGS:

L.0	COVER SHEET
L1.0	PLANT LIST, NOTES & DETAILS
L1.2	CONCEPTUAL PLANTING PLAN
L1.3	CONCEPTUAL PLANTING PLAN
L1.4	CONCEPTUAL PLANTING PLAN
L1.5	CONCEPTUAL PLANTING PLAN
L1.6	CONCEPTUAL PLANTING PLAN
L1.7	CONCEPTUAL PLANTING PLAN
L1.8	CONCEPTUAL PLANTING PLAN
L1.9	CONCEPTUAL PLANTING PLAN
L1.10	STREET LANDSCAPE SECTIONS
L1.11	SHADE CALCULATIONS
L1.12	SHADE CALCULATIONS
L1.13	HYDROZONE PLAN
L1.14	HYDROZONE PLAN

CERTIFICATION STATEMENT:

I/WE CERTIFY THAT THE LANDSCPE AND IRRIGATION PLANS COMPLY WITH THE LANDSCAPE DESIGN STANDARDS AND REQUIREMENTS FOR THE STATE MODEL WATER EFFICIENT LANDSCAPE ORDINANCE AND APPLICABLE CITY OF OXNARD ORDINANCES

PRINT NAME- PROPERTY OWNER	SIGNATURE-PROPERTY OWNER	DATE
RICK STOVER RW STOVER AND ASSOCIATES, INC. LANDSCAPE ARCHITECT		03-12-20
#3017 CALIFORNIA STATE LICENSE NUMBER	SIGNATURE- LANDSCAPE ARCHITECT	DATE

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1420 Rowell Ridge, Suite 4
Walnut Creek, CA 94596
Ph: 925-933-2583

WARE MALCOMB
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planning
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civil engineering
4683 chabot dr. suite 300
pleasanton, california 94588
p 925.227.3400 (main)
f 925.244.8821

RICHARD STOVER LANDSCAPE ARCHITECT 3017 Signature XX/XX/XX Renewal 08/31/2019

101 LOGISTICS CENTER
OXNARD, CALIFORNIA

COVER SHEET

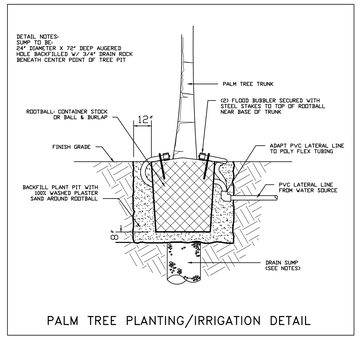
REMARKS	DATE
City Planning submittal	03-07-22

PA / PM:	M. BARTOLONE
DRAWN BY:	
JOB NO.:	DAL20-0002-00

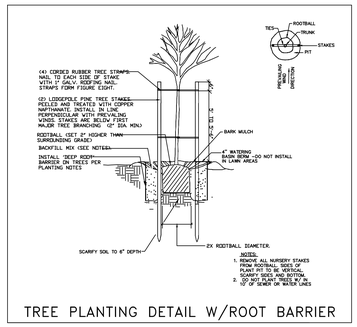
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L.0

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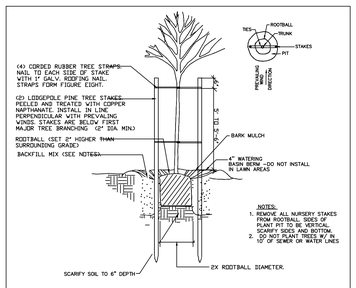
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PALM TREE PLANTING/IRRIGATION DETAIL



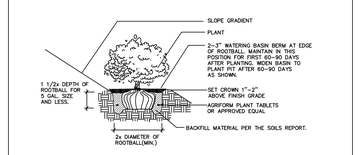
TREE PLANTING DETAIL W/ROOT BARRIER



TREE PLANTING DETAIL

SHRUB PLANTING

SHRUB PLANTING DETAIL



SHRUB PLANTING

SHRUB SLOPE PLANTING DETAIL

PLANTING NOTES

GENERAL NOTES: The Landscape Contractor shall inspect the site and be familiar with all existing site conditions prior to submitting his bid. Contractor shall not willfully proceed with construction as shown when it is obvious that obstructions, landscape area and/or grade differences exist that may not have been known during design. such conditions shall immediately be brought to the attention of the Landscape Architect. The contractor shall assume full responsibility for all necessary revisions due to failure to give such notification. Contractor shall be responsible for making himself familiar with all underground utilities, pipes, structures and obstructions. Contractor shall take sole responsibility for all costs incurred due to damage and/or replacement of these items. Contractor shall be responsible for coordination between trades and subcontractors as required to accomplish landscape operations. The Landscape Contractor shall be responsible for any damage to existing facilities caused by or during the performance of his work. All repairs shall be made at no cost to the Owner. Planting shall be installed in conformance with all applicable local codes and ordinances by experienced workmen and a licensed Landscape Contractor who shall obtain all necessary permits and pay all required fees.

SOIL PREPARATION: The Landscape Contractor shall be responsible for finish grading and all planting area drainage. Positive drainage away from the building as per city codes shall be maintained. No low spots which hold standing water will be accepted. The Landscape Contractor shall incorporate soil preparation amendment into planting areas as noted below. Where rototilling is not possible, incorporate soil amendments into top 6 inches with hand tools. After installation of irrigation system, all planting areas are to be fine graded to within 2 inches and slightly mounded away from edges of top of planter, curb, walk, header, etc. and raked smooth with all rocks and debris over 1 inch in diameter removed.

SOIL MANAGEMENT REPORT:

A. The Contractor shall submit soil samples to the laboratory for analysis and recommendations.
1. Soil sampling shall be conducted in accordance with the laboratory protocol, including protocols regarding adequate sampling depth for the intended plants.
2. Soil analysis may include:
   a. Soil texture
   b. Infiltration rate determined by laboratory test or soil infiltration rate table
   c. pH
   d. Total soluble salts
   e. Sodium
   f. Percent organic matter
   g. Recommendations

B. Contractor shall submit soil report and recommendations to the City as part of the certificate of completion.
C. The soil analysis report shall be made available, in a timely manner, to teh professionals preparing the landscape design plans and irrigation design plans to make any necessary adjustments to the design plans.
D. The contractor shall submit documentation verifying implementation of the soil analysis report recommendations to the City with certificate of completion. [Ord.3-2010 3 (Exh. A), eff.3-12-2010

SOIL PREPARATION AMENDMENTS AND BACKFILL MIX: (THE FOLLOWING SOIL AMENDMENT PREPARATIONS ARE FOR BID PURPOSES ONLY, CONTRACTOR TO CONDUCT SOILS FERTILITY ANALYSIS TEST AND SUBMIT RESULTS TO CITY PRIOR TO IMPLEMENTING TEST RESULTS RECOMMENDATIONS) The Landscape Contractor shall amend existing soil, by rototillling, 6 cu. yd. locally obtained compost and 20 lbs. organic fertilizer 'Phyta-Boost' 7-2-1 per 1,000 sq. ft . into the top 6 inches of soil in all planting areas. (or equal) Pit Planting Mix: for trees and shrubs mix 1/3 compost amendment and 2/3 amended topsoil as noted above.

TREE PLANTING: (THE FOLLOWING SOIL AMENDMENT PREPARATIONS ARE FOR BID PURPOSES ONLY, CONTRACTOR TO CONDUCT SOILS FERTILITY ANALYSIS TEST AND SUBMIT RESULTS TO CITY PRIOR TO IMPLEMENTING TEST RESULTS RECOMMENDATIONS). The trees are to be planted as per detail on plan. Trees shall typically be located a minimum of 4 feet from curbs, walks, headers, buildings, overheads, and other trees within the project. backfill shall be the 'Pit Planting Mix' as noted above. All trees shall receive organic fertilizer 'Phyta Boost' 7-1-2 -pelleted (or equal) for 15 gallon trees: 1 lb., 1/ 2 lb.for 5 gallon trees and shrubs: Mix fertilizer with backfill soil and thoroughly water trees immediately after planting.

ROOT BARRIERS: All trees planted within 5' of a paved surface shall receive a linear type root barrier 18" deep and 10' long centered on the tree trunk. (See detail)

SHRUB PLANTING: (THE FOLLOWING SOIL AMENDMENT PREPARATIONS ARE FOR BID PURPOSES ONLY, CONTRACTOR TO CONDUCT SOILS ANALYSIS TEST AND SUBMIT RESULTS TO CITY PRIOR TO IMPLEMENTING TEST RESULTS RECOMMENDATIONS). The shrubs shall be spotted as per plan and the locations approved prior to the digging of the holes. Shrub backfill shall be the 'Pit Planting Mix' as noted in 'Backfill soil mixes'. All shrubs shall receive 'Phyta-Boost 7-1-2 organic fertilzer-pelleted.(or equal) at the following rates: For 5 gallon shrubs:1/2 lb. for, 1 gallon shrubs:1/4 lb. Mix fertilizerl with backfill soil and thoroughly water shrubs immediately after planting. Do not plant any plant within 2'0" of any building wall.

MULCHING ALONG STREET FRONTAGES AND PROJECT PERIMETERS : Mulch all planting areas, having a slope less than 2:1 with a 3 inch minimum depth of recycled wood fiber, UV stabilized,dyed-colorfast brown with a PH of no higher than 5.0. and free of noxious weeds and foreign materials.' Mocha Chip' from 'Re-User Inc.' or approved equal.

DECORATIVE GRAVEL COVER: All planters within parking lot areas, and around building foundations shall have a 2" deep layer of decorative gravel cover, continuously from back-of-curb to back-of-curb, and from building foundation to back of concrete paving.

MAINTENANCE: The Contractor shall maintain the project for 90 days (or as requested by owner) following the approval to begin the maintenance period. During the entire maintenance period, watering, cultivating, weeding, mowing, repair/tightening of stakes and ties, restoration of basins, provision of supplemental water by hand in addition to irrigation system as necessary. No pre-emergence herbicides shall be applied- hand remove weeds. Only organic fertilizers shall be applied such as those specified above. Install per manufacturer's recommendations. At the end of the 90 day maintenance period all areas are to be weed free and all plant material is to be in a healthy, thriving condition. Integrated pest management practices shall be implemented.

SUBSTITUTIONS: Requests for substitutions of plant varieties shall be made to the Landscape Architect within 15 days after signing of contract.

GUARANTEE: All construction, trees and shrubs by the Landscape Contractor and/or his subcontractors shall be guaranteed for (1) one year after beginning of maintenance period. The contractor shall replace, at no expense to the Owner, any and all landscape materials that are in an unacceptable condition for time of use, and trees or shrubs that are dead or not in a vigorous, healthy growing condition; within two weeks of notification of such condition. Replacement shall be of the same kind and size as the originally specified item and shall be replaced as originally described on the drawings. The Contractor shall not be held liable for loss of plant materials during the guarantee period due to vandalism, accidental causes or acts of neglect by others than the Contractor, his agents and employees.

CLEAN UP: At the end of each work day, at the inspection for substantial completion and before acceptance of project, clean paved areas that are dirtied or stained by construction operations, by sweeping or washing, and remove defacements and stains. Remove construction equipment, excess materials and tools. Haul from Owners property the debris resulting from construction, and dispose of legally. Remove remaining temporary protection at time of acceptance by Owner unless otherwise agreed.

FERTILIZERS: Available California Organics Fertilizers 1-800-269-5690 www.organicag.com
Compost available from Contra Costa Waste Management: www.contracostawaste.com

ADDITIONAL NOTES:
1. PLANS TO COMPLY WITH APPLICABLE CITY OF OXNARD LANDSCAPE STANDARDS

2. LANDSCAPE AND IRRIGATION SHALL COMPLY WITH CITY OF OXNARD WATER EFFICIENTY LANDSCAPE ORDINANCE #2822 AND WATER CONSERVATION STANDARDS AS WELL AS APPLICABLE WATER CONSERVATION REQUIREMENTS OF THE STATE OF CALIFORNIA. THIS INCLUDES WATER USE CALCULATIONS AND WATER BUDGET CALCULATIONS FOR REVIEW.

3. AT THE TIME OF LANDSCAPE PLAN CHECK SUBMITTAL LANDSCAPE ARCHITECT OR ARCHITECT SHALL PROVIDE THE CITY WRITTEN CONFIRMATION THAT THEY HAVE REVIEWED THE CIVIL ENGINEERING DRAWINGS AND THAT THE NPDES REQUIREMENTS ARE NOT IN CONFLICT WITH CITY LANDSCAPE REQUIREMENTS.

4. CITY 'STATEMENT OF COMPLAINCE' SHALL BE SUBMITTED SIGNED BY LANDSCAPE ARCHITECT.

5. IRRIGATION TO BE A WATER CONSERVING DRIP TYPE SYSTEM WITH A WEATHER BASED 'SMART' CONTROLLER WITH RAIN SHUT OFF, MASTER VALVE AND FLOW SENSOR.

6. ALL UTILITIES INCLUDING BACKFLOW PREVENTERS, ENCLOSURES AND TRANSFORMERS SHALL BE SCREENED WITH PLANT MATERIALS 5 GALLON SIZE MINIMUM.

7. RECLAIMED WATER IS NOT PLANNED FOR THIS SITE

SEE LANDSCAPE PLANS PREPARED BY WEILAND DESIGN GROUP FOR OFF-SITE PLANTING.

PLANT MATERIALS LIST

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WATER USE
TREES:					
	OLEA EUROPA 'SWAN HILL'	FRUITLESS OLIVE	36" BOX	SEE PLAN	LOW
	LOPHOSTEMON CONFERTA	BRISBANE BOX	24" BOX	SEE PLAN	MED
	ARBUTUS MARINA	STRAWBERRY TREE	24" BOX	SEE PLAN	LOW
	METROSIDEROS EXCELSUS	NEW ZEALAND CHRISTMAS TREE	24" BOX	SEE PLAN	MED
	BRACHYCHITON ACERIFOLIUS	FLAME BOTTLE TREE	24" BOX	SEE PLAN	MED
	CUPANIOPSIS ANACARDIODES	CARROTWOOD	24" BOX	SEE PLAN	MED
	CERATONIA SILIQUA	CAROB TREE	24" BOX	SEE PLAN	LOW
	SYGRUS ROMANZOFFIANA	QUEEN PALM	8' TRUNK	SEE PLAN	MED
	WASHINGTONIA 'FILLABUSTA'	HYBRID FAN PALM	8' TRUNK	SEE PLAN	MED
	MELALEUCA QUINQUENERVIA	CAPJUT TREE	24" BOX	SEE PLAN	LOW
	DODONEA VISCOSA 'PURPLE ROBE	HOPSEED	24" BOX STANDARD	SEE PLAN	LOW
SHRUBS					
	CISTUS PURPUREUS	ROCKROSE	5 GA	4' O.C.	LOW
	CALLISTEMON 'LITTLE JOHN'	DWARF BOTTLEBRUSH	5 GA	5' O.C.	LOW
	DASILYRION WHEELERI	DESERT SPOON	5 GA	3' O.C.	LOW
	DIETES BICOLOR	FORTNIGHT LILY	5 GA	3' O.C.	LOW
	ECHIUM CANDICANS	PRIDE OF MADIERA	5 GA	5' O.C.	LOW
	LIGUSTRUM TEXANUM	PRIVET (PLANTS TO BE 36" HIGH AT TIME OF PLANTING)	5 GA	4' O.C.	MED
	PITTOSPORUM TOBIRA 'VARIEGATA'	VARIEGATED TOBIRA	5 GA	5' O.C.	LOW
	RHAPHIOLEPIS 'JACK EVANS'	PINK INDIA HAWTHORN	5 GA	4' O.C.	LOW
	RHUS INTEGRIFOLIA	LEMONADE BERRY	5 GA	6' O.C.	LOW
	SALVIA CLEVELANDII 'ALLEN CHICKERING'	CALIF. BLUE SAGE	5 GA	4' O.C.	LOW
	SALVIA GREGII	AUTUMN SAGE	5 GA	4' O.C.	LOW
	STRELITIZA REGINA	BIRD OF PARADISE	5 GA	3' O.C.	LOW
GROUND COVERS:					
	BACCHARIS P. 'PIGEON POINT'	DWARF COYOTE BUSH	1 GA	3' O.C.	LOW
	BOUTELOUA GRACILIS	BLUE GRAMA GRASS	1 GA.	24" O.C.	LOW
	CAREX DIVULSA	EUROPEAN GRAY SEDGE	1 GA	24" O.C.	LOW
	FESTUCA M. 'SISKYOU BLUE'	BLUE FESCUE	1 GA	24" O.C.	LOW
	LANTANA MONTEVIDENSIS	LANTANA	1 GA	36" O.C.	LOW
	MYOPORUM PARVIFOLIUM	MYOPORUM	1 GA	48" O.C.	LOW
	PHYLA NODIFLORA	LIPPIA	1 GA	3' O.C.	LOW
	SENECIO SERPENS	BLUE CHALKSTICKS	1 GA	3'O.C.	LOW
	TEUCRIUM LUCIDRYS	GERMANDER	1 GA	3' O.C.	LOW

TREES PER PARKING STALLS:

1 TREE PER EVERY 6 PARKING STALLS: FOR STANDARD PARKING STALLS FACING STREET FRONTAGES.

1 TREE PER EVERY 10 PARKING STALLS: FOR ALL OTHER STANDARD PARKING STALLS WITHIN PROJECT

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Walnut Creek, CA 94596
Ph: 925-933-2583

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p (925.249.3400)
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LANDSCAPE ARCHITECT STATE OF CALIFORNIA RICHARD W. STOVER 2017 Signature XXXXXX Date REGISTERED

101 LOGISTICS CENTER

OXNARD, CALIFORNIA

PLANT MATERIALS LIST, NOTES AND DETAILS

REMARKS	DATE	REMARKS
		City Planning submittal

DATE
03-07-22

PA / PM:	M. BARTOLONE
DRAWN BY:	
JOB NO.:	DAL20-0002-00

SHEET
L1.0

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MATCHLINE SEE SHEET L1.4

BUILDING 1

OFFICE

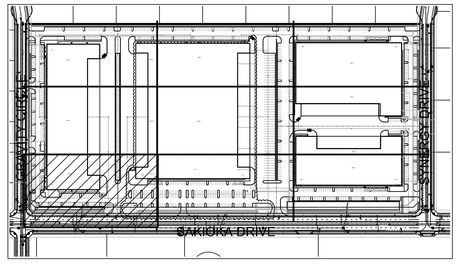
BUILDING 2

OFFICE

GRAVITY CIRCLE

SAKIOKA DRIVE

MATCHLINE SEE SHEET L1.2



SITE MAP

GRAPHIC SCALE

16 0 8 16 32 64

(IN FEET)
1 inch = 16 ft.

REFER TO SHEET L1.0 FOR PLANT MATERIALS LIST, NOTES AND DETAILS

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LANDSCAPE ARCHITECT
REGISTERED
MICHAEL STORM
3017
Signature
XX/XX/XX
RENEWAL DATE
OF CALIFORNIA

101 LOGISTICS CENTER

OXNARD, CALIFORNIA

PRELIMINARY LANDSCAPE PLAN

DATE	REMARKS
03-07-22	City Planning submittal

PA / PM:	M. BARTOLONE
DRAWN BY:	
JOB NO.:	DAL20-0002-00

SHEET
L1.1

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MATCHLINE SEE SHEET L1.5

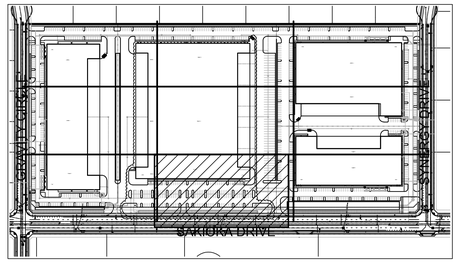
BUILDING 2

OFFICE

MATCHLINE SEE SHEET L1.1

MATCHLINE SEE SHEET L1.3

SAKIOKA DRIVE



SITE MAP

GRAPHIC SCALE

16 0 8 16 32 64

(IN FEET)
1 inch = 16 ft.

REFER TO SHEET L1.0 FOR PLANT MATERIALS LIST, NOTES AND DETAILS

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RICHARD W. STOVER
2017
Signature
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RENEWAL 08/31/2019
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PRELIMINARY LANDSCAPE PLAN

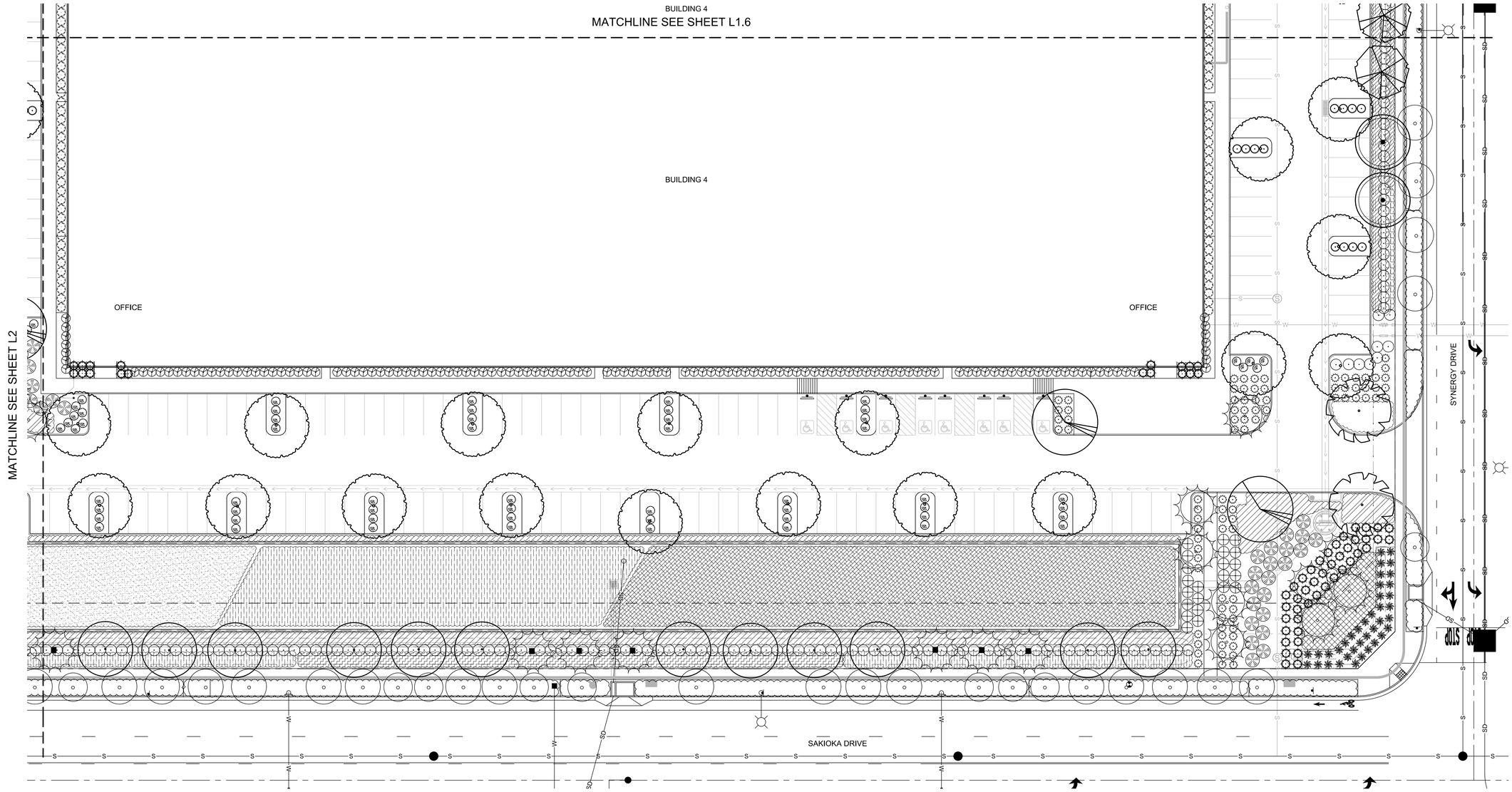
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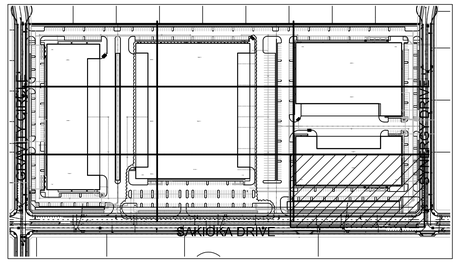
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JOB NO.:	DAL20-0002-00

SHEET
L1.2

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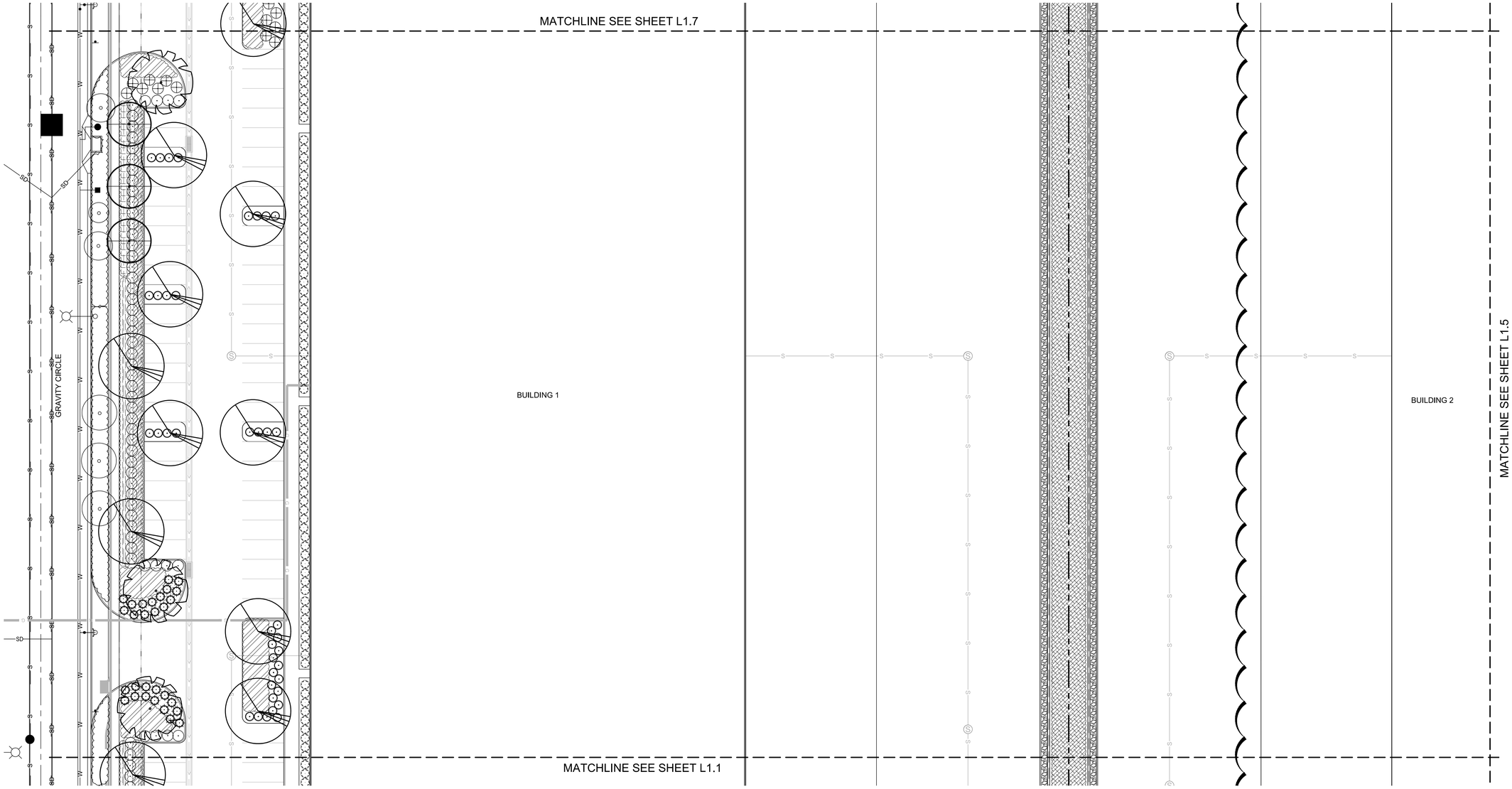
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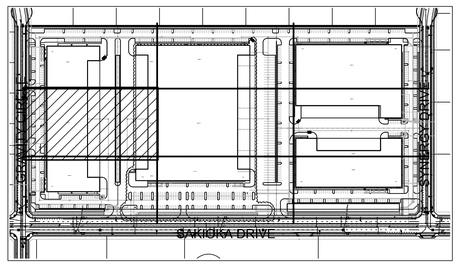
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SHEET
L1.3

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L1.4

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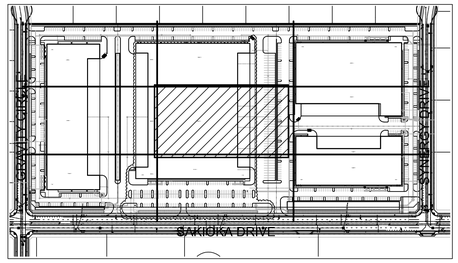
MATCHLINE SEE SHEET L1.4

MATCHLINE SEE SHEET L1.8

BUILDING 2

MATCHLINE SEE SHEET L1.6

MATCHLINE SEE SHEET L1.2



SITE MAP

GRAPHIC SCALE

16 0 8 16 32 64

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SHEET
L1.5

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MATCHLINE SEE SHEET L1.9

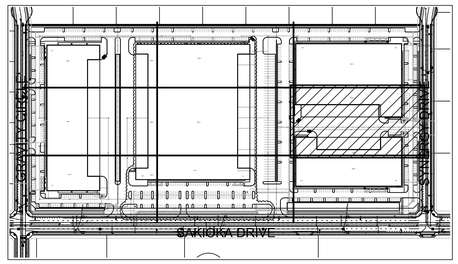
MATCHLINE SEE SHEET L1.5

BUILDING 3

SYNERGY DRIVE

BUILDING 4

MATCHLINE SEE SHEET L1.3



SITE MAP

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2017
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CERTIFICATE NUMBER

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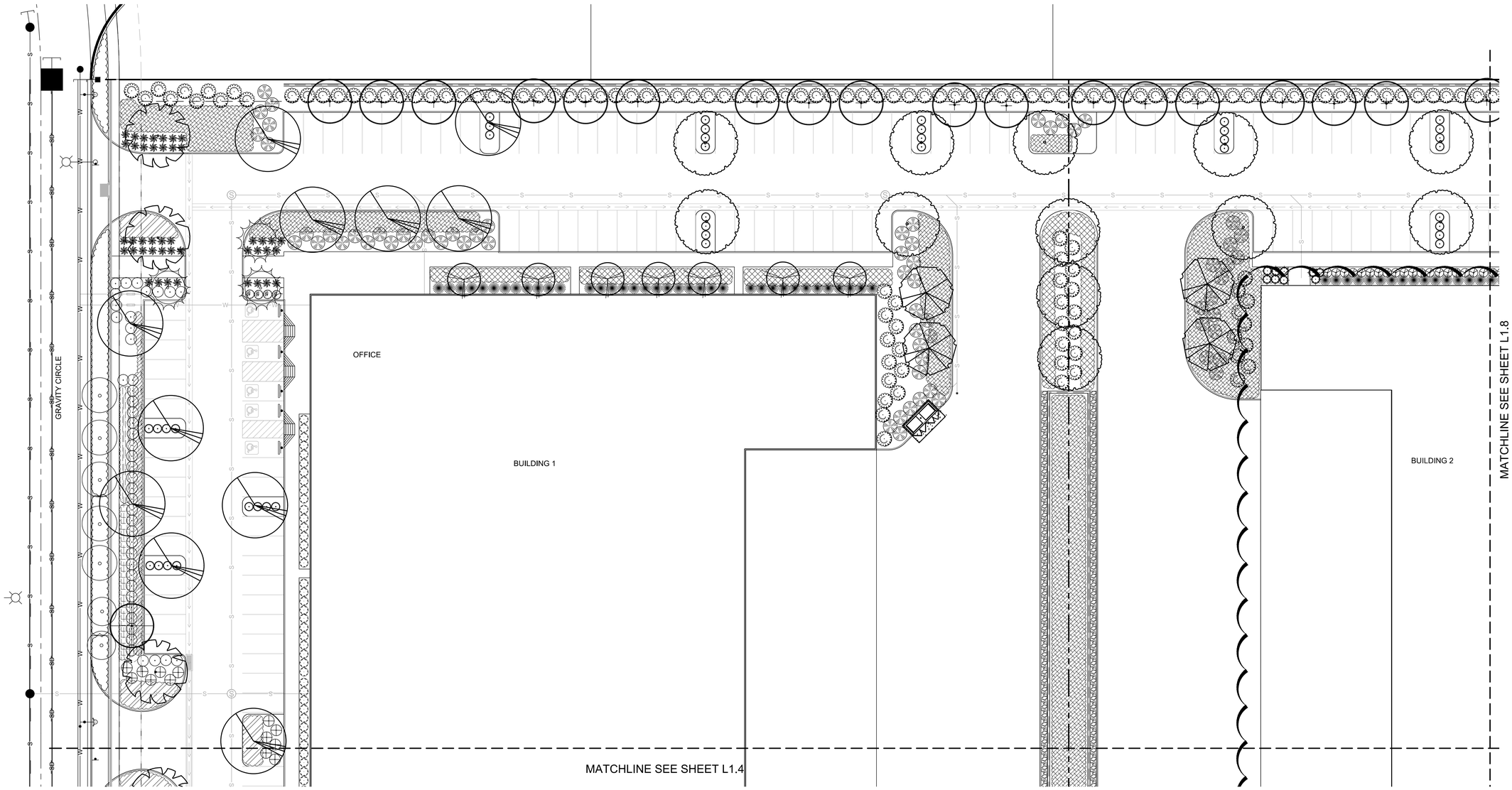
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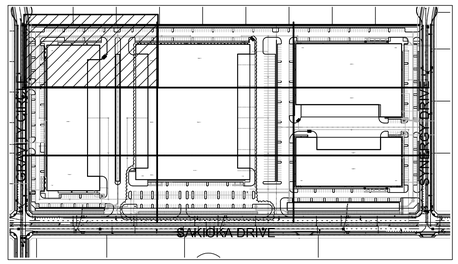
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SHEET

L1.6

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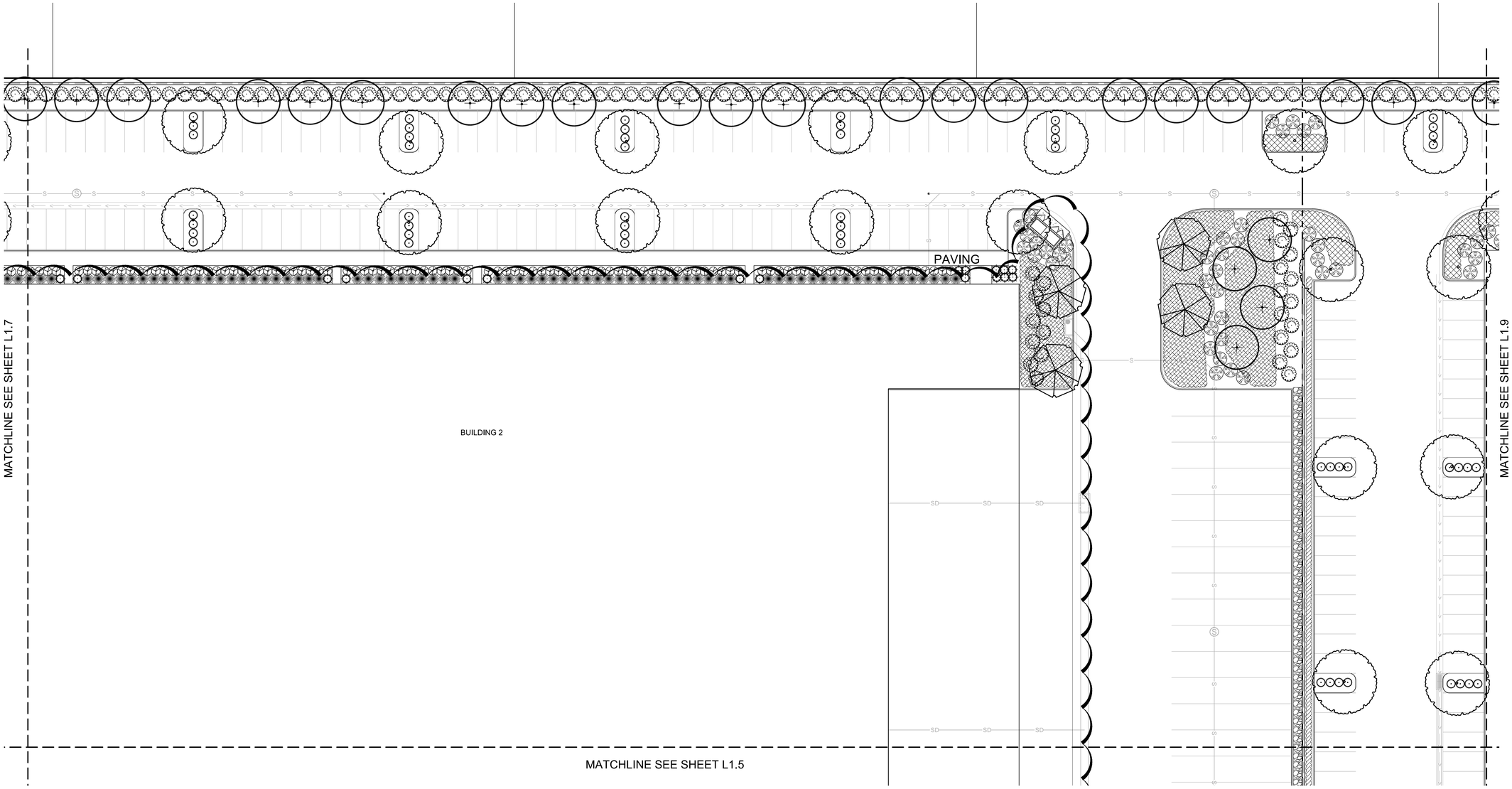
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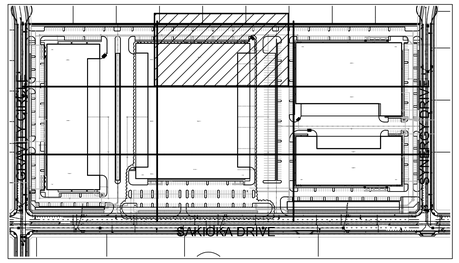
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SHEET
L1.7

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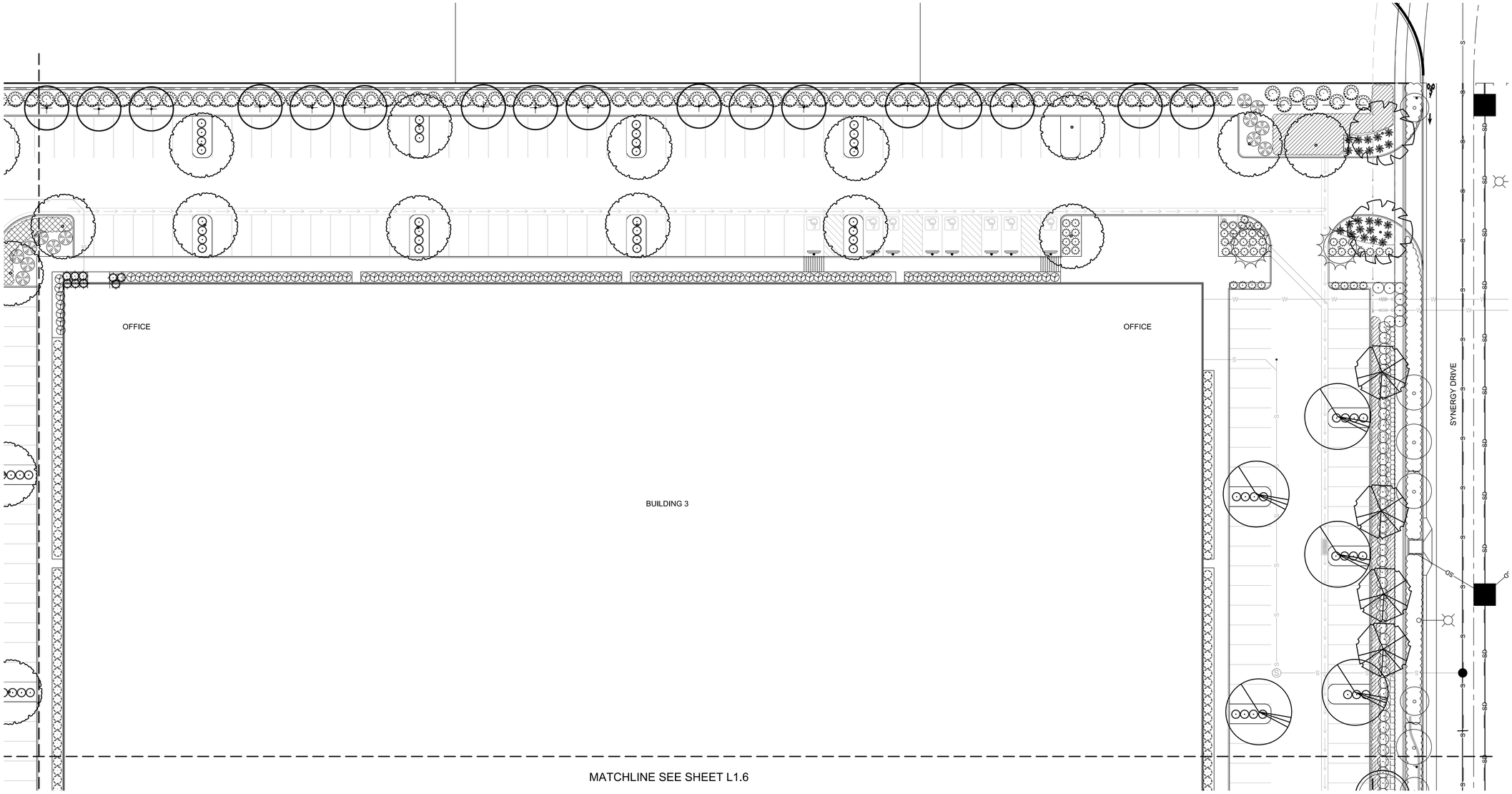
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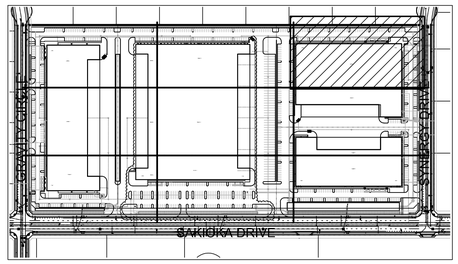
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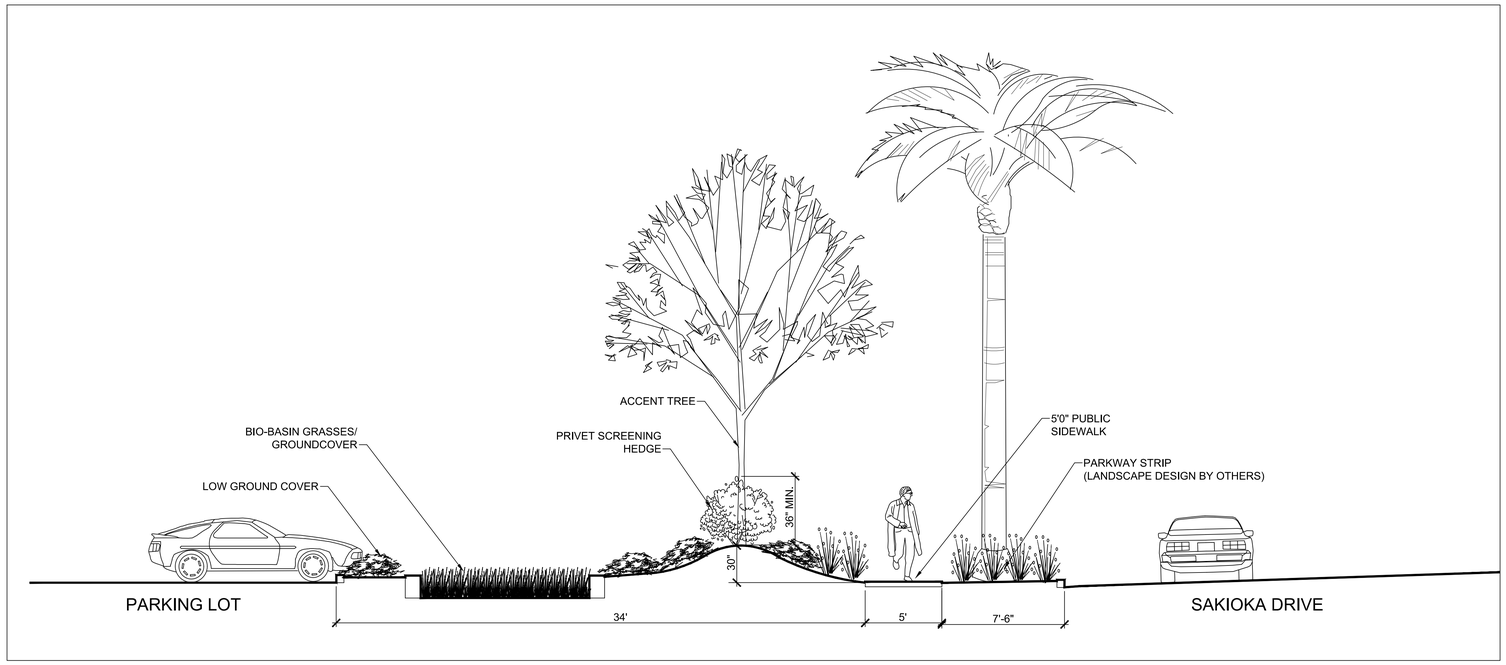
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L1.9

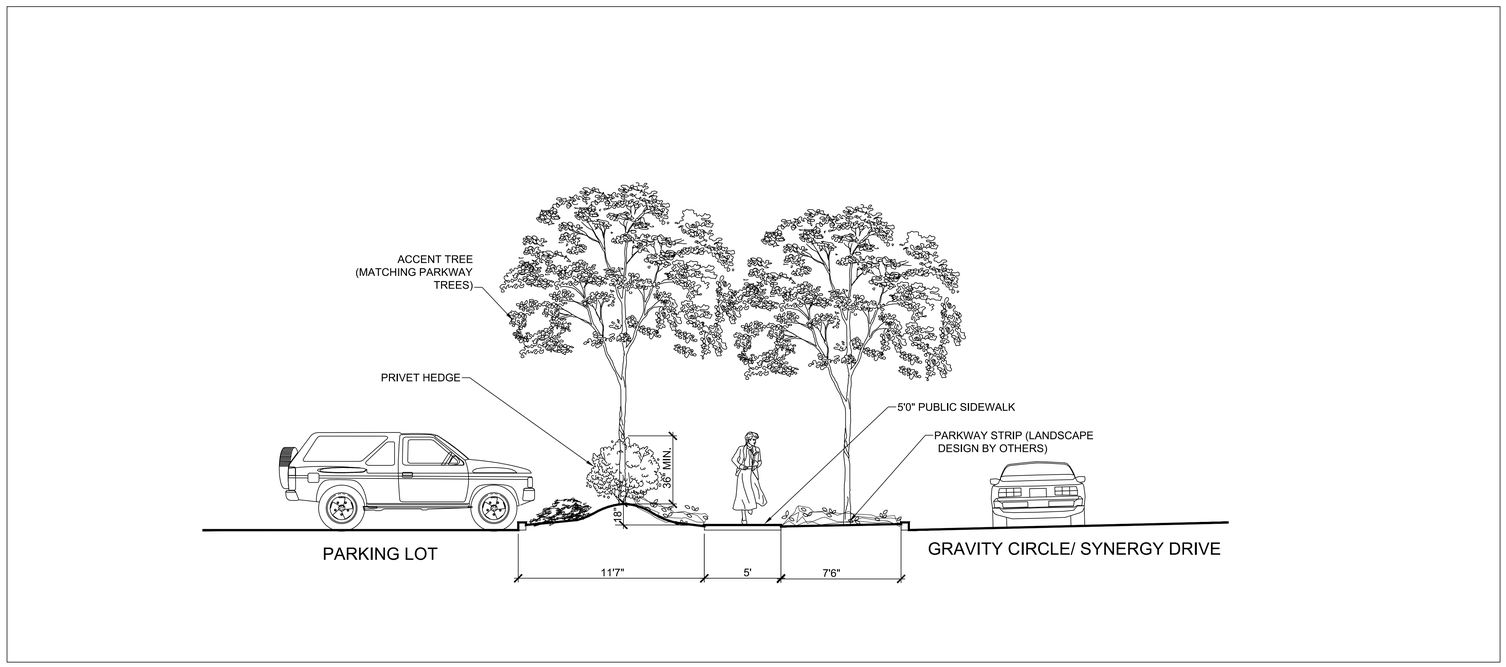
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TYPICAL SECTION: SAKIOKA DRIVE

SCALE: 1"=4'



TYPICAL SECTION: GRAVITY CIRCLE/ SYNERGY DRIVE

SCALE: 1"=4'

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STREET LANDSCAPE SECTIONS

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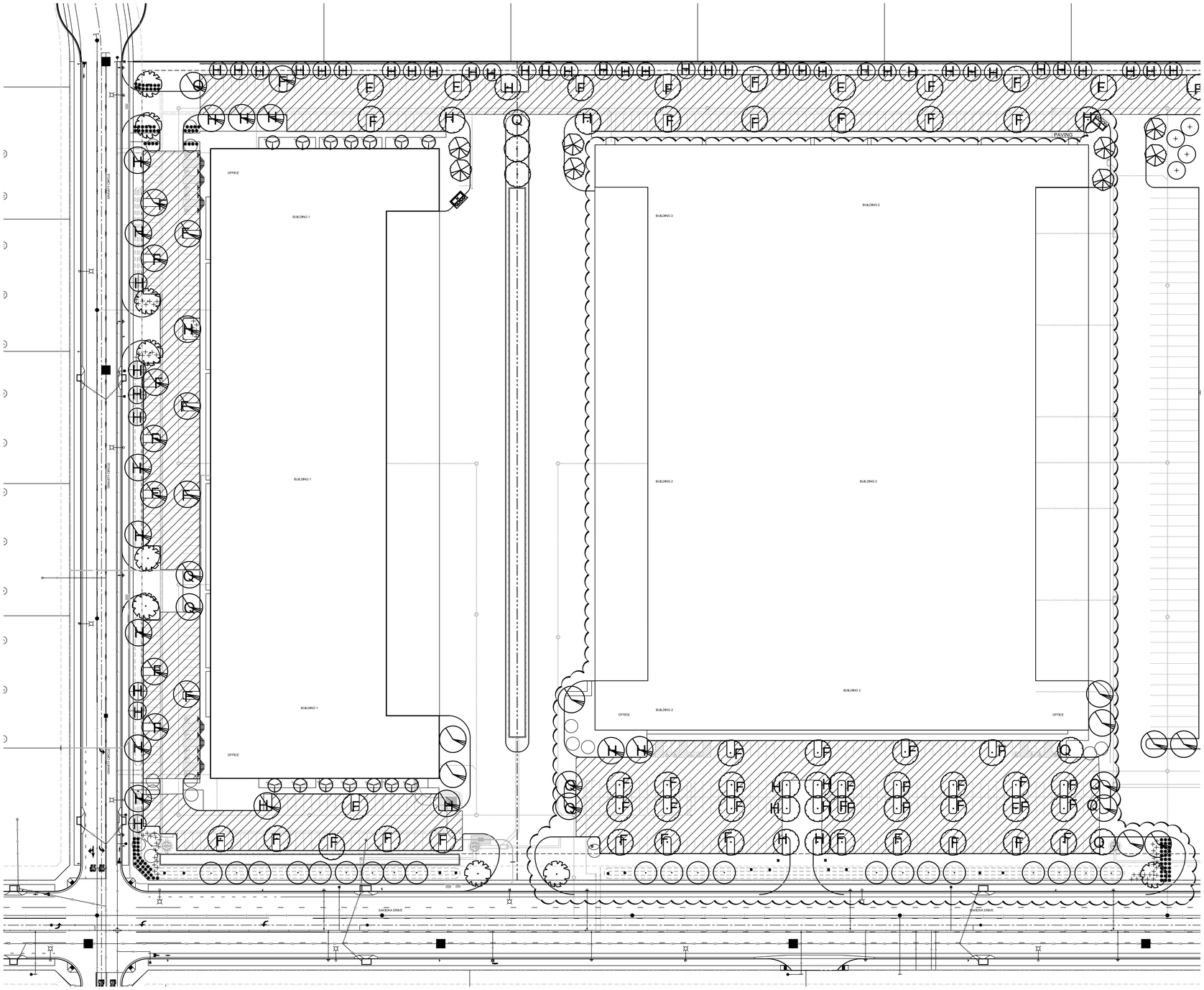
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L1.10

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PARKING LOT SHADE CALCULATIONS:

TOTAL PAVED PARKING AREA = 336,632 SQ. FT.
(DOES NOT INCLUDE TRUCK AISLES,DRIVES
TRUCK PARKING AND MANUEVER AREAS)

REQUIRED TO PROVIDE 40% SHADE COVERAGE

LARGE TREES @ 962 SQ. FT. (92 TOTAL) = 102,934 SQ. FT.
LARGE TREES 1/2 @ 481 SQ. FT. (28 TOTAL) = 12,506 SQ.FT.
LARGE TREES 1/4 @240 SQ. FT (18 TOTAL= 5,280 SQ.FT.
MEDIUM TREES 1/2@ 353 SQ.FT. (72 TOTAL)= 21,533 SQ.FT.

TOTAL SHADE PROVIDED = 142,253 SQ. FT.

PERCENTAGE TOTAL = 42.3% OF PAVED PARKING AREA SHADED

HATCH PATTERN REPRESENTS PAVED AREA OF PARKING LOT INCLUDING PARKING STALLS, MANUEVERING AREAS, AND DRIVEWAYS

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PARKING LOT SHADE PLAN

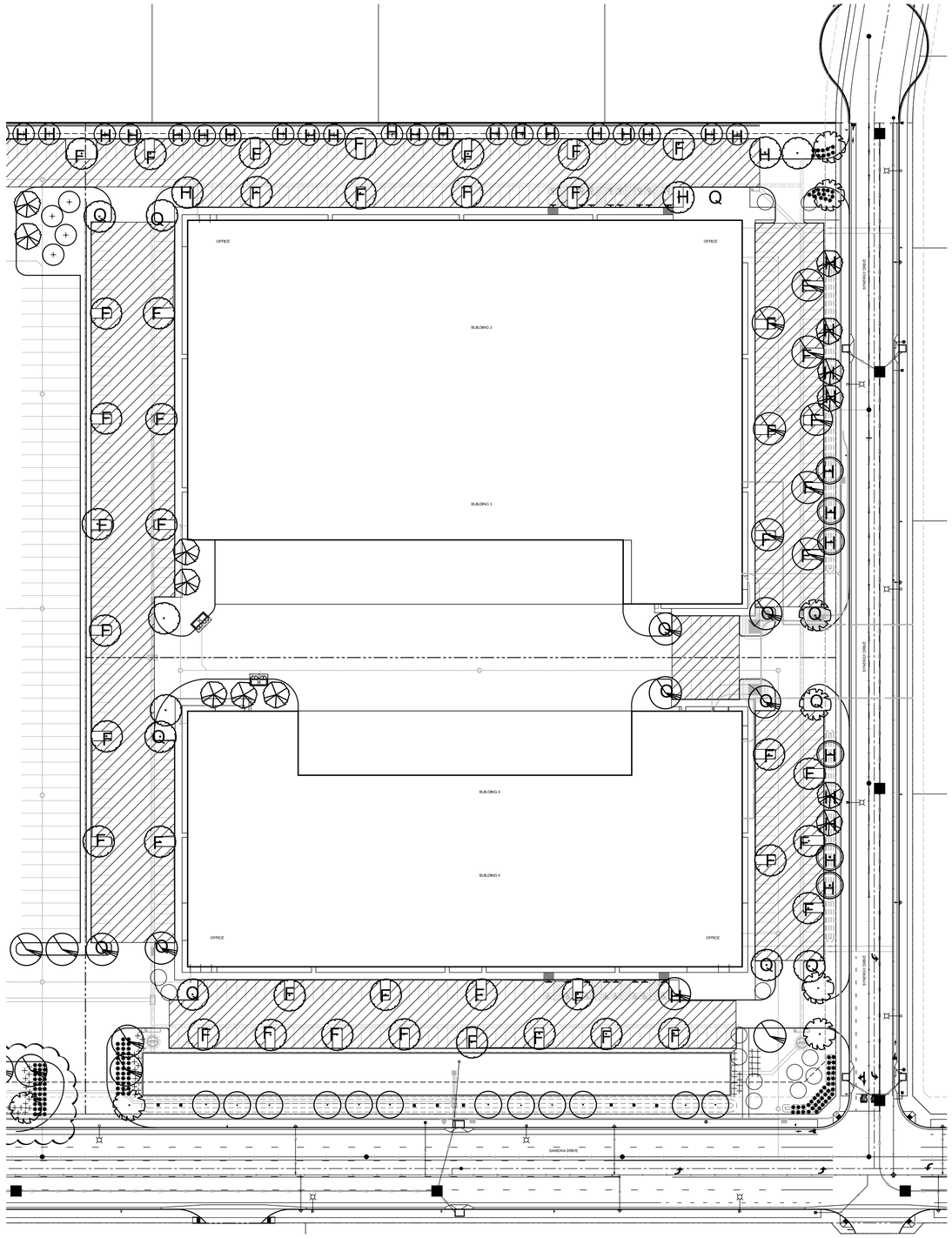
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PARKING LOT SHADE PLAN

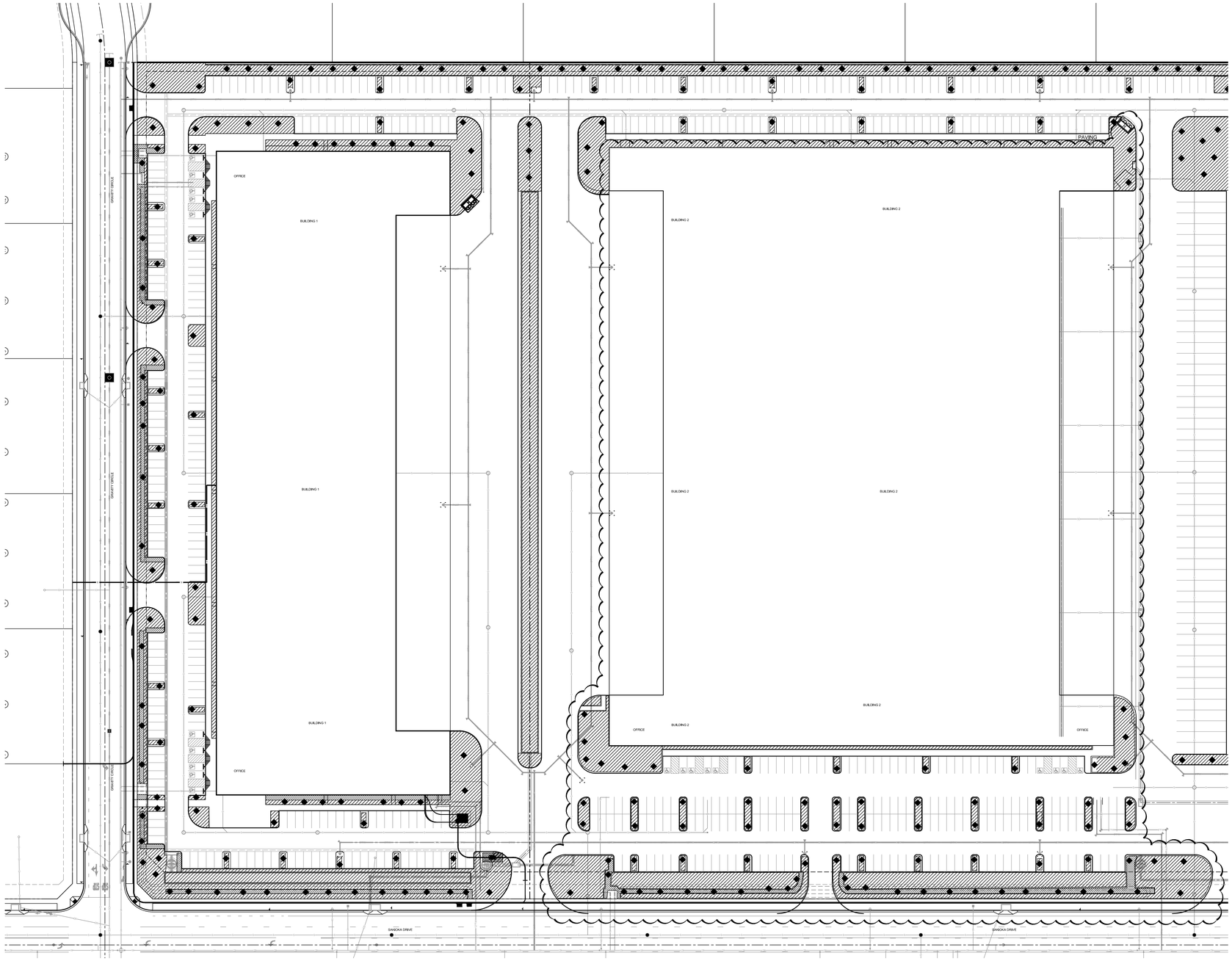
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WATER EFFICIENT LANDSCAPE WORKSHEET - BY HYDROZONE

REFERENCE EVAPOTRANSPIRATION (ETo): 42.3

HYDROZONE #	HYDROZONE / (PLANT WATER USE)	PLANT TYPE	PLANT FACTOR (PF)	IRRIGATION METHOD	IRRIGATION EFFICIENCY (IE)	ETAF (PF / IE)	LANDSCAPE AREA (sq. ft.)	ETAF x AREA	ESTIMATED TOTAL WATER USE (ETWU)	% OF TOTAL LANDSCAPE AREA
REGULAR LANDSCAPE AREA:										
1	LOW WATER USE	SHRUBS	0.3	DRIP	0.81	0.37037037	190233	70456.66667	1847796.5	91%
2	MEDIUM WATER USE	SHRUBS	0.5	DRIP	0.81	0.61728395	15854	9786.419753	256658.6	8%
3	MEDIUM WATER USE	TREES	0.5	BUBBLER	0.81	0.61728395	3672	2266.666667	59445.6	2%
						TOTALS:	209759	82510		100%

SPECIAL LANDSCAPE AREAS:

REC. AREA					1		0	0
POOL					1		0	0
WATER FEATURE 2					1		0	0
					TOTALS:	0	0	
							ETWU TOTAL:	2,163,901
							MAXIMUM ALLOWED WATER ALLOWANCE (MAWA):	2,475,513

ETAF CALCULATIONS:

REGULAR LANDSCAPE AREAS:

TOTAL ETAF x AREA	82,510
TOTAL LANDSCAPE AREA	209,759
AVERAGE ETAF	0.39

NOTE: AVERAGE ETAF FOR REGULAR LANDSCAPE AREAS MUST BE 0.55 OR BELOW FOR RESIDENTIAL AREAS, AND 0.45 OR BELOW FOR NON-RESIDENTIAL AREAS.

ALL LANDSCAPE AREAS:

TOTAL ETAF x AREA	82,510
TOTAL LANDSCAPE AREA	209,759
SITEWIDE ETAF	0.39

HYDROZONE LEGEND:

HYDROZONE 1:
(Low Water Use Shrubs - Drip Application)

HYDROZONE 2:
(Medium Water Use Shrubs - Drip Application)

HYDROZONE 3:
(Medium Water Use Trees - Bubbler Application)

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

RW Stover & Associates, Inc.
Landscape Architecture
1420 Rock Street, Suite 4
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Ph: 925-933-2583

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REGISTERED LANDSCAPE ARCHITECT MICHAEL STORM 2017 Signature XXXXXX Date XX/XX/XX STATE OF CALIFORNIA

101 LOGISTICS CENTER

OXNARD, CALIFORNIA

HYDROZONE PLAN

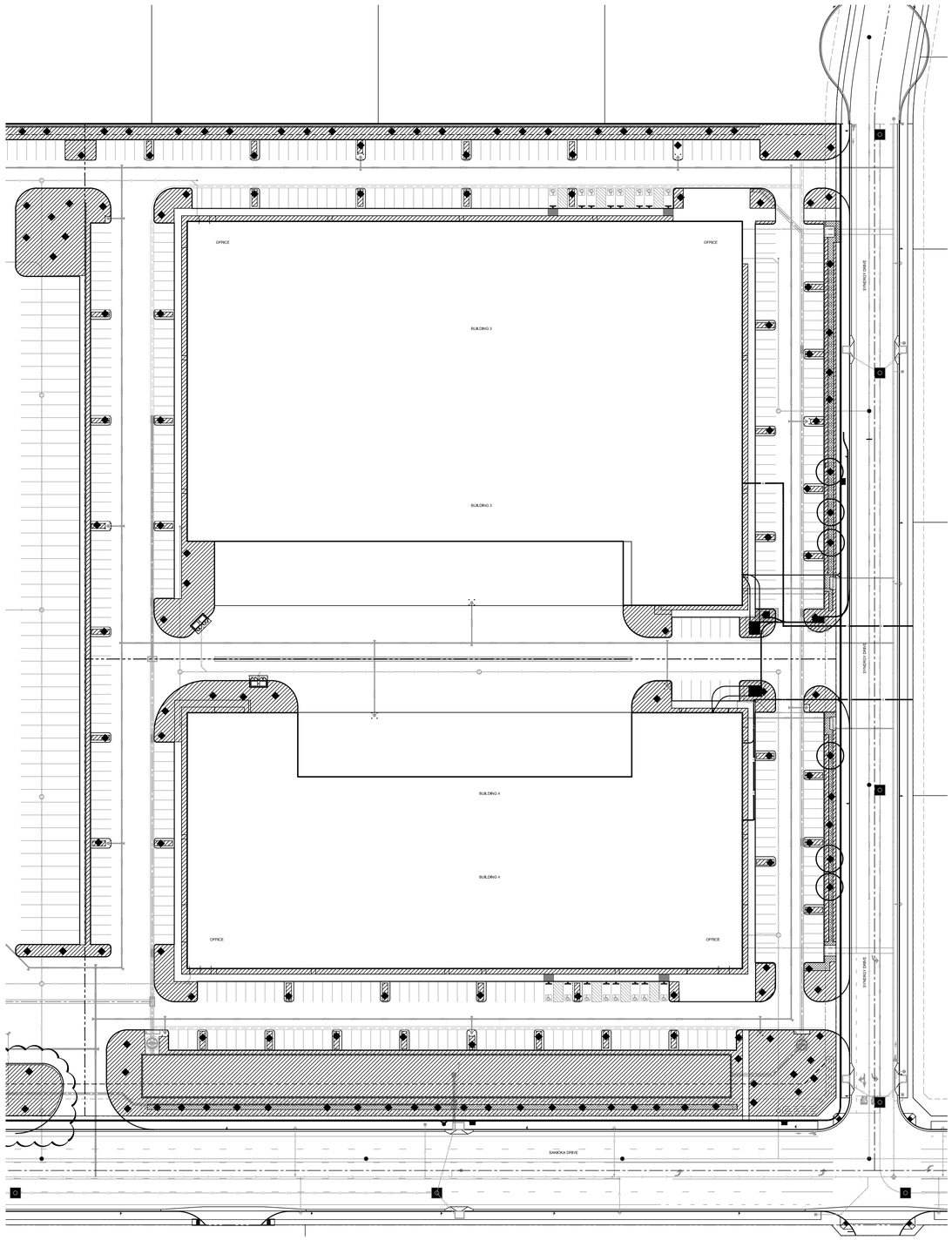
DATE	REMARKS
03-07-22	City Planning submittal

PA / PM:	M. BARTOLONE
DRAWN BY:	
JOB NO.:	DAL20-0002-00

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CAUTION: IF THIS SHEET IS NOT 30"x42" IT IS A REDUCED PRINT



WATER EFFICIENT LANDSCAPE WORKSHEET - BY HYDROZONE

REFERENCE EVAPOTRANSPIRATION (ETo): 42.3

HYDROZONE #	HYDROZONE / (PLANT WATER USE)	PLANT TYPE	PLANT FACTOR (PF)	IRRIGATION METHOD	IRRIGATION EFFICIENCY (IE)	ETAF (PF / IE)	LANDSCAPE AREA (sq. ft.)	ETAF x AREA	ESTIMATED TOTAL WATER USE (ETWU)	% OF TOTAL LANDSCAPE AREA
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	POOL					1		0	0	
	WATER FEATURE 2					1		0	0	
						TOTALS:	0	0		
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REGISTERED LANDSCAPE ARCHITECT MICHAEL STORM 2017 Signature XX-XXXX Date 03-07-22 STATE OF CALIFORNIA

101 LOGISTICS CENTER

OXNARD, CALIFORNIA

HYDROZONE PLAN

REMARKS	DATE
City Planning submittal	03-07-22

PA / PM:	M. BARTOLONE
DRAWN BY:	
JOB NO.:	DAL20-0002-00

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101 Logistics Center

at the Sakioka Farms Business Park

Consistency Checklist

Prepared by:

Rincon Consultants, Inc.

For:

City of Oxnard
214 South C Street
Oxnard, California 93030

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Acronyms & Abbreviations

ACLUP	Airport Comprehensive Land Use Plan
AQMP	Air Quality Management Plan
BMP	best management practice
BRA	Biological Resources Assessment
BRP	Business Research Park
CalEEMod	California Emissions Estimator Model
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
cf	cubic feet
cy	cubic yards
CMP	Congestion Management Program
CNDDB	California Natural Diversity Database
DDR	Development Design Review
EIR	Environmental Impact Report
ESA	Environmental Site Assessment
ETPZ	Extended Traffic Pattern Zone
FEIR	Final Environmental Impact Report
GHG	Greenhouse Gas
ILT	Light Industrial
kWh	Kilowatt Hours
LID	Low Impact Development
LOS	Level of Service
M-1	Light Manufacturing
ML	Limited Manufacturing
MWD	The Metropolitan Water District of Southern California
No.	Number
ROC	reactive organic compounds
RWQCB	Regional Water Quality Control Board
SoCalGas	Southern California Gas Company
SQUIMP	Stormwater Quality Urban Impact Mitigation Management Plan
TGM	Technical Guidance Manual

TTM	Tentative Tract Map
USACE	United States Army Corps of Engineers
US 101	U.S. Highway 101
VCAPCD	Ventura County Air Pollution Control District
VMT	Vehicle Miles Traveled
WSA	Water Supply Assessment

Section 1: Introduction

1.1 Location

The 101 Logistics Center Project (Project or proposed Project) site is a 40.87-acre site (referred herein as 41 acres) located within the 430-acre Specific Plan area in the northeastern portion of Oxnard in Ventura County, California. Sakioka Farms Business Park Specific Plan (Specific Plan) is a 430-acre Specific Plan that would develop up to 8.5 million sf (sf) of commercial, business research, and light industrial uses between Rice Avenue, U.S. Route 101 (US 101), and Del Norte Boulevard, in Oxnard, California. In 2012, the City of Oxnard prepared an Environmental Impact Report (EIR), an Adaptive Management Mitigation Monitoring and Reporting Program, and a Statement of Overriding Consideration for the Specific Plan (State Clearinghouse Number [No.] 2002071070) pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000, et seq.). The Notice of Determination was filed with the Governor's Office of Planning and Research (OPR) on June 18, 2012.

The Specific Plan area is adjacent to and south of US 101, east of Rice Avenue and north of Latigo Avenue. Del Norte Boulevard bisects the easternmost part of the Specific Plan area. Gonzalez Road terminates along the western perimeter of the site. Figure 1 shows the site in its regional context; Figure 2 provides a view of the Specific Plan site.

The Project site is located in the mid to southern quadrant of the Specific Plan area (Figure 3) and is generally bordered to the north by the future extension of Gonzales Road and unimproved vacant land, to the south by Sakioka Drive and the e-commerce fulfillment center south of Sakioka Drive, to the east by the roadway, Synergy Circle, and vacant land, and to the west by the roadway, Gravity Circle, and vacant land . The Project site would be served by a circulation system consisting of the freeway, arterial and collector streets, and roads on the Project site. Regional vehicular access to the Project site would be provided from US 101 at the Rice Avenue (Pacific Coast Highway) interchange and the Del Norte Boulevard interchange. Local access would be provided from Rice Avenue, Del Norte Boulevard, and Sakioka Drive. The primary internal east-west roads are the soon to be completed Gonzales Road and Sakioka Drive.

1.2 Environmental Setting

The 41-acre Project site is undeveloped and has historically been in agricultural production. Agricultural production ceased in 2020/21 after the City Council approval of Development Agreement No. PZ 20-670-01 (Ordinance No. 2983) on June 30, 2020, and the area was prepared for the first phase of infrastructure improvements. No agriculture is present on the Project site other than limited ruderal plants (disturbed habitat). The Project site consists mostly of recently graded former agricultural fields. Only ruderal vegetation remains in these disturbed habitats. Dry irrigation ditches scheduled to be filled in per the conditions of the substantially completed Phase One Infrastructure project bisect the Project site. These ditches contain vegetation mostly consisting of weedy species.

An existing irrigation ditch crosses the site in an east-west direction. In a letter dated November 30, 2020, the United States Army Corps of Engineers (USACE) determined that the ditch does not contain waters of the United States pursuant to 33 Code of Federal Regulations Part 325.9. The California Department of Fish and Wildlife (CDFW) requires that a mitigation agreement be approved to allow the ditch to be removed.

Topographically, the site is relatively flat with on-site elevations ranging from 73 to 62 feet above mean sea level, generally sloping from north to south.

Figure 1. Regional Location

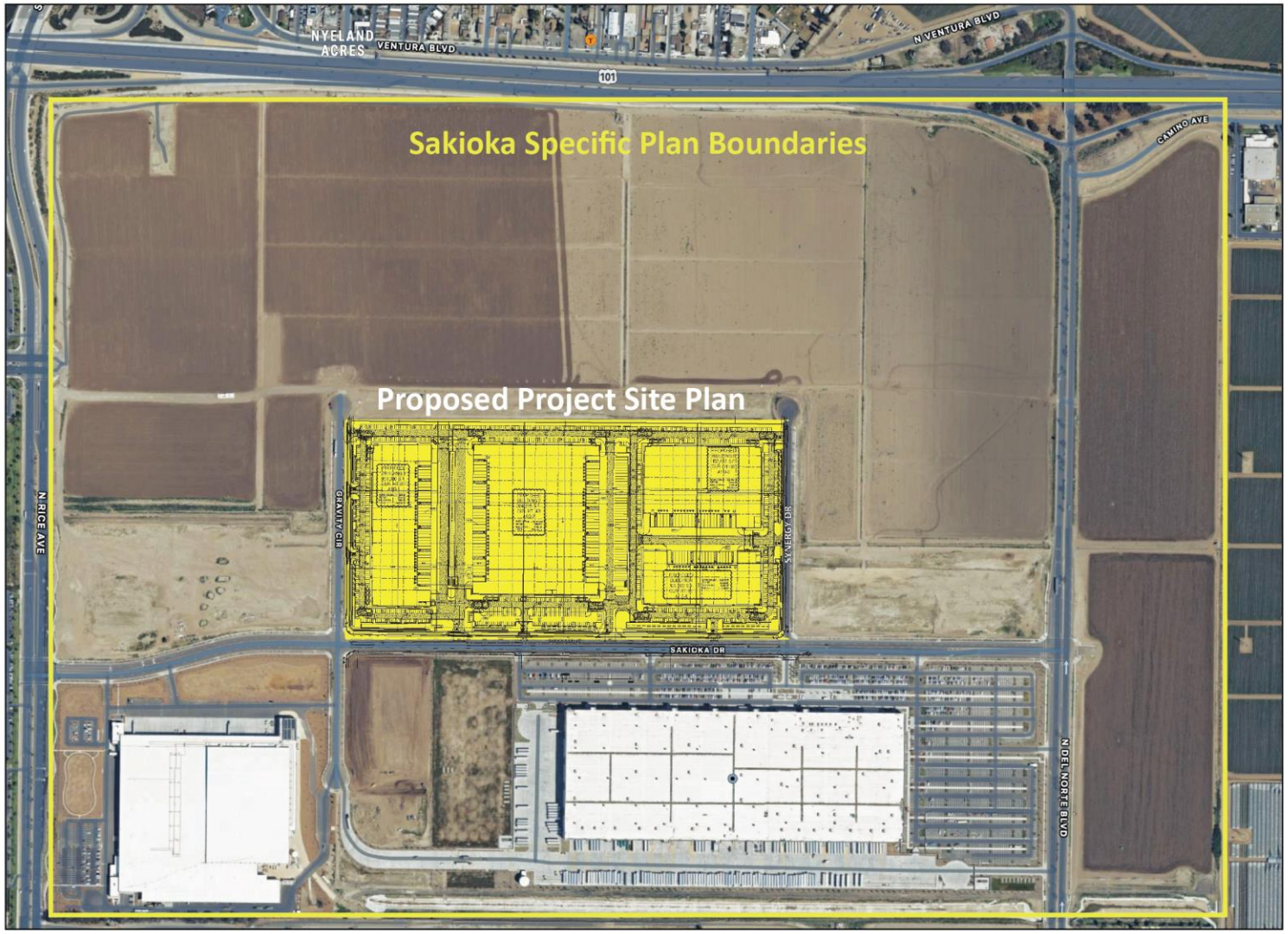


Figure 2. Specific Plan Area Location, Existing Conditions



Source: City of Oxnard

Figure 3. Proposed Project Site within the Specific Plan Area



Source: Conceptual Project Site Plan

The Specific Plan area is the largest undeveloped site in Oxnard. On June 30, 2020, a project that included a Development Agreement, tentative tract map, and first-phase improvements project was approved for the subdivision and infrastructure build-out of the site, per the vision and requirements of the Specific Plan. Site preparation for infrastructure improvements began shortly thereafter, and two projects, a 2,315,005-gross-square-foot e-commerce fulfillment center for consumer products and a 576,000-square-foot cold storage facility have been developed consistent with the Sakioka Farms Business Park Specific Plan. While the agricultural fields were historically used to grow strawberries, celery, cabbage, lettuce, and peppers, the remaining vacant land is unplanted and is considered disturbed habitat with weed species, predominantly Russian thistle.

Topographically, the agricultural fields that make up the Project site are relatively flat. This land surface drains generally from northwest to the southeast at a slope of 0.25 percent. Two unlined, earthen channels traverse the site from west to east and collect drainage. These channels join another unlined earthen channel that runs through the site from north to south and conveys the flows from the site and from off site to an existing, concrete-lined, trapezoidal channel (Sturgis Road Drain) near the southeast corner of the Specific Plan area. The remnants of defunct railroad tracks parallel the Project site beside the Sturgis Road Drain, until they curve into adjacent agricultural-industrial land. Also, in a northeasterly direction of the US 101, the Beardsley Wash and the Nyeland Drain join the Revolon Slough, a County of Ventura Flood Control District channel that runs in a southerly direction east of the Sakioka Farms Specific Plan area.

1.3 Background

According to the City of Oxnard 2030 General Plan, the land use designation for the northern portion of the Specific Plan area is Business Research Park (BRP) and the designation for the southern portion of the Specific Plan area is Light Industrial (ILT) (see Figure 4). The surrounding land use designations include Agricultural to the east and ILT to the south. Land designated as BRP is adjacent to the northwestern portion of the Specific Plan area, and the area to the west is primarily ILT and Limited Industrial (Figure 5). Adjacent industrial uses include the Procter & Gamble Paper Products Company and a Ventura County Fire Department support complex. Figure 4 shows a land use map with General Plan land use designations with the Project site boundaries outlined in black. A mixed-use residential/ commercial development is north of the US 101, adjacent to the Rice Avenue/Santa Clara Street interchange. Large tracts of farmland are located directly east of the site, across Del Norte Boulevard.

Figure 5 shows the zoning for the Specific Plan area. The northern portion of the Specific Plan area is zoned BRP, where the site parallels US 101, between Rice Avenue and Del Norte Boulevard; the remainder of the Specific Plan area is zoned Light Manufacturing (M-1). The area immediately to the east is zoned for manufacturing (Light Manufacturing, Limited Manufacturing, and BRP). South of the Specific Plan, the area is zoned Light Manufacturing. The rest of the surrounding area is primarily under the jurisdiction of the County of Ventura, with some commercial zoning across US 101 from the Specific Plan area.

Figure 4. General Plan Land Use Designations

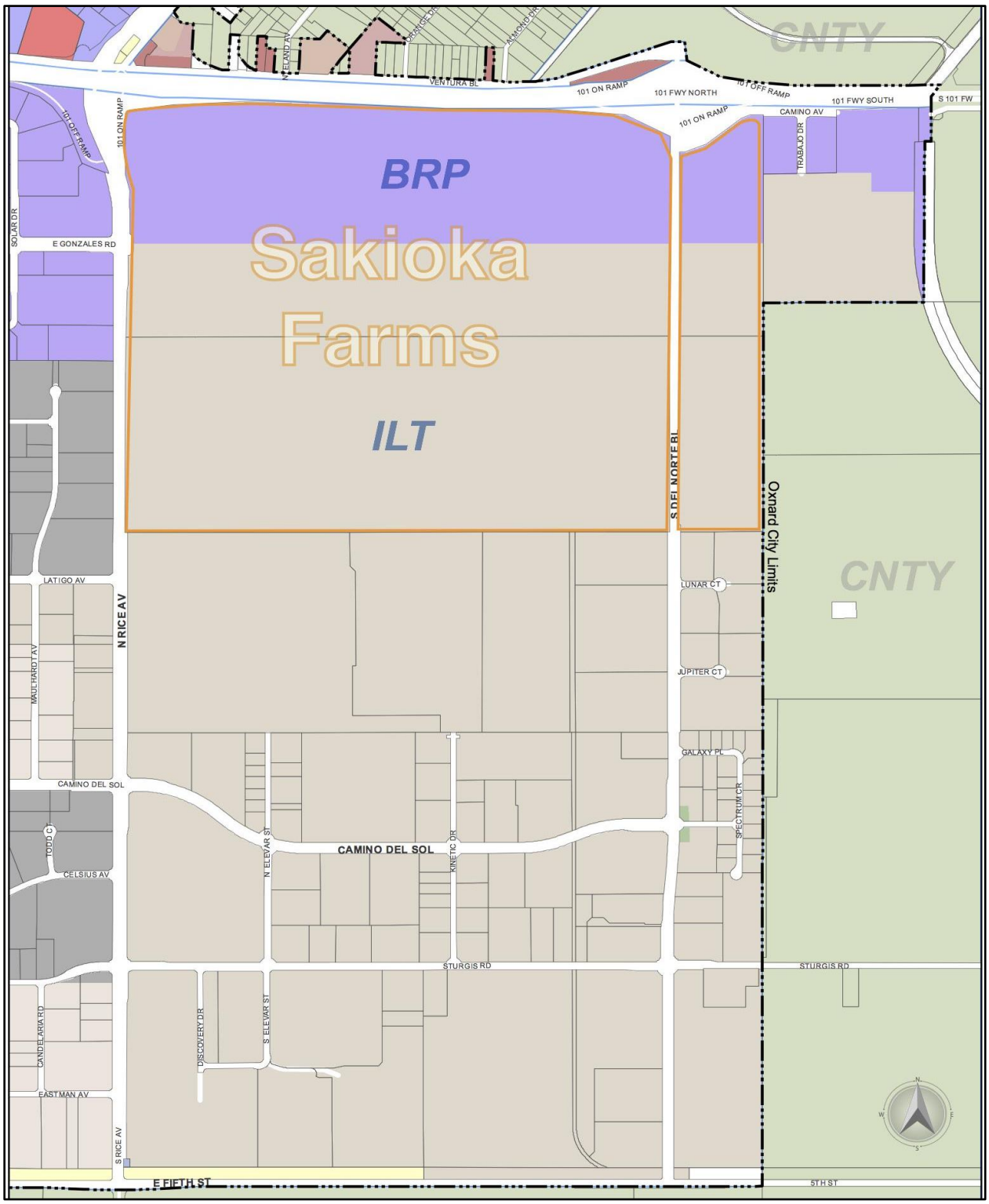
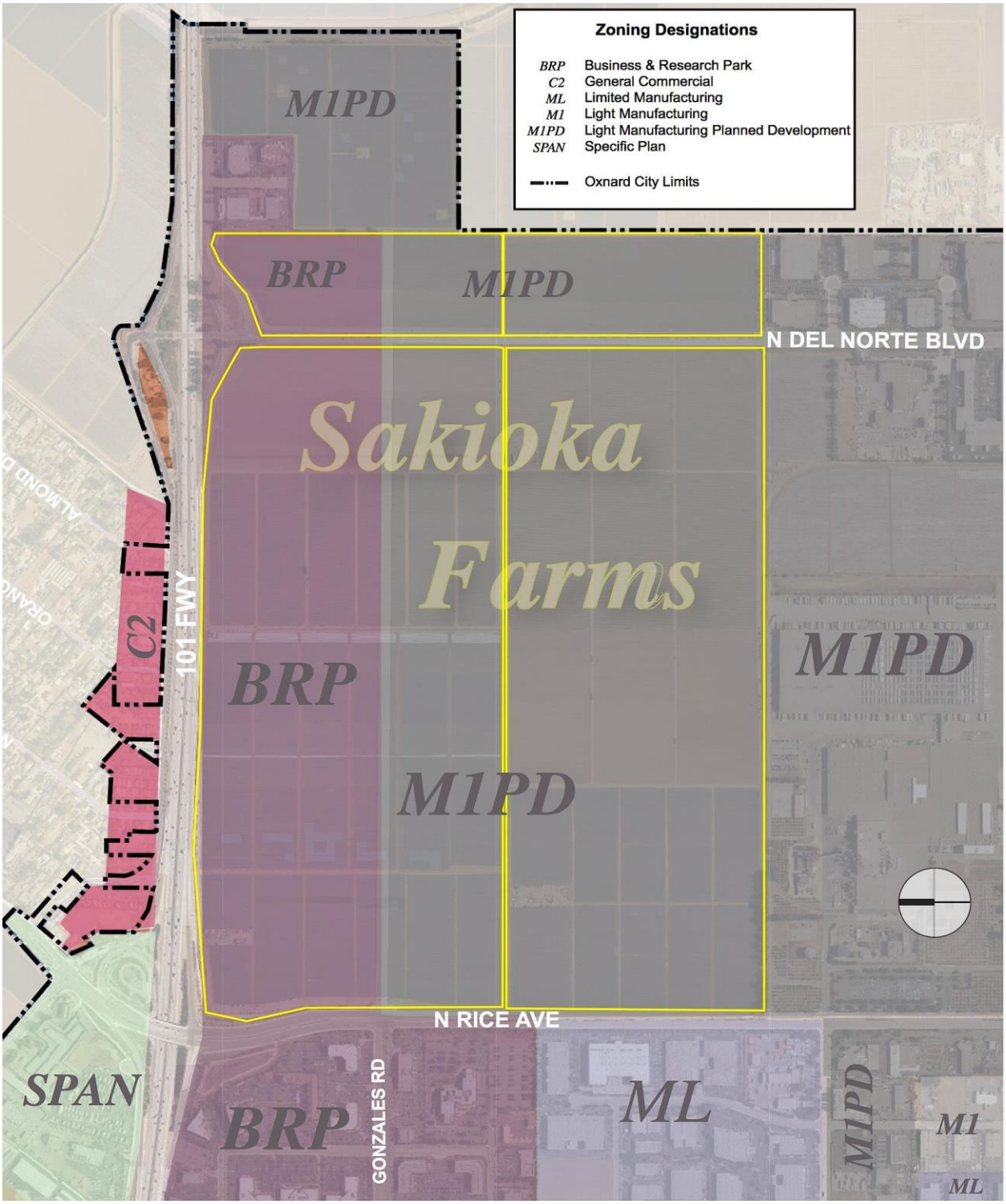


Figure 5. Zoning Designations



1.4 Background

Oxnard 2030 General Plan

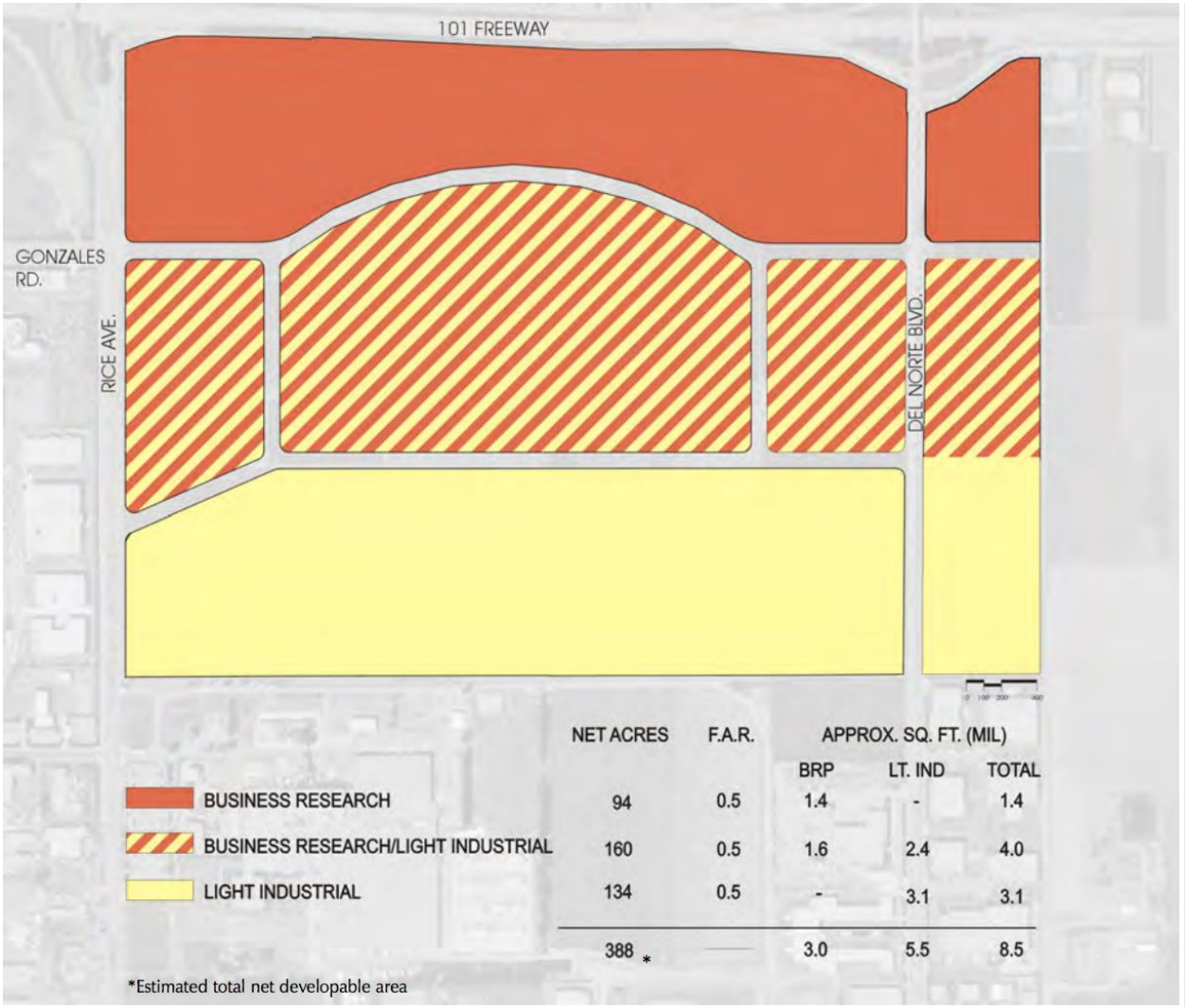
The Specific Plan site is consistent with the municipal zoning and the land uses indicated in the City's 2030 General Plan. The 2030 General Plan was adopted in October 2011, with updates and amendments occurring through 2016 (City of Oxnard 2016). The City certified the Oxnard 2030 General Plan Final Programmatic EIR (General Plan EIR) in 2011 (City of Oxnard 2011a). The General Plan EIR provides a high-level environmental review of the 2030 General Plan, including development of the Specific Plan area. The General Plan EIR concludes that implementation of the 2030 General Plan would have significant, unavoidable impacts on the CEQA issue areas of Circulation, Traffic, and Transportation, Agricultural and Soil Resources, Air Quality and Climate Change, and Noise. It also concludes that build-out of the 2030 General Plan would have less than significant impacts after mitigation for Land Use (airport compatibility) and Cultural Resources (archaeological, paleontological, and human remains), and a less than significant impact for the remaining issue areas.

Sakioka Farms Business Park Specific Plan and Environmental Impact Report

The City certified an EIR, Adaptive Management Mitigation Monitoring and Reporting Program, and Statement of Overriding Considerations for the Sakioka Farms Specific Plan and subsequently adopted the Specific Plan on July 12, 2012 (Resolution No. 14,253) (City of Oxnard 2012). The Specific Plan identifies the extent and intensity of all anticipated development activity for the Specific Plan area, and the EIR analyzes their impacts. A Notice of Determination was filed at the State Clearinghouse on June 18, 2012. The Specific Plan EIR (State Clearinghouse No. 2002071070) concludes that the Specific Plan would have significant and unavoidable cumulative impacts related to Agricultural Resources, Greenhouse Gas (GHG) emissions, and roadway Noise (City of Oxnard 2011b). The EIR also concludes Specific Plan buildout would have less than significant impacts after mitigation for Air Quality, Biological Resources, Hazards and Hazardous Materials, Population and Housing, Public Services, and Transportation and less than significant impacts for the remaining issue areas. Since the Specific Plan would be developed in phases over decades, the Specific Plan EIR includes adaptive mitigation measures, allowing the lead agency to modify some mitigation measures as circumstances change over time via adapted mitigation measures that ensure either the same or better final levels of impact as the mitigations included in the Specific Plan EIR.

The Specific Plan envisions the phased development of an industrial business park complex, and presents a master plan for orderly development, including guidelines and regulations. It identifies the location, character, and intensities of planned development activities; it establishes the alignment and design of a circulation system and all public facilities and infrastructure necessary to implement the Specific Plan. It also allows for flexible design of subsequent individual projects as long as they are consistent with the overall Specific Plan. Figure 6 details the general Specific Plan area land uses.

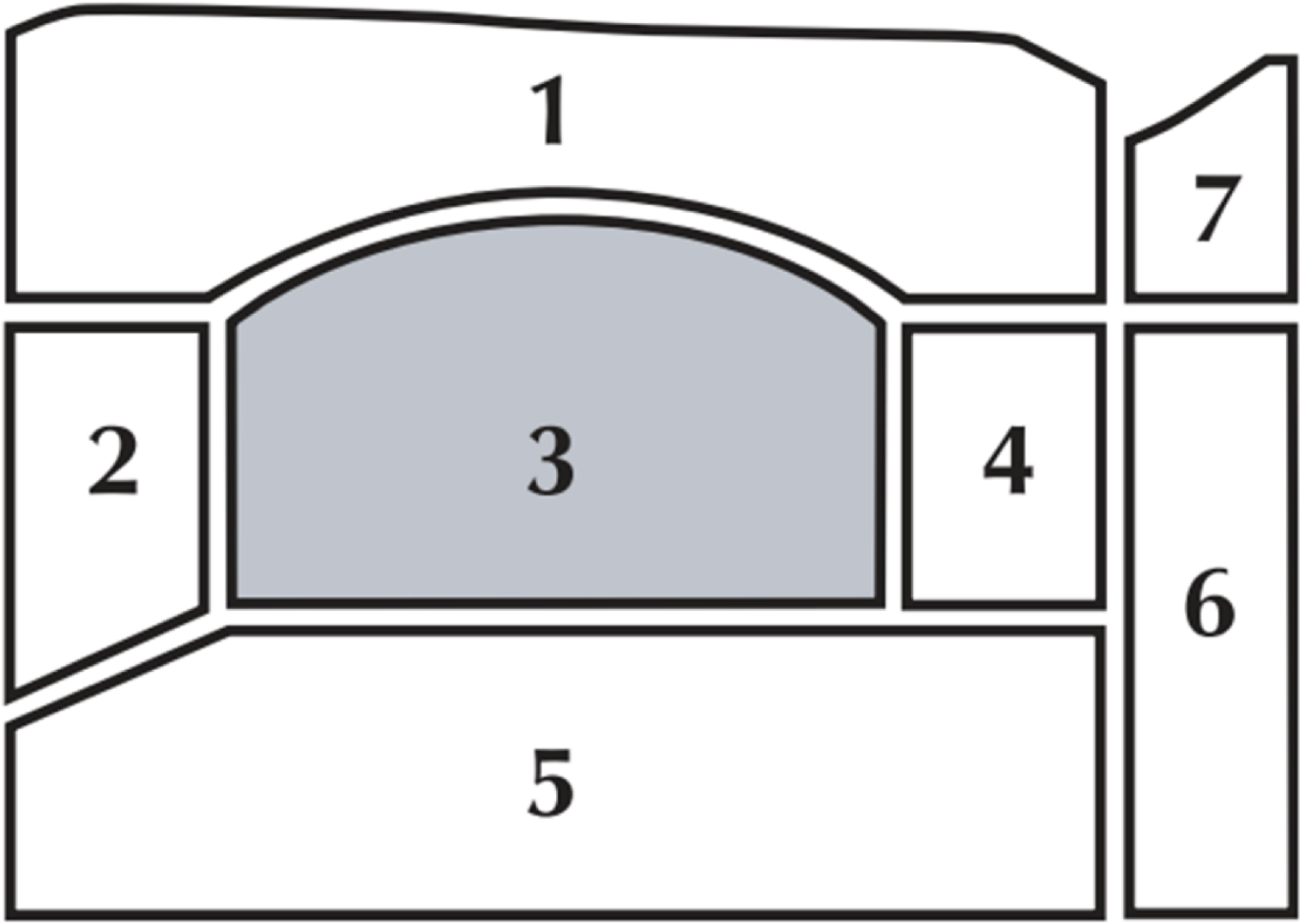
Figure 6. Land Uses in the Specific Plan Area



The Specific Plan divides the site into seven planning areas across approximately 430 acres (Figure 7). Dividing the area this way allows individual developments to occur in a manner consistent with the overall master plan. The concept recognizes the Specific Plan area would be developed in phases over an extended period of time and allows a variety of uses that can respond to changing market conditions. The following describes the Specific Plan land use for each Planning Area. The proposed Project is in Planning Area 3.

- **Planning Area 1** is the highest profile area of the Specific Plan site since it is located adjacent to US 101. Defined by an extension of Gonzales Road, this area encompasses about 80 acres and is planned to accommodate high-profile office and commercial development. 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 Specific Plan area 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, integrated community facilities, and commercial uses. This area could also become a continuation of the industrial development to the south (Planning Area 5) or office and commercial uses in Planning Area 1. The proposed project would be in this Planning Area and proposes to continue the type of light industrial uses that have been built in Planning Area 5 to the south.
- **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, or in a manner similar to Planning Area 5 to the south that caters to smaller industrial projects.
- **Planning Area 5** is designated as the primary light industrial area of the Specific Plan area. It encompasses about 116 acres and is planned to accommodate major industrial tenants and/or agricultural processing uses. It is adjacent to existing agricultural and light industrial uses and the Proctor & Gamble facility at the western end. Two light industrial projects have been constructed in this area.
- **Planning Area 6** is a 36-acre area located east of Del Norte Boulevard. This area may be developed in several 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 in the northeast corner of the Specific Plan area. Although the smallest of the planning areas, it may become one of the more profile areas since it is close to the highway; it is situated for office and convenience commercial uses. A portion of this area is likely to be used for the planned reconstruction of the Del Norte Boulevard/US 101 interchange.

Figure 7. Specific Plan Planning Areas, Proposed Project Located in Planning Area 3



Source: Sakioka Farms Business Park Specific Plan, Planning Areas Diagram Exhibit 4.5

Land Use Plan

A representative Land Use Plan is detailed in Section 4.3 of the Specific Plan. It identifies five primary land uses: business research, office, industrial, commercial, and optional residential. In all, the Specific Plan can accommodate a total development of up to 8,500,000 sf of building space. The Specific Plan includes a representative land use development scenario that reflects a potential build-out scenario to facilitate analysis (Specific Plan Exhibit 4.8); however, development intensity is not established for any individual Planning Area. The Specific Plan anticipates the potential for the intensity of development to shift from one Planning Area to another. Due to the variety of land use options and types of potential development activity, overall development intensity is regulated by the Specific Plan "Trip Generation Budget" (Specific Plan Exhibit 4.10), with each land use assigned a trip generation factor. In turn, phased development is limited to the parameters analyzed by the EIR.

The ultimate development of the Specific Plan area must remain consistent with the City of Oxnard 2030 General Plan, which anticipates a total of up to 8,500,000 sf of light industrial and BRP uses.

The Specific Plan allows for 5,500,000 sf of light industrial development. Planning Area 3, the location of the Project, consists of 77 acres in the center of the Specific Plan area, as shown in Figure 7.

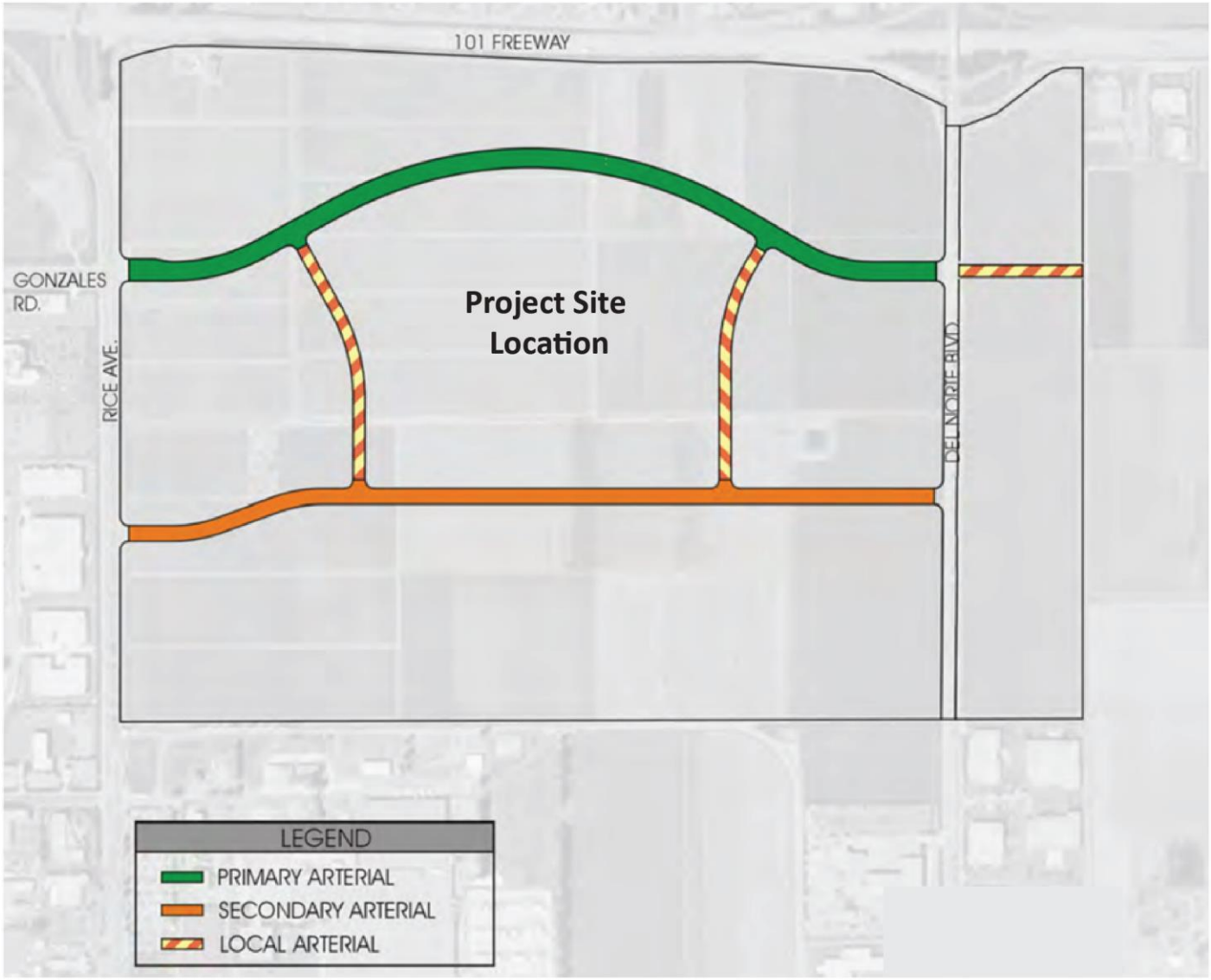
Zoning Designations

The City Zoning Map identifies the zoning for the Project site as Light Manufacturing (M-1) Planned Development (PD). However, the Specific Plan's provisions supersede equivalent M-1 and PD provisions. As specified in the Specific Plan, Planning Area 3 is the 77-acre central portion of the Specific Plan area and is envisioned to accommodate a blend of uses. Business research, office, industrial and commercial are all envisioned uses in this area. The proposed Project would be in this Planning Area and would utilize the stated land use option to continue the type of light industrial uses that have been built in Planning Area 5 to the south.

Circulation Plan

The Specific Plan Circulation Plan (Specific Plan Section 4.4), shown in Figure 8, illustrates the general alignments, classifications, and location of arterials and major public streets in the Specific Plan area. The Circulation Plan is designed to accommodate several different development scenarios. The overall circulation concept relies on a hierarchy of features ranging from arterial roads to local streets. The system is designed to accommodate traffic to and within the Specific Plan area while discouraging through- traffic from traversing the individual Planning Areas. The Circulation Plan is consistent with the Circulation Element of the City of Oxnard 2030 General Plan and provides for a phased implementation of roadway improvements to correspond to the phased development of each Planning Area.
In support of the construction of any facility within the Specific Plan, off-site infrastructure would be installed as designed in the Final Map Phase I Off-site Improvement plans approved by the City as part of the review process (Tentative Tract Map PZ No. 20-300-01, Road Naming PZ No. 20-650-01, Development Agreement PZ No. 20-670-01). These components would ensure infrastructure necessary to facilitate the traffic generated by the Project and future Phase I facilities in the Specific Plan can function properly.

Figure 8. Specific Plan Circulation Plan Diagram



Source: Sakioka Farms Business Park Specific Plan, Circulation Plan Exhibit 4.9

Landscape Concept Plan

The Specific Plan includes a Landscape Concept Plan (Specific Plan Section 4.5) and Landscape Guidelines (Specific Plan Section 5.3). The Landscape Concept Plan establishes a "California" theme with an eclectic mix of indigenous plants and local materials that reflect the historical and cultural background of the area. These include perimeter landscaping, large landscape setbacks along interior and perimeter streets, pedestrian walkways to unify the site, and intersection treatments that create a "park-like" atmosphere and assist in visitor wayfinding. All landscape and irrigation plans would be developed in accordance with the applicable standards set forth by the City.

Public Facilities Plan

The Specific Plan includes a Public Facilities Plan for water, wastewater, storm drain, and facility improvements to serve development in the Specific Plan area (Specific Plan Section 4.6). Specific analysis of infrastructure requirements and detailed design, construction, and phasing plans are identified in the Infrastructure Master Plan Technical Appendix of the Specific Plan EIR. The Water System Plan for the site includes a system of water mains to be constructed in conjunction with the phased Specific Plan build-out. The Wastewater Plan for the site includes a system of gravity mains to be constructed in conjunction with the phased build-out and would connect to existing facilities in Del Norte Boulevard and Rice Avenue. The Storm Drain Plan includes a system of storm drain lines to be constructed in the streets and easements in accordance with the anticipated drainage patterns of the site as it is developed.

Phasing Plan

The Specific Plan is intended to be developed in various phases over several decades. To accommodate the anticipated intermittent development patterns, all required circulation, infrastructure, and community improvements that accommodate each new development of the Specific Plan shall be completed prior to, or concurrently with, individual projects. The first phase of the infrastructure improvements extends, installs, and upgrades the utilities necessary for new projects to be developed in the affected Planning Areas. Planning Area 3, where the proposed Project would be located, includes approximately 18 percent buildout of the entire Specific Plan.

Specific Plan Projects Completed to Date

To date, three projects have been completed in the Specific Plan area.

- **Sakioka Farms Business Park Tentative Tract Map and Development Agreement:** An infrastructure and subdivision project was approved via Development Agreement in June 2020, (Planning and Zoning Permit Development Agreement 20-670-01, Tentative Tract Map 20-300-01, and Road Naming 20-650-01). This project is substantially completed, providing Phase One infrastructure to the Specific Plan area. The Phase Two infrastructure project, completing the public right-of-way build-out with the extension of Gonzales Road through the site, is expected to commence in early 2023.
- **E-commerce Distribution Facility:** A 2,315,005-gross-square-foot e-commerce fulfillment center for consumer products Planning and Zoning Permit Nos. PZ 20-200-04 (Development Design Review [DDR] Permit), PZ 20-140-15 (Minor Modification for Traffic), and PZ 20-310-04 (Lot Line Adjustment-Merger) is complete and partially operational under a Temporary Certificate of Occupancy. Final Certificate of Occupancy is anticipated in early 2023.

- **Cold Storage:** A 576,000 square-foot cold storage facility approved in November 2020, Planning and Zoning Permit Nos. PZ 20-200-05 (DDR) and PZ 20-310-11 (Lot Line Adjustment - Merger) is complete and operational.

1.5 Project Description

The proposed Project would allow the construction of four single-story warehouse buildings, totaling 749,671 sf. Each building includes both warehouse and office uses. The facility would be occupied and operated by multiple tenants of light industrial uses as specified in the Specific Plan for Planning Area 3. If proposed tenant uses result in operations or land use designations that differ from the assumptions in this document additional environmental analysis may be required.

Detailed architectural and civil engineering plan sets are available in electronic form as requested by emailing the City Planning Department planning@oxnard.org or viewed in person by visiting the City Planning Department offices at 214 C Street.

Building 1 is located along the western edge of the Project site proposed as a 158,306-square-foot warehouse with 35 dock doors located on the east side of the building. The rectangular building would have a north-to-south orientation. The building includes approximately 144,306 sf for warehouse uses and approximately 14,000 sf for ancillary office uses. The office area of the warehouse is located at the southwest corner of the building (7,000 sf on the ground floor level and 7,000 sf on the mezzanine). The building dimensions would be approximately 715 feet (north to south) and approximately 200 feet (east to west). The proposed building would be a poured-in-place concrete tilt-up structure with a maximum height of 40 feet, 6 inches to the top of the parapet.

Building 2 is located east of Building 1, proposed as a 311,215-square-foot warehouse with 32 dock doors on the east side of the building and 32 dock doors on the west side of the building. Building 2 has a north-to-south orientation. The building includes approximately 297,215 sf for warehouse uses and approximately 14,000 sf for ancillary office uses. The office area of the warehouse is located at the southwest and southeast corners of the building (7,000 sf on the ground floor level and 7,000 sf on the mezzanine). The building dimensions would be approximately 664 feet (north to south) and approximately 440 feet (east to west). The proposed building would be a poured-in-place concrete tilt-up structure with a maximum height of 46 feet, 9 inches to the top of the parapet.

Building 3 is located east of Building 2, proposed as a 168,392-square-foot warehouse with 20 dock doors located on the south side of the building, with an east to west orientation north of Building 4. The building would include approximately 156,482 sf for warehouse uses and approximately 11,910 sf for ancillary office uses. The office areas of the warehouse are located in the northeast and northwest corners of the building (5,955 sf on the ground floor level and 5,955 sf on the mezzanine). The building dimensions would be approximately 520 feet (east to west) and approximately 300 feet (north to south). The proposed building would be a poured-in-place concrete tilt-up structure with a maximum height of 46 feet, 6 inches to the top of the parapet.

Building 4 is located East of Building 2 and south of Building 3, proposed as a 111,758-square-foot warehouse with 18 dock doors located on the north side of the building with an east-to-west orientation. The building would include approximately 99,848 sf for warehouse uses and approximately 11,910 sf for ancillary office uses. The office areas of the warehouse are located in the southeast and southwest corners of the building (5,955 sf on the ground floor level and

5,955 sf on the mezzanine). The building dimensions would be approximately 519 feet (east to west) and approximately 180 feet (north to south). The proposed building is a poured-in-place concrete tilt-up structure with a maximum height of 41 feet, 6 inches to the top of the parapet. Figure 9 shows a conceptual site plan of the Project.

Parking

The Specific Plan has graduated parking requirements for warehouse uses of one stall per 1,000 sf for the first 20,000 sf, one stall per 2,000 sf for the next 2,000 sf, and one stall for 4,000 square feet over 40,000 sf. Office uses require one stall for every 250 sf of office.

Building 1 would provide 241 spaces. Per the Specific Plan requirements, 111 spaces are required for the warehouse and ancillary office spaces; therefore, 130 extra spaces would be provided. Building 2 would provide 300 spaces. The Specific Plan requires 149 parking spaces; therefore151 extra spaces would be provided. Building 3 would provide 210 spaces. The Specific Plan requires 106 spaces; therefore 104 extra spaces would be provided. Building 4 would provide 172 spaces. The Specific Plan requires 92 spaces; therefore, 80 extra spaces would be provided.

In total, the Specific Plan requires 458 parking spaces for the combined uses of 697,851 sf of warehouse use and 51,820 sf of office use. The Project would include 465 extra spaces in excess of the requirements for a total of 923 parking spaces, including 30 American with Disabilities Act-accessible spaces, and 137 truck trailer loading docks. The Project also includes 50 bicycle parking spaces. The Specific Plan requires bike parking spaces equivalent to 5 percent of all parking spaces. The project provides 50 bicycle parking spaces, therefore four extra spaces are provided.

Access

Access to the Project site is provided by nine driveways (three driveways accessible via Gravity Circle, four driveways accessible via Sakioka Drive, and two driveways accessible via Synergy Circle).

The three driveways accessible from Gravity Circle include the following: the northernmost driveway is located north of Building 1 and provides passenger vehicle and truck access; the middle driveway is located in front of Building 1 and provides passenger vehicle access into the parking area along Gravity Circle; and the southernmost driveway provides passenger vehicle access into the parking area fronting Gravity Circle and Sakioka Drive.

The four driveways accessible from Sakioka Drive include the following: the westernmost driveway is located between Building 1 and Building 2 and provides passenger vehicle and truck access; the second driveway is located in front of Building 2 and provides passenger vehicle access into the parking area along Sakioka Drive; the third driveway is located between Building 2 and Building 4 and provides passenger vehicle and truck access; and the easternmost driveway is located in front of Building 4 and provides passenger vehicle access into the parking area along Sakioka Drive.

The two driveways accessible from Synergy Circle include the following: the northernmost driveway is located north of Building 3 and provides passenger vehicle and truck access; and the southernmost driveway is located between Building 3 and Building 4 and provides passenger vehicle and truck access.

Figure 9. Conceptual Project Site Plan

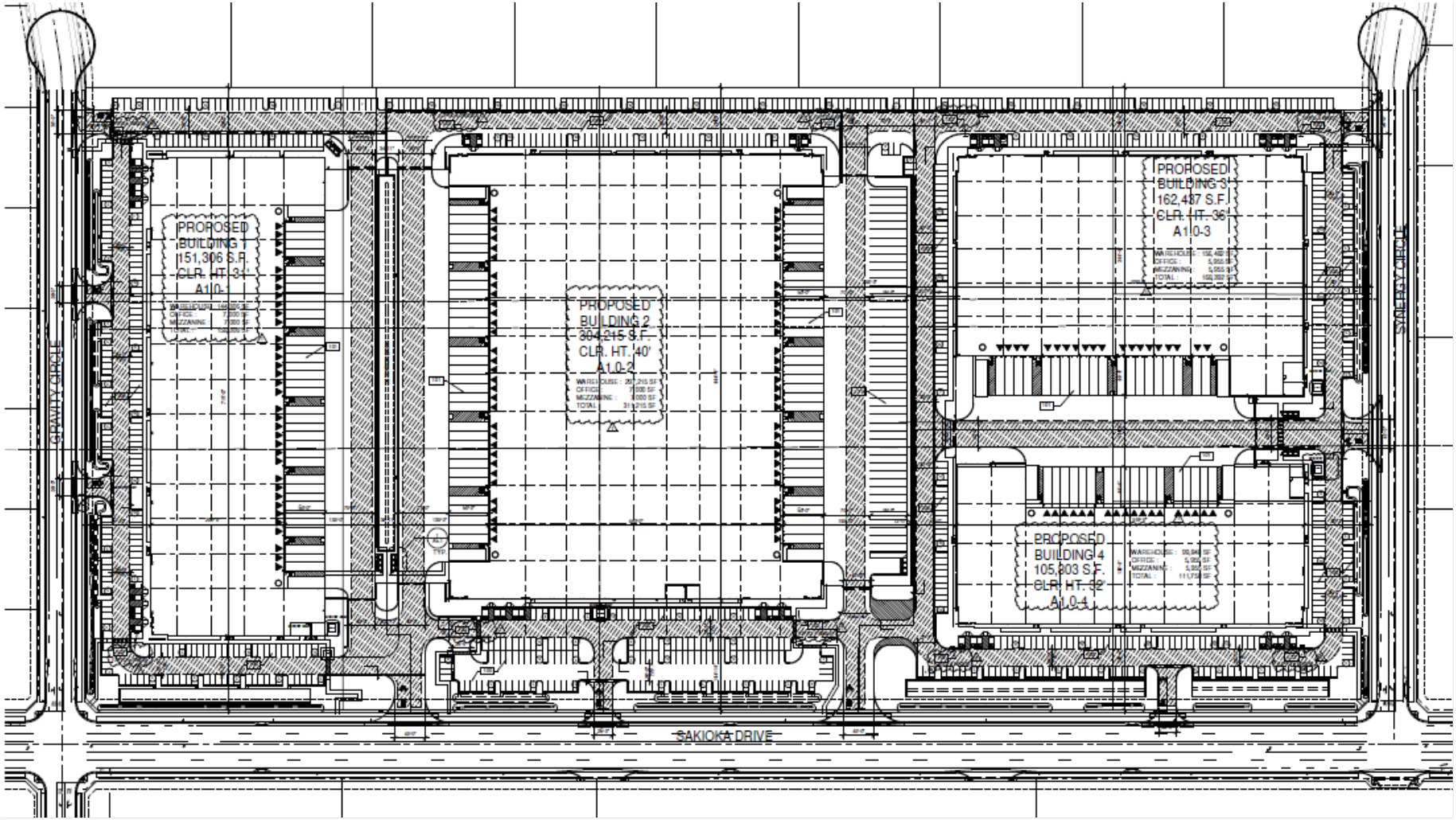


Table 1 provides a summary of the characteristics of the proposed Project and compares it to applicable City development standards, including primarily the Specific Plan. Table 1 shows that the proposed Project is consistent with all Specific Plan development regulations.

Table 1. Project Summary

Project Summary					
Project Elements	**Regulations**	**Building**			
		1 158,306 sf	2 311,215 sf	3 168,392 sf	4 111,758 sf
Land Use	**General Plan:** ILT/Light Industrial **SFBPSP:** Business Research/Light Industrial Planning Area 3 **Zoning:** M-1/Light Manufacturing	**Warehouse:** 144,306 sf **Office:** 14,000 sf	**Warehouse**: 297,215 sf **Office:** 14,000 sf	**Warehouse**: 156,482 sf **Office:** 11,910 sf	**Warehouse:** 99,848 sf **Office:** 11,910 sf
Minimum Lot Size	**SFBPSP Planning Area 3:** 40,000 sf	410,335 sf	727,985 sf	347,480 sf	294,375
Maximum Height	**SFBPSP Planning Area 3:** 175 ft	40 ft, 6 in	46 ft, 9 in	46 ft, 6 in	41 ft, 6 in
Maximum Site Coverage	**SFBPSP Planning Area 3:** 50%	41%			
FAR Maximum FAR	**SFBPS** **Business Research/Light Industrial:** 0.6:1 FAR **General Plan Light Industrial:** 0.6:1 FAR	0.4:1 FAR			
Minimum Setbacks	**SFBPSP, Planning Area 3:** Front Yard: 30 feet Side Yard: 10 ft Rear Yard: 10 ft	Front: 109'10" W. side: 96'10" E. side: 75' Rear: 104'	Front: 164' 10" W. side: 109 ' E. side: 125' Rear: 100'	Front: 97 N. side: 100' S. side: 56' Rear: 61'	Front: 97 N. side: 50' S. side: 138' Rear: 61
Minimum Landscaping	**SFBPSP:** 10% of 41 acres	**Required:** 178,020 sf = 4.1 acres (10% of 41 acres)			
		Provided: 298,351 sf = 6.8 acres (16.58% of 4 acres) for all lots			
Automobile Parking	Required Combined	112 stalls	150 stalls	107 stalls	93 stalls
	SFBPSP: Office: 1 stall/250 sf	56 stalls	56 stalls	48 stalls	48 stalls
	Warehouse: 1 stall/1,000 sf for first 20,000 sf 1 stall/2,000 sf for next 20,000 sf 1 stall/4,000 sf thereafter	56 stalls	94 stalls	59 stalls	45 stalls
	Total provided:	**241 stalls**	**300 stalls**	**210 stalls**	**172 stalls**
Bike Parking	5% minimum of parking stalls required	12	15	11	9
	Total provided:	12	16	12	10
Truck Loading	**SFBPSP Commercial and Industrial:** 150,000 sf and over: 5 spaces **Office:** Up to 5,000 sf: 1 space	35 spaces and dock doors	64 spaces and dock doors	20 spaces and dock doors	18 spaces and dock doors

Trip Allocation

The Specific Plan allocates trips by use and square footage for each planning area. For Planning Area 3, The Sakioka Farms Business Park Specific Plan allocates 849 AM Peak Hour and 863 PM Peak Hour trips for 297,000 square feet of Business Park/Research and Development, and 593,000 of Light/General Industrial uses. As shown in Table 2, the assumed trip rates for the Project result in 4,873 daily vehicle trips, with 570 trips during the AM Peak Hour (433 inbound and 137 outbound) and 645 trips during the PM Peak Hour (187 inbound and 458 outbound).

The Specific Plan allocated 6,956 trips for Planning Area 3. With the completion of this Project, Planning Area 3 has a total of 2,083 unused trips from the Specific Plan allocation.

Table 2. Trip Allocation for Planning Area 3 in Relation to the Proposed Project

Land Use Planning Area 3	Size (sf)	Daily Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Business Park/Research and Development	297,000	3,101	333	65	398	68	285	353
Light/General Industrial	593,000	3,855	344	107	451	148	362	510
Specific Plan Allocated Subtotal	*890,000*	*6,956*	*677*	*172*	*849*	*216*	*647*	*863*
Proposed Project 101 Logistics Center	**749,671 sf**	**4,873**	**433**	**137**	**570**	**187**	**458**	**645**
Remaining for Planning Area 3	140,329 sf	2,083	244	35	279	29	189	218

Source: Kimley Horn 2022c

Transit

Gold Coast Transit District provides transit services in western Ventura County, including the City of Oxnard. There are planned bus stops for the Sakioka Drive and Rice Avenue intersection on Rice Avenue to be completed when Gold Coast Transit determines routing.

Pedestrian and Bicycle Mobility

There are existing sidewalks adjacent to the Project site along Sakioka Drive, Gravity Circle, and Synergy Circle. There are also Class II bike lanes on these roadways.

Pedestrian Amenities

Elements that help the architecture to have a human-scale appearance at the pedestrian level include architectural features that define the façade with texture and color to reduce the sense of mass with a variation of materials, including brick, concrete, and glass with colored panels.

Employee parking areas would be lit at night. Pedestrian-level lighting would be installed along the entrance façade and walkways of the office portions of the building.

Lighting

Site lighting would be used to provide adequate lighting for circulation, safety, and security. Night lighting would be provided daily. All exterior lighting would be consistent with the requirements set forth in the Municipal Code Due to the operating hours of the facility, the facility would be lit for required safety and security purposes, while reducing light spillage onto adjacent areas.

Building Design

The conceptual architectural design for the Project includes concrete tilt-up panels with architectural treatments, such as panel reveals and articulation, to provide visual interest to the building facades. The exterior elevations would be white and gray with accent colors of shades of gray and dark yellow. The building office entrance would have horizontal panels of windows with a painted metal canopy.

The facility is designed to be consistent with the Specific Plan Design Guidelines, including those for architectural style, entries, and surface finishes. The palette would consist of neutral colors, with exterior finishes in subtle tons of white, gray, and dark yellow.

In accordance with Section 5.2.10 of the Specific Plan, the applicant would pay the arts fee in lieu of providing on-site public art features.

The project would address green building standards by adhering to the 2022 California Green Building Code effective January 1, 2023.

Landscaping

A minimum of 10 percent of the Project site must be landscaped, per Specific Plan Section 6.3.8, which equates to 4.1 acres (178,020 sf) of landscape area on the 41-acre site. As a part of the proposed Project, 6.8 acres (298,351 sf) of landscaping would be provided.

The landscape design includes street frontages of Sakioka Drive, Gravity Circle, and Synergy Circle with enhanced landscape areas at the intersections of Sakioka Drive at Gravity Circle and Synergy Circle and at the driveway entrances per the Specific Plan Landscape Standards. Landscaping would also be provided adjacent to the buildings, with the exception of the truck loading and dock door areas. Landscaping in the parking areas would include one tree per six standard parking stalls facing Sakioka Drive, Synergy Circle, and Gravity Circle. One tree for every 10 standard parking stalls elsewhere in the Project site would be provided. The parking lot would be screened from the adjacent roadway with shrubs. Landscaping would include a mix of trees, groundcover, and shrubs as shown on the conceptual landscape plans provided to the City for the proposed Project. All landscaping would comply with City of Oxnard Ordinance No. 2822, Landscape Water Conservation Standards, and applicable water conservation requirements of the State of California.

The efficient use of water in the landscape design plan will be provided as required by the Specific Plan. Plant materials for the proposed project include the following species:

- **Trees**: Fruitless Olive, Brisbane Box, Strawberry Tree, New Zealand Christmas Tree, Flame Bottle Tree, Carrotwood, Carob Tree, Queen Palm, Hybrid Fan Palm, Capjut Tree, Hopseed
- **Shrubs**: Rockrose, Dwarf Bottlebrush, Desert Spoon, Fortnight Lilly, Pride of Madeira, Privet Plants, Variegated Tobira, Pink India Hawthorn, Lemonade Berry, California Blue Sage, Autumn, Bird of Paradise,
- **Ground Covers:** Dwarf Coyote Bush, Blue Gramm Grass, European Gray Sedge, Blue Fescue, Lantana, Myopurum, Lippia, Blue Chalkstick, Germander

Utility Infrastructure

The Project is subject to the planned improvements and upgrades outlined in the Final Map off-site improvement plans to service the facility. The water, sewer, power, and gas needs for this facility are consistent with those anticipated for the Specific Plan, and typical of warehouse buildings. The on-site storm drainage system would comply with local and state building codes and ensure that stormwater

leaving the site would be properly treated to minimize stream and ocean pollution. These improvements would occur pursuant to the Sakioka Farms Specific Plan.

Project implementation would require construction of new on-site utility infrastructure. The Project would connect utilities to existing utility infrastructure in adjacent roadways, with the final sizing and design of on-site facilities occurring during final building design and plan check.

- **Water and Sewer:** The proposed Project is categorized as light industrial, and the Phase One infrastructure has been designed and installed consistent with the land use assumptions for this designation. Water lines would be extended to the Project site from points of connection in Sakioka Drive, Gravity Circle, and Synergy Circle. Sewer infrastructure is maintained in the area by the City of Oxnard. Sewer lines would be extended to the Project site from points of connection in Sakioka Drive, Gravity Circle, and Synergy Circle.
- **Drainage and Water Quality**: On-site runoff would follow the overall existing drainage patterns. The proposed Project would implement Low Impact Development (LID) improvements. The Project would provide several locations for treatment areas through bioswales, proprietary flow-thru devices, and site-specific source control measures. A total of five detention basins will be provided on-site to provide storage for a 100-year storm event. Two basins would be located on the Sakioka Drive frontage, between the intersections of Sakioka Drive at Synergy Drive to the easternmost driveway on Sakioka Drive and between the westernmost driveway on Sakioka Drive to the intersection of Sakioka Drive at Gravity Circle. Swales would be integrated into the landscape areas fronting onto the roadways. Additional detention basins would be located beneath the parking lots.
- **Dry Utilities:** Southern California Edison provides electrical power to the Project site and the Southern California Gas Company (SoCalGas) provides natural gas to the Project site. The proposed Project would connect to existing dry utility infrastructure.

Facility Construction

Construction activities would consist of mass grading, building construction, asphalt paving of parking areas and roadways, and architectural coating of the inside and outside of the building. Project construction is anticipated to begin in mid-2023 and would continue for approximately one year. Site grading and excavation is anticipated to require approximately 91,176 cubic yards (cy) of cut and 148,747 cy of fill, with approximately 57,600 cy of import. During construction, the Project would be required to comply with applicable City standard and project specific conditions and rules and regulations adopted by the City and Ventura County Air Pollution Control District (VCAPCD).

Standard City conditions include monitoring of excavation for paleontological artifacts and are applied to the DDR permit. Before a construction permit is issued for the proposed Project, the Project proponent is required to submit construction emissions minimization plans to the City for review and approval.

The time frames for construction activities are estimated as follows:

Site Preparation:	23 working days
Grading:	42 working days
Building Construction:	218 working days
Paving:	44 working days (approximately 22 days of overlap with building construction)
Architectural Coating:	23 working days (overlaps with paving)

The construction emissions minimization plans detail compliance with the following GHG emission-reducing measures and methods:

- Where portable diesel engines are required, all off-road equipment would have engines that meet either the United States Environmental Protection Agency or California Air Resources Board (CARB) Tier IV final off-road emission standards. If engines that comply with Tier IV final off-road emission standards are not commercially available, then the next cleanest piece of off-road equipment available (e.g., Tier IV interim) would be used.
- During construction, idling time for off-road and on-road equipment would be limited to no more than 2 minutes, except as provided in exceptions to the applicable State regulations regarding idling for off-road and on-road equipment. Legible and visible signs would be posted in multiple languages in designated queuing areas and at the construction site to remind operators of the two-minute idling limit.
- The proposed Project would use super-compliant architectural coatings from a manufacturer listed by the South Coast Air Quality Management District (SCAQMD). These coatings are defined as those with reactive organic compounds (ROC) less than 10 grams per liter.

Facility Operation

The tenant(s) of the facilities have not been identified. Any future occupant would be required to adhere to the pertinent City regulations. The facility would be occupied and operated by multiple tenants of light industrial uses as specified by the Specific Plan for Planning Area 3. For the purposes of this analysis, the hours of operation are assumed to be 7 days a week, 24 hours per day. If proposed tenant uses differ from these assumptions, additional environmental analysis may be required.

Fire Protection Equipment

To lessen the impact of a Fire Department response to an unforeseen incident on the Project site, the proposed project includes provision of an in-kind fee to construct additional fire department public facilities or to hire additional fire department employees to service the Sakioka Farm Business Park, including the project. The Project would also provide additional equipment to support fire safety. The required hazardous materials equipment, or equivalent as determined by the Fire Chief are:

- Electric fire pumps with backup diesel generators
- 12-inch piping for a looped redundant fire water system to supply fire flow on-site
- Enhanced smoke/heat detection systems by means of either a linear system or laser-based systems.

Required Approvals

Construction and operation of the Project would be subject to both standard and project-specific conditions. These conditions would be applied to the DDR permit.

The following discretionary and ministerial actions and/or approvals are required for the proposed Project:

- **Lot Line Adjustment PZ 23-310-02.** Required to move two lot lines for shared access.
- **CEQA Compliance.** A Consistency Evaluation determined that the potential Project impacts are consistent with the findings of the Sakioka Farms Business Park Specific Plan EIR.

- **Development Design Review Permit.** The Project requires approval of a DDR, application number PZ 21-200-08.

Section 2: Consistency Review Overview

The extent and intensity of anticipated development activity for the Sakioka Farms Business Park Specific Plan area are identified in the Specific Plan and analyzed in the 2012 Specific Plan EIR. Development project requests consistent with the Specific Plan are not subject to additional environmental review unless otherwise required by CEQA. It is the responsibility of the City Community Development Director or designee to determine the need for additional environmental assessment for unique or unusual circumstances not previously addressed in the EIR. The purpose of this Consistency Evaluation is to assist the Community Development Director or designee in evaluating whether circumstances or project changes have occurred, or new information of substantial importance may result in a new significant impact or substantial increase in the severity of a previously identified significant effect.

CEQA Guidelines section 15168(c) states that subsequent activities under a program EIR, such as the Specific Plan EIR, must be examined in light of the program EIR to determine whether an additional environmental document must be prepared. If the subsequent activity would have effects not examined in the program EIR, an initial study leading to further environmental review may be required, but not where an analysis pursuant to Section 15162 demonstrates the Project would not cause new or substantially more severe significant impacts, or require new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified. (CEQA Guidelines sections 15168(c)(1) & (2) and 15162.)

Section 15162 of the CEQA Guidelines requires a subsequent EIR after an EIR has been certified for a project if, based on substantial evidence in light of the whole record, one or more of the following conditions exist:

1) Substantial changes are proposed in the Project which would require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects.

2) Substantial changes occur with respect to the circumstances under which the Project is undertaken which would require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:

    a) The Project would have one or more significant effects not discussed in the previous EIR.

    b) Significant effects previously examined would be substantially more severe than shown in the previous EIR.

    c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project, but the Project proponents decline to adopt the mitigation measure or alternative.

    d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the Project proponents decline to adopt the mitigation measure or alternative.

The analysis pursuant to Section 15162 demonstrates whether the agency can approve the activity as being within the scope of the Project covered by the program EIR, and no new environmental document, such as an EIR or Subsequent EIR, would be required (CEQA Guidelines sections 15168(c)(2) and 15162).

2.1 Project-Specific Environmental Analysis

The CEQA Guidelines state that "where the subsequent activities involve site-specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were covered by the program EIR" (CEQA Guidelines, Section 15168(c)(4)). The City has prepared this Checklist for Consistency Evaluation pursuant to CEQA Guidelines sections 15168(c) and 15162 for Later Activities Following Certification of Specific Plan Final EIR (FEIR) (Consistency Evaluation) to evaluate whether the 101 Logistics Center Project environmental impacts are covered by and within the scope of the 2012 Specific Plan FEIR. The following Consistency Evaluation substantiates and supports the City's determination that the 101 Logistics Center Project environmental impacts are within the scope of the 2012 FEIR, do not require a subsequent EIR or negative declaration under CEQA Guidelines Section 15162 and, in conjunction with the 2012 FEIR, adequately analyze the Project's environmental impacts. The Adaptive Management Mitigation Monitoring and Reporting Program dated May 2020 includes all the 2012 FEIR mitigation measures and the adaptive replacement mitigation measures as adopted by the City Council's approval of Development Agreement, Ordinance No. 2983; PZ 20-670-01 on June 30, 2020. This Consistency Evaluation determines which of the 2012 FEIR mitigation measures and 2020 adaptive replacement mitigation measures are applicable and would be implemented by the 101 Logistics Center Project. For transparency, this Consistency Evaluation also lists the remaining 2012 FEIR mitigation measures and 2020 adaptive replacement mitigation measures that are not applicable to the 101 Logistics Center Project but may be applicable to future Specific Plan phases and/or development projects.

2.2 Technical Reports Referenced in Analysis

Technical reports were prepared for the Project and used to substantiate project-specific environmental analysis in the Consistency Evaluation. Reports prepared for the underlying Specific Plan Tract Map Phase One Improvements and subdivision approved in 2020 as well as two other previously approved projects in the Specific Plan area were also reviewed and are included here if relevant. These reports are listed with the author and in-text citation used throughout the report. Additional materials used in preparing this document are included in the Bibliography.

California Department of Conservation, Geologic Energy Management Division, (CalGEM) Letter to Jay Dobrowalski. March 2021.

Department of the Army, USACE, Determination of Need for Department of the Army Permit, November 30, 2020 (File No. SPL -2020-00605-KLB).

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FirstCarbon Solutions, Air Quality and Greenhouse Gas Emissions Analysis Report, Stream Oxnard Project, March 2022.

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GPA Consulting, 2020. Biological Resources Consistency Memorandum. September,2020.

Kimley Horn, 101 Logistics Center Preliminary Engineering Water Study, April 2021.

Kimley Horn, 101 Logistics Center Preliminary Engineering Sewer Study, March 2022.

Kimley Horn, 101 Logistics Center Preliminary Hydrologic and Hydraulic Drainage Report, March 2022.

Kimley Horn, 101 Logistics Center Traffic Consistency Memorandum, September 2022.

Kimley Horn, 101 Logistics Center Civil DDR, April 2021.

Kimley Horn, 101 Logistics Center Stormwater Quality Management Plan, March 2022.

Langan, Geotechnical Consultation, Proposed Sakioka Farms Business Park – Phase 1 Southeast of 101 Freeway and Rice Avenue Oxnard, California, October 2022.

Linscott, Law & Greenspan. Sakioka Farms Specific Plan Business Park Phase 1 Project Focused Trip Generation Review. October 2020.

Padre Associates Inc., Limited Soil Assessment Activities, Sakioka Farms Business Park Phase 1, (October 2020).

Padre Associates Inc., Limited soil Assessment Activities, Sakioka Farms Business Park Phase 1, Import Fill Material (February 2022 Revised)

Padre Associates Inc., Letter-Report—Documentation of Pesticide-Containing Soil Excavation and Disposal Activities, Sakioka Farms Business Park Phase 1, Oxnard, Ventura County, California (January 7, 2021)

Roux Associates Inc., Phase 1 Environmental Site Assessment (February 2021).

Terracon, Geotechnical Engineering Report, Stream Oxnard Industrial Buildings, April 16, 2021.

Ware Malcolm, 101 Logistics Center Combined DDR, April 2021.

These technical reports are incorporated by reference and are available (where applicable) in electronic form at the City's website where environmental documents are archived: https://www.oxnard.org/city-department/community-development/planning/environmental-documents or can be requested by emailing the City Planning Department planning@oxnard.org or reviewed in person by visiting the City Planning Department offices at 214 South C Street.

2.3 Determination

In accordance with CEQA Guidelines Sections 15168 and 15162, the potential impacts associated with the proposed development are within the scope of the FEIR prepared for the Specific Plan. The FEIR document addresses the potential environmental effects of future development in the Specific Plan area based upon build-out forecasts projected from the land use designations and other policies and regulations governing development intensity and density.

The 2012 FEIR concluded that the Specific Plan would have less-than-significant impacts after mitigation related to Air Quality, Biological Resources, Hazards and Hazardous Materials, Population and Housing, Public Services and Transportation. The Specific Plan would have significant and unavoidable cumulative impacts related to Agricultural Resources, GHG emissions, and Noise.

Overriding Considerations

In certifying the FEIR and approving the Specific Plan, the City Council balanced the benefits of the Specific Plan project against the unavoidable significant impacts identified above in determining whether to approve the Project. The City determined that the benefits of the Project outweighed the unavoidable agricultural resources, cumulative GHG emissions, and traffic-related noise impacts of the Project. The benefits set forth below constitute the overriding considerations that warranted approval of the Project:

1) Specific Plan implementation would provide a total of up to 8,500,000 sf of new development; 3,000,000 sf of new business and research park uses, and 5,500,000 sf of light industrial uses, generating increased business and employment opportunities in Oxnard. Development of the site with business and research park and light industrial uses has been envisioned since the City of Oxnard 2020 General Plan was prepared and approved in 1989.
2) The Specific Plan represents the continuation of a logical development pattern occurring in the surrounding area.
3) With the implementation of the 33 recommended mitigation measures the impacts of Specific Plan implementation on transportation and traffic would be reduced to a less than significant level. These mitigation measures require numerous transportation improvements to be developed in four phases in synchronization with Specific Plan development. The developer(s) are required to either fully implement or pay a fair share contribution to the planned transportation improvements, to bring the improvements incrementally closer to completion.
4) With the implementation of the 13 recommended mitigation measures the impacts of the Project on water supply would be reduced to a less-than-significant level. These mitigation measures provide for numerous improvements to be developed in synchronization with project development. The developer would be required to pay a fair share contribution to the planned water supply improvements (both recycled and potable), which brings the improvements one step closer to implementation.

2.4 Summary of Findings

In accordance with CEQA Guidelines Sections 15168 and 15162 and as set forth in this Consistency Evaluation, the 101 Logistics Center Project development would not have effects that were not examined in the Specific Plan FEIR because:

- No substantial changes are proposed in the Project, and there are no substantial changes in the circumstances under which the Project will be undertaken, that will require major revisions to the FEIR, due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no new information of substantial importance as that term is used in CEQA Guideline section 15162(a)(3).
- The Project proponent does not refuse to implement any mitigation measures that were previously infeasible but are now feasible, or any other mitigation measures, including

mitigation measures considerably different from those in the FEIR that would be necessary to substantially reduce significant environmental impacts.

- The Project proponent is required to comply with the applicable mitigation measures and regulatory programs identified in the FEIR and the Adaptive Management Mitigation Monitoring and Reporting Program dated November 2020.

Pursuant to CEQA Guidelines 15168(c)(4)-(5) and (e), and as demonstrated by the substantial evidence contained in the Consistency Evaluation and the associated administrative record, the 101 Logistics Center Project is an activity covered by and within the scope of the program approved by the FEIR; the FEIR adequately describes the Project for purposes of CEQA; and further environmental documentation is not required. Furthermore, the 101 Logistics Center Project would have no significant impacts to CEQA topics adopted by the City in 2017, and no new mitigation measures are required to address these topics.

Section 3: Section 3: Checklist for Consistency Evaluation

3.1 Aesthetics & Urban Design

Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because it would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
Would the Project:			
1) Have a substantial adverse effect on a scenic vista such as an ocean or mountain view from an important view corridor or location as identified in the Oxnard 2030 General Plan or other City planning documents?	Less than significant	No	No
2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway, or route identified as scenic by the County of Ventura or City of Oxnard?	Less than significant	No	No
3) Substantially degrade the existing visual character or quality of the site or its surroundings such as by creating new development or other physical changes that are visually incompatible with surrounding areas?	Less than significant	No	No
4) Add to or compound an existing negative visual character associated with the Project site?	This impact was not analyzed in the Specific Plan EIR	No new or substantially more severe significant impacts and no new mitigation measures are required	No
5) Create a source of substantial light or glare that would adversely affect day or nighttime views in the area?	Less than significant	No	No

The Specific Plan EIR determined that implementation of the Specific Plan project would not result in any significant direct or cumulative impacts related to Aesthetics and Urban Design, and no mitigation measures were required.

Setting

The visual setting of the Specific Plan 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. The areas immediately east and northeast of the site are predominantly agricultural greenspaces within the Oxnard-Camarillo Greenbelt Agreement Area.

There is no official state designated scenic route or highway in the Specific Plan area; however, the following City-designated scenic roadways are located near the Project site: US 101 to the north, Rice Avenue to the west, and Del Norte Boulevard to the east. Major transportation routes border the area, including US 101 to the north, Rice Avenue to the west, and Del Norte Boulevard bisecting the eastern portion of the Project site. Rice Avenue is a view corridor characterized by a starkly contrasting visual environment. On the west side, development includes office, research, industrial, and other related uses in contemporary, low rise business parks. Buildings incorporate a variety of architectural treatments to reduce massing and create a high visual quality of development. Wide landscaped setbacks and buffers characterize many developments located on Rice Avenue south of Gonzales Road. Views of the east side of Rice Avenue are dominated by row crop production separated from the roadway by fencing. Overhead utility poles, cables, and wires provide the only vertical elements.

Landscape trees of various species and sizes occur throughout the vicinity. Landscaping in parking lots and along the perimeter of adjacent sites incorporate grass, ornamental shrubs, trees, and other plants in various stages of maturity. Palms have been the historic predominant species of trees in the surrounding areas along roadways, including in the medians. 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.

The Specific Plan area encompasses approximately 430 acres of agriculture/open space historically planted with several types of row crops. Except for a few farming related structures (i.e., sheds) the site was undeveloped until the commencement of the Specific Plan area buildout in 2020/21. The original site was altered when it was converted to agricultural uses from its natural setting.

The Specific Plan development will introduce new sources of light and glare subject to the Specific Plan project conditions and requirements to minimize any potential for impact. However, existing uses in the vicinity of the Specific Plan area are manufacturing, industrial, light industrial, industrial related and visitor serving uses and are not sensitive receptors.

Impact Discussion

1) Would the Project have a substantial adverse effect on a scenic vista such as an ocean or mountain view from an important view corridor or location as identified in the Oxnard 2030 General Plan or other City planning documents?

The Specific Plan area itself does not represent a scenic vista; therefore, implementation of the proposed development would not have a direct adverse effect 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 US 101 to the north. Development of the proposed Project would be compatible with existing city-wide land use patterns and compliant with development envisioned in the Sakioka Farms Specific Plan. The proposed development has the potential to introduce obstructions to low-angle views of the surrounding area, including views of the nearby greenbelt and the coastal mountain range. This impact to the existing visual character of the surrounding area and the City of Oxnard would be less than significant, which is

consistent with the Specific Plan EIR's finding of less than significant. Development of the proposed Project would not substantially obstruct surrounding views; therefore, the Project would not significantly adversely affect scenic vistas, consistent with the findings of the Specific Plan EIR.

2) Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway, or route identified as scenic by the County of Ventura or City of Oxnard?

The Specific Plan area is not a scenic resource, nor do any scenic resources exist on the site. There are no significant natural features (such as rock outcroppings, bodies of water, substantial stands of native vegetation, etc.) or native California trees of aesthetic value (e.g., oak, sycamore, California black walnut or California bay trees) on or adjacent to the entire Specific Plan area, including 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 site. Although US 101 is eligible for designation in Oxnard, the Specific Plan area is not located within or near a State-designated scenic highway (Caltrans 2017). The Oxnard 2030 General Plan Background Report states that the nearest officially designated scenic route to the City is SR-33 in Ventura, which is over 10 miles from the Project site (Oxnard 2006a). Therefore, development of the proposed Project would not significantly adversely affect scenic resources, consistent with the findings of the Specific Plan EIR.

3) Would the Project substantially degrade the existing visual character or quality of the site or its surroundings such as by creating new development or other physical changes that are visually incompatible with surrounding areas or that conflict with visual resource policies contained in the Oxnard 2030 General Plan or other City planning documents?

The Specific Plan EIR found that future development would be compatible with surrounding uses, both functionally and visually. The Specific Plan 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. The design guidelines include guiding principles for site planning, architecture, landscaping, and signage; they include policies regarding site layout, building orientation, access (including handicap access), parking, lighting, transitional areas, utility areas, and security provisions.

The proposed Project complies with the design guidelines, setbacks and development regulations of the Specific Plan and would be compatible with the visual character of the surrounding buildings in keeping with the Specific Plan design guidelines for Light Industrial uses, and therefore, development of the proposed Project would not significantly adversely affect the visual character of the site or the surrounding area, consistent with the findings of the Specific Plan EIR.

5) Would the Project create a source of substantial light or glare that would adversely affect day or nighttime views in the area?

The majority of the Specific Plan area to the north of the Project remains undeveloped; however, there are other similar projects in the immediate vicinity of the proposed Project and the proposed Project would introduce new sources of light and glare to the site. Existing uses in the vicinity of the Specific Plan area are manufacturing, industrial, light industrial, industrial related and visitor serving uses and are not considered sensitive receptors.

Daytime glare sources may 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,

limited 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.

Nighttime sources of light from the proposed Project would include vehicle headlights, streetlights, 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 to ensure that there would not be excessive nighttime lighting beyond what is 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 would be accomplished with low-level unobtrusive fixtures. There is a maximum height of 35 feet for light standards and exterior lighting in public areas would be independent of tenant control. Specific guidelines ensure that lighting for the new uses is strategically located to minimize the impact to adjacent properties. All proposed lighting would comply with the lighting provisions found within the City's Attention to Detail Design Review Process & Guidelines (City Council Resolution 10.321).

The Project would be consistent with the Sakioka Farms Specific Plan in its implementation of features to limit or avoid light spillage onto adjacent properties and reduce glare. Therefore, the Project would not significantly adversely affect day or nighttime views in the area, consistent with the findings of the Specific Plan EIR.

Specific Plan EIR Cumulative Impacts

Implementation of the Specific Plan, in conjunction with related projects, was found to result in cumulative changes to the visual environment in the areas surrounding the Project site. Individual projects are subject to review for conformance to current land use designations and zoning, compatibility with surrounding land uses, and the implementation of the Specific Plan Design Guidelines. 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 proposed Project would not change this finding.

Specific Plan EIR Mitigation Measures that are applicable to the 101 Logistics Center Project

No mitigation measures are required.

Remaining Specific Plan EIR Mitigation Measures that are not applicable to the 101 Logistics Center Project but May Apply to Future Phases and/or Development Projects

There are no mitigation measures that would apply only to future phases and/or development projects.

Impacts not Explicitly Analyzed in the Specific Plan EIR

In May 2017, the City adopted an updated CEQA Checklist to include threshold question number four. Because the City's CEQA checklist was implemented after the adoption of the Specific Plan, impacts related to adding to or compounding an existing negative visual character associated with the Project site were not explicitly discussed in the Specific Plan EIR.

4) Would the Project add to or compound an existing negative visual character associated with the Project site?

The Specific Plan area has historically been used for agriculture, and the visual character is not considered to be negative as it currently exists. While development of the Specific Plan area would permanently alter the visual character of the site, Specific Plan landscape guidelines would ensure the overall visual character of the area remains of high quality or is improved. Project design guidelines would increase the visual quality of the Specific Plan area with a landscape and building design that establishes the Specific Plan vision of community identity at major entryways to Oxnard along transportation routes.

The proposed Project would develop an approximately 41-acre portion of the 430-acre business park site, consistent with the development analyzed in the Specific Plan. The visual character of the new Project would be consistent with adjacent industrial and office land uses. While the Project would permanently alter the visual character of the site, the Project would adhere to Specific Plan design guidelines and would be consistent with the City's General Plan. Landscaping at the perimeters and throughout the site would soften the effects of the new development and would be consistent with the landscaping design for the Sakioka Farms Business Park. Project development would be consistent with the Specific Plan and Project implementation would not compound an existing negative visual character. There would be no new or substantially more severe significant impact than what was anticipated under the Specific Plan.

Conclusion

Development of a light industrial building in Area 3 was anticipated as part of the Specific Plan EIR. Implementation of the Project would not result in any new, or more severe impacts to Aesthetics and Urban Design not already evaluated and disclosed in the Specific Plan EIR, and no new mitigation measures are required due to project changes.

Therefore, further technical studies or environmental evaluation related to Aesthetics and Urban Design are not required.

3.2 Agricultural Resources

Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because it would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
Would the Project:			
1) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use?	Significant	No	No
2) Conflict with existing zoning for agricultural use or an existing Williamson Act contract?	No impact	No	No
3) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of off-site farmland to non-agricultural use?	Significant	No	No

The Specific Plan EIR analysis determined the conversion of approximately 430 acres of agricultural lands to non-agricultural would have a significant and unavoidable impact, even with implementation of the mitigation included in the Specific Plan EIR. The City addressed the significant and unmitigable impact of converting important farmland to non-agricultural use by adopting a Statement of Overriding Considerations.

Setting

Ventura County has a long history of agricultural production. Oxnard is in the western part of the fertile Oxnard Plain. The City is bordered by agricultural production and greenbelts on three sides. 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 2016 Ventura County had 40,976 acres of prime farmland, 32,992 acres of farmland of statewide importance, 28,950 acres of unique farmland, and 15,590 acres of farmland of local importance (California Department of Conservation 2016). The Specific Plan area, located within the city limits, has historically been cultivated with strawberries, celery, cabbage, lettuce, and peppers.

Impact Discussion

1) Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use?

The Specific Plan area contains approximately 99.7 acres of Prime Farmland and 323.7 acres of Farmland of Statewide Importance, as designated by the Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) (City of Oxnard 2011b). Figure 10 shows the FMMP designations within the 430 acre Specific Plan area.

The Specific Plan EIR determined that the conversion of Farmland within the Plan area to non-agricultural use is significant and unavoidable. Mitigation Measure (MM) C-1 ensures that Prime Farmland is not lost if a feasible offer is made and accepted to relocate the topsoil. MM C-1 was fulfilled during implementation of the Specific Plan Tract Map Phase One improvements. Development of the proposed Project would still result in the permanent conversion of Farmland to non-agricultural uses. However, this impact has already been mitigated to the extent feasible, pursuant to MM C-1.

Development of the proposed Project would be consistent with the Specific Plan and project implementation would not result in a new or substantially more severe significant impact to a quality agricultural site than the significant unavoidable impact anticipated under the Specific Plan.

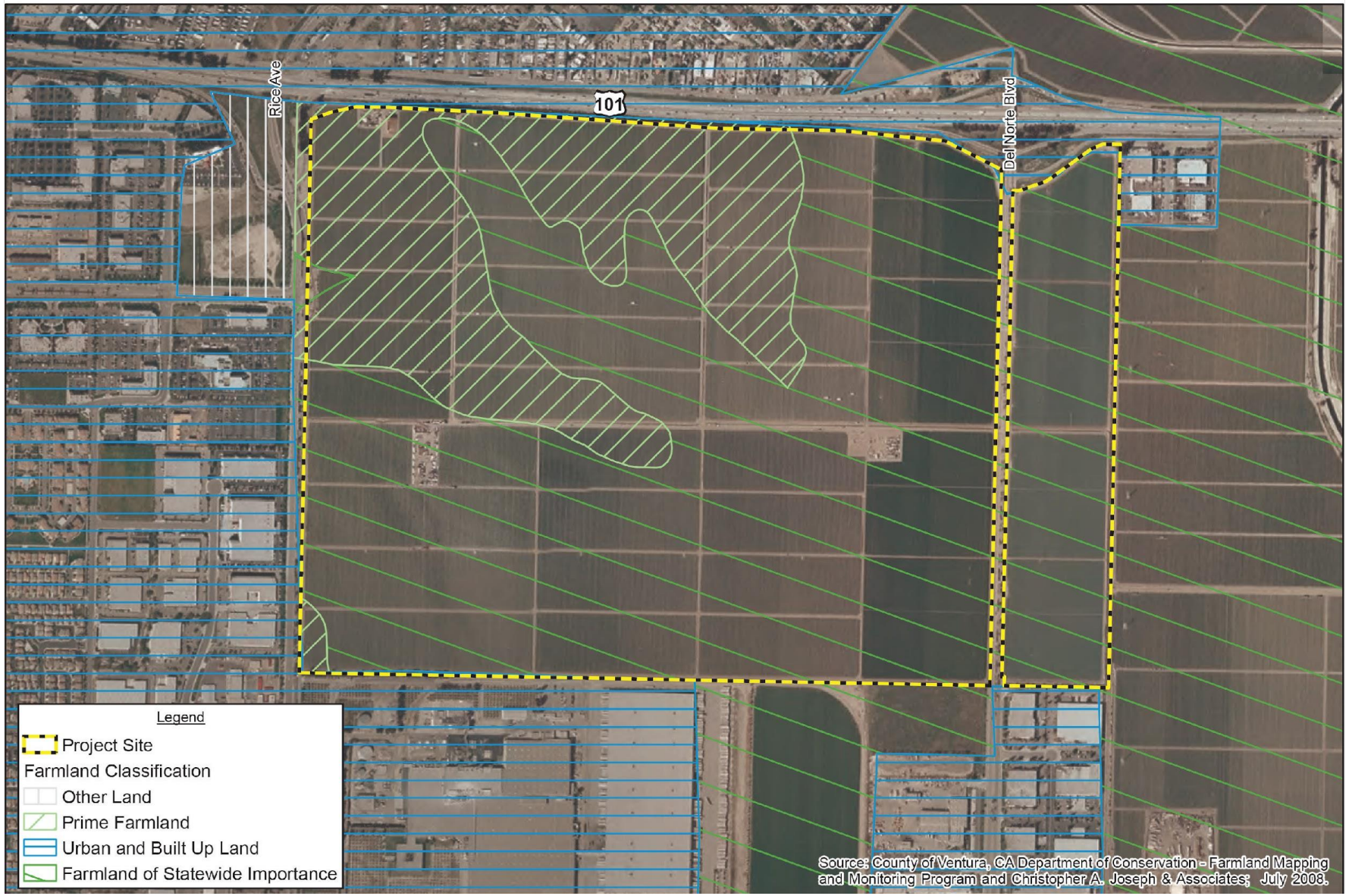
2) Would the Project conflict with existing zoning for agricultural use or an existing Williamson Act contract?

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 Specific Plan EIR found that the 430-acre Specific Plan area was not subject to a Williamson Act contract. These circumstances have not changed. The proposed Project is consistent with the Specific Plan. Therefore, no impact would occur, consistent with the findings of the Specific Plan EIR.

Furthermore, as described in Section 1.2, *Environmental Setting*, the northern portion of the Specific Plan area is zoned BRP, where the site parallels US 101, between Rice Avenue and Del Norte Boulevard; the rest of the Specific Plan area is zoned M-1. While the entire Specific Plan area has traditionally been used for agricultural production, it is not zoned for agricultural use. Mitigation Measure MM C-3 addresses the potential for employees of or visitors to the Project to be concerned that farming practices may impact users of the site by allowing for commercial properties near agricultural uses to close buildings during certain farming activities, or, as is consistent with Ventura County practice, notify building users about farming practices and explain that normal farming activities would occasionally occur and could include noise, mild dust, and odors due to nontoxic substances frequently used by farmers.

The proposed Project would not change the underlying site zoning designation and is consistent with the Specific Plan. Therefore, no impact would occur, consistent with the findings of the Specific Plan EIR.

Figure 10. Important Farmlands in the Specific Plan Area



3) Would the Project involve other changes in the existing environment that, due to their location or nature, could result in conversion of off-site farmland to non-agricultural use?

The Specific Plan area is located immediately west of agricultural land located in the unincorporated area of Ventura County. The Specific Plan EIR found potentially significant impacts to off-site farmland with the development of the eastern portion of the Sakioka Farms Business Park (e.g., Areas 6 and 7 east of Del Norte Boulevard) and potential conflicts between incremental Specific Plan development and the remaining on-site agricultural operations. The Specific Plan EIR included MM C-2 to reduce the potential impact by providing fencing and/or wall buffering between land uses to the east of the Project. The proposed Project does not include development of property east of Del Norte Boulevard, and therefore, would not result in potential conflicts with off-site agricultural operations. Furthermore, the Project does not include development adjacent to agricultural lands (Sakioka Road is located directly to the north, and Gravity Circle and Project Bruin are located directly to the east). Thus, MM C-2 is not applicable to the proposed Project, and the Project would have no impact in this category.

Specific Plan EIR Cumulative Impacts

To the immediate east of the Sakioka Farms Specific Plan site is the Camino Real Business Park Specific Plan, approved by the City in 2008 for up to 675,000 sf of Business Research and Light Industrial uses, similar to those in the Sakioka Farms Specific Plan. 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. The Specific Plan EIR found this to be a significant, unmitigated cumulative impact, as found in the Northeast Industrial EIR and 2030 General Plan EIR. Development of the proposed Project does not change this finding.

Specific Plan EIR Mitigation Measures that are applicable to the 101 Logistics Center Project

The Specific Plan, together with other urban development projects in the city, even after application of the following mitigation measures, will result in a cumulative effect on agricultural resources that is considered significant and unavoidable. Accordingly, a Statement of Overriding Considerations was prepared in accordance with CEQA and included in the Resolution approving the Specific Plan.

The following mitigation measure reduces the potential for employees of or visitors to commercial properties adjacent to agricultural property to be overly concerned or anxious regarding the use of agricultural chemicals on adjacent properties:

MM C-3: This is an adaptive management mitigation measure. In order to buffer onsite or offsite agricultural land uses and onsite nonagricultural uses, either of the following measures may be undertaken to allow application of scheduled Restricted Materials by an onsite or offsite farmer; (1) closure of the buildings during periods when restricted materials will be used on the adjacent farmland parcels or (2) notification, consistent with common-practice in Ventura County, of building occupants and/or building managers that normal farming activities will occur nearby from time to time and could include noise, mild dust, and odors; that inert and nontoxic substances are frequently used by farmers that should be of no concern to people nearby, and that actual chemical spray drift from farms is rare and should not be misperceived.

Remaining Specific Plan EIR Mitigation Measures that are not applicable to the 101 Logistics Center Project but May Apply to Future Phases and/or Development Projects

The following Specific Plan EIR mitigation measures reduce the impact associated with the loss of the land from agricultural production; however, the mitigation measures do not apply to this individual Project as MM C-1 was implemented as part of the 2020 Phase One Infrastructure project and MM C-2 is not applicable due to geographic location of the Project:

MM C-1: This is an adaptive management mitigation measure. The Project developer will 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. This mitigation may occur in phases as the areas with Prime Farmland are incrementally developed.

In order to reduce impacts to Agricultural Resources to the extent feasible, the Specific Plan EIR imposed a number of mitigation measures. The following mitigation measure does not apply to this individual Project because the Project is not adjacent to agricultural land:

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

Conclusion

Development of a light industrial building in Area 3 was anticipated as part of the Specific Plan EIR. Implementation of the Project would not result in any new or more severe impacts on Agricultural Resources not already evaluated and disclosed in the Specific Plan EIR.

Implementation of the Project would not result in any new, or more severe impacts to Agricultural Resources not already evaluated and disclosed in the Specific Plan EIR, and no new mitigation measures are required due to project changes.

Therefore, further technical studies or environmental documentation related to Agricultural Resources are not required.

3.3 Air Quality

Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because it would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
Would the Project:			
1) Conflict with population or other growth forecasts contained in the Ventura County AQMP or otherwise obstruct implementation of the Ventura County AQMP?	Less than significant	No	No
2) Violate any federal or state air quality standard or contribute substantially to an existing or projected air quality standard violation?	Less than significant with mitigation	No	No
3) Result in a net increase of any criteria pollutant in excess of quantitative thresholds recommended by the Ventura County AQMP?	Less than significant with mitigation	No	No
4) Expose sensitive receptors to pollutant concentrations exceeding state or federal standards or in excess of applicable health risk criteria for toxic air contaminants?	Less than significant with mitigation	No	No
5) Create objectionable odors affecting a substantial number of people?	This impact was not analyzed in the Specific Plan EIR	No new or substantially more severe significant impacts and no new mitigation measures are required	No

The Specific Plan EIR determined each impact question to be less than significant or less than significant after mitigation. However, implementation of the Specific Plan will result in cumulative Air Quality impacts from a cumulatively considerable contribution to an existing or projected air quality violation. The City addressed the significant and unmitigable impacts to Air Quality by adopting a Statement of Overriding Considerations.

Since the Specific Plan EIR was adopted, the California Emissions Estimator Model (CalEEMod) was released in February 2011 (with the latest approved version at the time of analysis, 2020.4.0, released in 2021); the Ventura County APCD recommends using the latest version of CalEEMod for estimated emissions from proposed land use developments (Ventura County APCD 2017). Therefore, CalEEMod

was used in the Project's Air Quality and Greenhouse Gas Emissions Analysis Report (FirstCarbon Solutions 2022a) to estimate construction and operational emissions from the Project. The results of that analysis are summarized below. The findings of the Project's Air Quality and Greenhouse Gas Emissions Analysis Report (FirstCarbon Solutions 2022a) report are consistent with findings stated in the Specific Plan EIR. Therefore, the findings of the are used herein to support this discussion and incorporated by reference.

Setting

Oxnard is in the South Central Coast Air Basin, which includes all of Ventura, Santa Barbara, and San Luis Obispo counties. The regional climate in the South Central Coast Air 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 in the South Central Coast Air Basin is influenced primarily by a wide range of emissions sources (population centers, heavy vehicular traffic, and industry) and meteorology.

The Specific Plan area has historically been agricultural land used to grow crops. 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 Specific Plan area.

Impact Discussion

1) Would the Project conflict with population or other growth forecasts contained in the Ventura County AQMP or otherwise obstruct implementation of the Ventura County AQMP?

The Specific Plan EIR found implementation of the Specific Plan would not conflict with population or other growth forecasts contained in Ventura County Air Pollution Control District's (APCD) 2007 Air Quality Management Plan (AQMP) or otherwise obstruct implementation of the AQMP. Project related impacts were found to be less than significant. The Ventura County APCD adopted an updated AQMP (2016 AQMP) in February 2017 (Ventura County APCD 2017).

The Ventura County APCD Assessment Guidelines discuss how a project can be found consistent with the applicable AQMP. The applicable AQMP for the Project area is the 2016 AQMP, adopted by the Ventura County APCD in 2017. According to the Ventura County APCD Assessment Guidelines, a project with estimated emissions of twenty-five pounds per day or greater of ROC or twenty-five pounds per day or greater of NOX that is found to be inconsistent with the AQMP would also have a significant cumulative adverse air quality impact.

There are four steps to determining consistency with the AQMP for projects located in growth areas:

1) Determine whether the Project conforms to the applicable General Plan.
2) Determine the current estimated population of the growth area.
3) Compare the current estimated population of the growth area population target for the next year. If the current estimated population of the growth area is below its next year's population target, and the Project conforms to the applicable General Plan designation, the Project is determined to be consistent with the AQMP.
4) If the current estimated population of the growth areas exceeds its next year's population target, the Project should be found to be inconsistent with the AQMP. Inconsistency with the AQMP is considered a significant cumulative adverse air quality impact.

As discussed below, the Project would exceed two pounds per day of ROG and NO_X emissions. However, the proposed industrial development is consistent with the light industrial land use designation of the 2030 General Plan and the adopted land use designation of the Sakioka Farms Business Park Specific Plan. The Project site is currently vacant, and the proposed development would not directly affect the population of the City as the Project is not a residential development. While the proposed Project would provide employment opportunities leading to employment growth, that employment growth was anticipated in the 2030 General Plan, as detailed in Section 3.13, *Population, Education and Housing*. Furthermore, the Project is compatible with the neighborhood and land use pattern, as it is within the Specific Plan planning area. Therefore, the Project would not exceed the growth assumptions in the AQMP. Accordingly, the Project would not conflict with or obstruct implementation of the applicable air quality plans. As a result, this impact would be less than significant. The findings for the proposed Project are consistent with those of the Specific Plan EIR.

2) Would the Project violate any federal or state air quality standard or contribute substantially to an existing or projected air quality standard violation?

Project-specific air quality analyses are required to determine if each project implemented under the Specific Plan EIR would generate any new, significant impacts beyond those identified in the Specific Plan EIR, or if they would increase the severity of impacts already identified in the Specific Plan EIR. The Specific Plan EIR analyzed criteria pollutant emissions using the URBEMIS 2007 model. CalEEMod was used in the Project's Air Quality and Greenhouse Gas Emissions Analysis Report to estimate construction and operational emissions from the Project. The results of that analysis are summarized below.

Construction Emissions

Construction emissions are described as "short-term" or temporary in duration, lasting only as long as the actual construction; however, they have the potential to represent a significant short-term impact on air quality. Construction of the Project would result in the temporary generation of ROC and NO_X emissions from construction activities such as site preparation, grading, building construction, architectural coating, and asphalt paving. ROC emissions are mainly generated by exhaust emissions from construction vehicles and off-gas emissions associated with architectural coatings and asphalt paving. Construction-related NO_X emissions are primarily generated by exhaust emissions from heavy-duty construction equipment, material and haul trucks, and construction worker vehicles. Table 3 presents the Project's maximum daily construction emissions for each construction activity and during the entire construction duration using the worst-case summer or winter daily construction-related criteria pollutant emissions for each phase of construction.

Table 3. Project Construction Emissions

	Maximum Emissions (lbs/day)	
Construction Phase	**ROC**	**NO_X**
2022		
Site Preparation	3.2	33.1
2023		
Grading	3.7	55.1
Building Construction	4.0	27.0
Paving	1.6	10.2
Architectural Coating	157.8	1.2
Overlapping Building Construction + Paving	163.4	38.5
Maximum Daily Emissions	**163.4**	**38.5**
Emissions Mitigation Level	**25**	**25**
Mitigation Required?	**Yes**	**Yes**

Notes:

The maximum daily emissions refer to the maximum emissions that would occur in one day. Unrounded numbers were used in all calculations, including totals.

ROC = reactive organic compounds., NO_X = nitrogen oxides

Source of emissions: FirstCarbon Solutions 2022a.

Source of emission mitigation levels: VCAPCD 2003.

As stated in the VCAPCD guidelines, construction-related emissions are not counted towards the significance thresholds as these emissions are temporary, however construction emissions should be mitigated if estimates of ROC and NOx exceed the 25 pounds per day operational threshold (VCAPCD 2003). As shown in Table 3, Project emissions would exceed the VCAPCD significance threshold for ROC and NO_X. As required by the Specific Plan EIR, the Project would implement MM J-2 to reduce exhaust emissions during the construction period. This measure requires standard controls and regular maintenance of on-site equipment during construction. Implementation of the Specific Plan EIR mitigation measures and the construction emissions minimization plan would satisfy VCAPCD's requirement for mitigation. Accordingly, this impact would be less than significant with the incorporation of mitigation. The findings for the Project are consistent with those of the Specific Plan EIR.

Operational Emissions

Following the construction of the Project, long-term emissions would be generated from day-to-day operations. Operational emissions for land use development projects are typically distinguished as mobile-, area-, and energy-source emissions. Table 4 presents the Project's maximum daily operational emissions.

Table 4. Project Operational Emissions

	Maximum Emissions (lbs/day)	
Source	**ROC**	**NO_x**
Area	17.4	<0.01
Energy	0.1	0.9
Mobile – Auto	5.2	4.1
Mobile – Trucks	0.4	28.4
Total Daily Project Emissions	**23.1**	**33.4**
Significance Threshold	**25**	**25**
Significant Impact?	**No**	**Yes**

Notes:
The maximum daily emissions refer to the maximum emissions that would occur in one day. Unrounded numbers were used in all calculations, including totals.
ROC = reactive organic compounds., NO_x = nitrogen oxides
Source of emissions: FirstCarbon Solutions, 2022a.
Source of Thresholds: VCAPVD 2003de.

As shown in Table 4, the operational emissions from the Project would exceed the VCAPCD's operational thresholds for NOX. Emissions of ROC would be below regulatory thresholds. Mitigation measures from the Specific Plan EIR that would be implemented to reduce emissions of NO_x from long-term operation include MM J-3, MM J-4, and MM J-6. At the time of this analysis, the precise emission reductions associated with Specific Plan EIR MM J-3 and MM J-4 cannot be accurately determined because of a lack of sufficient information about how the Project would operate and to what extent the measure would affect those activities. Therefore, even with the incorporation of MM J-3 and J-4 of the Sakioka Farms Specific Plan, it is assumed that the Project's long-term operational NO_x emissions would continue to exceed VCAPCD thresholds of significance. As required by MM J-6, the Project would be required to contribute to a cumulative impacts mitigation "buy-down" fund. The City would determine the specific amount to be contributed by the Project based on estimated ADT. The Project's anticipated contributions to the mitigation "buy-down" fund would offset the operational emissions through the City's use of funds to implement transit and other traffic demand management improvements. Therefore, the Project would not violate an air quality standard or contribute substantially to an existing or projected air quality violation. This impact would be less than significant with the incorporation of mitigation. The findings for the Project are consistent with those of the Specific Plan EIR.

3) Would the Project result in a net increase of any criteria air pollutant in excess of quantitative thresholds recommended by the VCAPCD?

The response to this question is incorporated in the response to the previous question.

4) Would the Project expose sensitive receptors to pollutant concentrations exceeding state or federal standards or in excess of applicable health risk criteria for toxic air contaminants?

This impact evaluates the potential for the Project's construction and operational emissions to expose sensitive receptors to substantial pollutant concentrations of carbon monoxide, naturally occurring

asbestos, Valley fever, or other toxic air contaminants (TACs) of concern (including diesel particulate matter (DPM). This analysis examines potential exposure of off-site sensitive receptors from the development of the Project. The nearest residential land uses are located over 2,000 feet north of the Project site across the 101 Freeway and west of the Project site across Rice Avenue, Maulhardt Avenue, and Graves Avenue.

Construction Fugitive Dust

During construction, fugitive dust would be generated from site grading and other earth-moving activities. Fugitive PM dust emissions are primarily associated with earth disturbance and grading activities, and vary as a function of soil silt content, soil moisture, wind speed, acreage of disturbance area, and miles traveled by construction vehicles on- and off-site. The majority of this fugitive dust would remain localized and would be deposited near the Project site. The VCAPCD does not have a quantitative significance threshold for fugitive dust. The VCAPCD's Air Quality Guidelines recommend minimizing the generation of fugitive dust, especially during grading and excavation operations, rather than requiring the quantification of fugitive dust emissions. The Project would be required to implement applicable mitigation measures from the Specific Plan EIR for fugitive dust control, such as those listed in MM J-1. Implementation of MM J-1 from the Specific Plan EIR reduces the Project's construction-generated fugitive dust impact to a less than significant level. The findings for the Project are consistent with those of the Specific Plan EIR.

Carbon Monoxide (CO) Hotspots

CO "hot spot" thresholds ensure that emissions of CO associated with traffic impacts from a project in combination with CO emissions from existing and forecasted regional traffic do not exceed State or federal standards for CO at any traffic intersection impacted by the Project. Project concentrations may be considered significant if a CO hot spot intersection analysis determines that project generated CO concentrations cause a localized violation of the state CO 1-hour standard of 20 parts per million (ppm), state CO 8-hour standard of 9 ppm, federal CO 1-hour standard of 35 ppm, or federal CO 8-hour standard of 9 ppm. The VCAPCD recommends a CO hotspot analysis using the screening procedure in Caltrans' CO Protocol should be conducted for any project with indirect emissions greater than the applicable ozone project significance thresholds that may significantly impact roadway intersections that are currently operating at, or are expected to operate at, Levels of Service (LOS) E or F.

Based on the Project's traffic assessment, Air Quality and Greenhouse Gas Emissions Analysis Report Stream Oxnard Project, City of Oxnard, (FirstCarbon Solutions2022a) with the intersection improvements specified in the Specific Plan EIR, all intersections that could be potentially impacted by the Project would operate at LOS levels of "C" or better. Therefore, a CO hotspot assessment is not required and the potential CO impacts from the Project are less than significant, consistent with the findings of the Specific Plan EIR.

Naturally Occurring Asbestos

Construction in areas of rock formations that contain naturally occurring asbestos could release asbestos into the air and pose a health hazard. A review of the map containing areas discussed in the Air Quality, Greenhouse Gas, and Noise Consistency Memorandum (AMBIENT Air Quality & Noise Consulting 2020) notes that there are no areas likely containing naturally occurring asbestos in the immediate Project area. Therefore, the proposed Project would not expose sensitive receptors to naturally occurring asbestos during construction. Project impacts to air quality related to naturally occurring asbestos would be less than significant. Naturally occurring asbestos was not considered as part of the air quality analysis in the Specific Plan EIR.

Valley Fever

Valley fever, or coccidioidomycosis, is an infection caused by inhalation of the spores of the fungus, *Coccidioides immitis*. The spores live in soil and can live for an extended time in harsh environmental conditions. Activities or conditions that increase the amount of fugitive dust contribute to greater exposure, and they include dust storms, grading, and recreational off-road activities. The Project site is currently vacant, with soils that have been disturbed via cultivation. Soil that has been cultivated and fertilized does not provide suitable habitat for the spores. Therefore, the Project site has a low probability of containing valley fever spores. While there is a possibility that construction activities would generate fugitive dust that could contain *Coccidioides immitis* spores, the Project would minimize the generation of fugitive dust during construction activities by complying with the VCAPCD Rule 55—Fugitive Dust. As discussed above, Specific Plan EIR MM J-1 would reduce fugitive dust impacts during construction. This measure, combined with the relatively low probability of the presence of *Coccidioides immitis* spores, would reduce Valley fever impacts during the construction period to a less than significant level.

During operation, dust emissions are anticipated to be negligible, because most of the Project area would be occupied by a warehouse and office buildings, pavement, and landscaped areas. This condition would preclude the possibility of providing habitat suitable for *Coccidioides immitis* and for generating fugitive dust that may contribute to Valley fever exposure. Project impacts to air quality related to Valley Fever would be less than significant.

Toxic Air Contaminants

Construction-related activities would result in short-term, Project-generated diesel particulate matter (DPM) exhaust emissions from off-road, heavy-duty diesel equipment for site preparation (e.g., excavation, grading, and clearing), building construction, and other miscellaneous activities. Maximum PM_{10} and $PM_{2.5}$ emissions would occur during site preparation and grading/excavation activities, which require the largest number of heavy-duty diesel equipment. This period is expected to last 1-2 months. PM emissions would decrease for the remaining construction period because construction activities such as building construction and paving would require less construction equipment. While the maximum DPM emissions associated with grading/excavation activities would only occur for a portion of the overall construction period, this activity represents the highest DPM emissions for the total construction period. This construction period would represent less than one percent of the total 70-year lifetime exposure period commonly used to estimate long-term cancer health risks. Furthermore, the nearest residential land uses are located over 2,000 feet north and west of the Project site. Therefore, because of the short exposure period, the distance from the Project site to the nearest sensitive receptor, diesel engine retrofits, and new low-emission diesel engine types, DPM generated by Project construction would not create conditions that result in a significant health risk to sensitive receptors. Impacts from construction TACs would be less than significant.

The CARB Air Quality Land Use Handbook indicates that there is a 70 percent drop off in particulate pollution levels at 500 feet. Although vehicle trips generated by the Project may come within 500 feet of off-site sensitive receptors, emissions from these vehicles would be dispersed along roadways. Considering the distance from the Project site (where emissions could reasonably be assumed to be the most concentrated) to the nearest sensitive receptors at over 2,000 feet, operational Project-related TAC exposure impacts to these off-site sensitive receptors would be below the established thresholds during operation of the Project. Project impacts to air quality related to operational TACs would be less than significant, consistent with the Specific Plan EIR.

Specific Plan EIR 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 2016 AQMP. The 2016 AQMP 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 2016 AQMP would not interfere with attainment because this growth is included in the Projections utilized in the formulation of the AQMP. As growth in the Oxnard Growth Area is not expected to exceed these projections in 2030, this impact would not be cumulatively considerable. Additionally, since the Specific Plan is consistent with growth projections under the 2016 AQMP, the Specific Plan will not have a cumulatively considerable contribution to this impact regarding conflict with or obstruction of the implementation of the applicable air quality plan.

As shown above in Table 3, the proposed Project's maximum daily construction emissions would exceed two pounds per day of ROC and NO_X emissions. As detailed under Impact discussion #2, MM J-2 would reduce emissions from construction of the proposed Project. Also, as discussed in Impact discussion #1, the proposed Project was determined to be consistent with the AQMP. Therefore, the proposed Project's construction emissions would not result in a cumulatively considerable air quality impact. The cumulative impact from project construction would be less than significant with the incorporation of mitigation.

As shown above in Table 4, the proposed Project's maximum daily operational emissions would exceed a VCAPCD threshold of significance prior to the incorporation of mitigation. Implementation of MM J-3, MM J-4, and MM J-6 would reduce operational-related emissions to a less than significant level. Also, as discussed in Impact discussion #1, the proposed Project was determined to be consistent with the AQMP. Therefore, the proposed Project's operational emissions would not result in a cumulatively considerable air quality impact. The cumulative impact from operations of the proposed Project would be less than significant with mitigation.

As identified above, implementation of the Project would not expose sensitive receptors to substantial pollutant concentrations of carbon monoxide, naturally occurring asbestos, Valley fever, or other TACs. Discussion of these impacts considers the cumulative nature of TACs. Therefore, the Project would not expose sensitive receptors to a cumulatively considerable amount of substantial pollutant concentrations from TACs.

Impacts not Explicitly Analyzed in the Specific Plan EIR

In May 2017, the City adopted an updated CEQA Checklist that included threshold question number five. Because the City's CEQA checklist was implemented after the adoption of the Specific Plan, impacts related to objectionable odors from the Project site affecting a substantial number of people were not explicitly discussed in the Specific Plan EIR.

5) Would the Project result in other emissions (such as those leading to odors adversely affecting a substantial number of people)?

Project construction could generate odors associated with heavy-duty equipment operation and earth-moving activities. Such odors would be temporary in nature and limited to the duration of construction in the vicinity of a given site along the Project's alignment. The VCAPCD does not have a recommended odor threshold for construction activities. Potential sources that may emit odors during construction activities include exhaust from diesel-fueled construction equipment. However, because of the temporary nature of these emissions, the intermittent nature of construction activities, and the highly

diffusive properties of diesel exhaust, nearby receptors would not be affected by diesel exhaust odors associated with proposed Project construction. Odors from these sources would be localized and generally confined to the immediate area surrounding the proposed Project site. The proposed Project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary. Furthermore, the nearest residential land uses are located over 2,000 feet from the Project site. Considering the temporary nature of construction-related odors and the distance to the nearest sensitive receptors, odors from the construction of the proposed Project would not reach an objectionable level affecting a substantial number of people. This impact would therefore be less than significant.

Land uses that are typically identified as sources of objectionable odors include landfills, transfer stations, sewage treatment plants, wastewater pump stations, composting facilities, feedlots, coffee roasters, asphalt batch plants, and rendering plants. The Project would be a new e-commerce storage and distribution center for consumer products located within the larger Sakioka Farms Business Park and would therefore not be considered an odor generator. Minor sources of odors, such as exhaust from mobile sources, are not typically associated with numerous odor complaints, but are known to have temporary and less concentrated odors. The proposed Project's long-term operational activities would not have any substantial odor sources that would expose nearby receptors. Considering the low intensity of potential odor emissions, the proposed Project's operational activities would not expose receptors to objectionable odor emissions. This impact would be less than significant.

There would be no new or substantially more severe significant impact than what was anticipated under the Specific Plan.

Specific Plan EIR Mitigation Measures that are applicable to the 101 Logistics Center Project

The Specific Plan, together with other pending urban development projects in Oxnard which, even after application of the following mitigation measures, will result in continuing Basin air quality nonattainment that is considered significant and unavoidable. Accordingly, a Statement of Overriding Considerations was prepared in accordance with CEQA and included within the resolution approving the Specific Plan.

However, in order to reduce air quality emission to the extent feasible, the Specific Plan EIR imposed a number of mitigation measures. The following mitigation measures would apply to this Project:

MM J-1: This is an adaptive management mitigation measure. The Project developer shall implement fugitive dust control measures throughout all phases of construction. The Project developer shall include in construction contracts the control measures required and recommended by the Ventura County APCD 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 onsite 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 off site.

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 the site limiting onsite 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 onsite 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 Ventura County APCD 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.

- **MM 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 Ventura County APCD 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, liquefied natural gas, or electric, to the extent feasible.

MM J-3: This is an adaptive management mitigation measure. The Project developer shall include in construction and building management contracts one or more of the following requirements or other measures shown to be equally effective:

- Use solar or low-emission water heaters in new buildings where feasible and as in common practice in similar new construction in the Oxnard area.
- Require that commercial landscapers providing services at the common areas of Project site use electric or battery-powered equipment, or other internal combustion equipment that is either certified by the California Air Resources Board (CARB) 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 stop pull-out areas, and/or shelters at locations along and within the Project site. The number and location of bus stops shall be determined in consultation with Gold Coast Transit and the City Traffic Engineer. Cumulative air quality impact fees (see Mitigation J-6) paid by the Project developer or subsequent interests may be used for some or all of these structures or as credits against the fee and/or to be funded from the fee fund consistent with the City's practice with other projects with similar transit-oriented mitigation requirements.

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

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

MM J-6: This is an adaptive management mitigation measure. The Project developer shall contribute to a cumulative impacts mitigation "buy-down" fund managed by the City based on the Ventura County Air Pollution Control District fee schedule effective at the time a building permit is issued. The fee contribution shall be assessed and paid incrementally as individual buildings are developed. The fee is allocated based on each development's share of ADT for the Project buildout. The ADT shall be recalculated annually by the City Traffic Engineer or upon request of the Project developer with a payment of a fee determined by the City Traffic Engineer that covers actual time and material costs to the City. The City shall consider transit and traffic demand management improvements and programs suggested by the Project developer, in excess of those otherwise required, as credits against the fee and/or to be funded from the fee fund.

Remaining Specific Plan EIR Mitigation Measures that are not applicable to the 101 Logistics Center Project but May Apply to Future Phases and/or Development Projects

There are no mitigation measures that would apply only to future phases and/or development projects.

Conclusion

Development of a light industrial building in Area 3 was anticipated as part of the Specific Plan EIR. Implementation of the Project would not result in any new or more severe impacts on Air Quality not already evaluated and disclosed in the Specific Plan EIR.

Implementation of the Project would not result in any new, or more severe impacts to Air Quality not already evaluated and disclosed in the Specific Plan EIR, and no new mitigation measures are required due to project changes. Therefore, no further technical studies or environmental evaluation related to Air Quality are required.

3.4 Biological Resources

Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because it would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to Project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
Would the Project:			
1) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Less than significant with mitigation	No	No
2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations adopted by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Less than significant with mitigation	No	No
3) Have a substantial adverse effect on federally protected waters of the United States, as defined by Section 404 of the Clean Water Act, or protected waters of the State, as defined by Section 1600 et seq. Of the California Fish and Game Code (including, but not limited to, marshes, vernal pools, and coastal wetlands) through direct removal, filling, hydrological interruption, or other means?	Less than significant with mitigation	No	No
4) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Less than significant with mitigation	No	No

Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because it would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to Project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
5) Conflict with any local policies or ordinances protecting biological resources?	No impact	No	No

The potential impacts to Biological Resources associated with the Specific Plan area were determined to be less than significant with mitigation in the Specific Plan EIR. The Specific Plan EIR also found that Specific Plan implementation, in combination with the other related projects identified in the area plus regional growth, would contribute to significant cumulative impacts to Biological Resources, specifically migratory birds and jurisdictional features. Impacts on Biological Resources were found to be less than significant with mitigation meant to avoid, minimize, or compensate for such impacts.

Setting

The Specific Plan area has historically been used for agricultural production. The site's agricultural nature and the industrial and agricultural uses in surrounding areas preclude the presence of significant non-agricultural vegetation. Irrigation drainage ditches are located along the perimeter of the agricultural fields. Drainage varies in structure and hydrology and are not natural hydrological features but have been created for agricultural purposes. The Specific Plan EIR identified two vegetation communities on site: agricultural and upland/non-native. Although some riparian vegetation was present in the eastern ditch, it was not classified as an additional vegetation community as it was not large enough to be considered a separate community.

According to the Specific Plan EIR, no sensitive or special-status species were determined to be present on the site during April 2007 or June 2009 surveys. The Specific Plan EIR found there was low potential for special-status species to occur on site due to lack of habitat. However, eucalyptus trees growing adjacent to the northern edge of the site, and the few willows and mulefat specimens on site were determined to provide suitable nesting habitat for birds, including migratory birds, which are considered sensitive species as their nesting activities are protected under the Fish and Game Code and the Federal Migratory Bird Treaty Act.

The Specific Plan EIR includes mitigation for potential biological resource impacts from future development in the Plan Area by requiring Project-level analysis. Therefore, FirstCarbon Solutions prepared a Project-level Biological Resources Assessment (BRA) for the Project (2021b). The BRA summarizes the findings of a literature search, and a survey (conducted by one Biological Surveyor on December 17, 2020). An additional survey was conducted on October 12, 2022, by Kyle Killian, FirstCarbon Solutions Project Biologist, that determined the Project site consists mostly of recently graded former agricultural fields. Only ruderal vegetation remains in these disturbed habitats. Irrigation ditches running east to west bisect the Project site. These ditches contain vegetation mostly consisting

of weedy species, including horseweed (*Erigeron canadensis*), tumbleweed (*Kali tragus*), and hairy fleabane (*Erigeron binaries*). The ditches were dry and did not contain standing water at the time of the survey.

Impact Discussion

The BRA (FirstCarbon Solution 2021) found that the Project would not result in any new or more severe impacts compared to the Specific Plan EIR, and all impacts on biological resources would be reduced to a less than significant level with implementation of relevant mitigation identified in the Specific Plan EIR. Since there are no potentially jurisdictional features including riparian habitat, native vegetation communities, or potential for special-status species to be located within the Project site, MM E-2 through MM E-5 are not applicable to the Project. Since the site could provide potential nesting habitat for ground-nesting migratory birds, MM E-1 is applicable to the Project and must be implemented.

1) Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

The Specific Plan EIR found that impacts to species identified as a candidate, sensitive, or special-status species would be less than significant with mitigation incorporated. The Specific Plan EIR included MM E-1, requiring pre-construction nesting bird surveys on the site if construction activity would occur during the nesting bird season. This mitigation measure is provided herein and would be implemented by the proposed Project.

The Special-status Plant Species Table (Appendix B of the BRA) identifies special-status plant species that may occur within the Project site, as recorded by the California Natural Diversity Database and California Native Plant Society, and identified as part of the literature review for the BRA. None have been recorded in the Project site area. Five special-status plant species were evaluated for their potential to occur. Based on a lack of suitable habitat, all special-status plant species were determined not to occur on site.

The Special-status Wildlife Species Table (Appendix B of the BRA) identifies federal and State-listed threatened and/or endangered wildlife species, and State Species of Special Concern recorded in the California Natural Diversity Database that may occur within five miles of the Specific Plan area. Twenty two special-status wildlife species have been recorded within five miles of the Project site, including 13 bird species, three fish species, three reptile species, and three mammal species. Of these species, 20 were determined not to occur on site, primarily based on the absence of suitable habitat, as most of the Project site contains cultivated agricultural fields, the site does not contain perennial water, and the site is surrounded by non-native grassland. Two bird species- burrowing owl (*Athene cunicularia*) and California horned lark (*Eremophila alpestris actia*) have a low potential to occur on site due to the presence of marginally suitable habitat; however, previous land use and ongoing agricultural practices further reduce the potential for these species to occur.

The BRA also concluded that there are no trees within the Project site. However, if left fallow the site may provide marginal nesting habitat for common ground nesting birds protected under the Migratory Bird Treaty Act, and other special-status birds. As was found in the Specific Plan EIR, potential impacts may occur to resident and migratory species during Project site improvements that would render the Project temporarily unsuitable for nesting birds because of the noise, vibration, and increased activity levels associated with various construction activities. These activities could subject birds to risk of death or injury, and they are likely to avoid using the area until such construction activities are finished. To

reduce potential impacts to Migratory Bird Treaty Act-protected and other special-status birds, MM E-1 requires vegetation removal outside of nesting season or the presence of a qualified ecologist/biologist to monitor any vegetation removal during the nesting season, which would reduce impacts to a less than significant level.

Development of the proposed 101 Logistics Center would be consistent with the Specific Plan and Project implementation would not result in a new or substantially more severe significant impact 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 Wildlife (CDFW) or U.S. Fish and Wildlife Service than what was anticipated under the Specific Plan. The Project would be required to comply with MM E-1.

2) Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations adopted by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

The response to this question is incorporated in the response to the next question.

3) Would the Project have a substantial adverse effect on federally protected waters of the United States as defined by Section 404 of the federal Clean Water Act or protected waters of the State as defined by Section 1600 et seq. of the California Fish and Game Code (including, but not limited to, marshes, vernal pools, and coastal wetlands) through direct removal, filling, hydrological interruption, or other means?

The Specific Plan EIR concluded that impacts on any riparian habitat or other sensitive natural community were less than significant with mitigation incorporated. The Specific Plan EIR included three mitigation measures requiring that individual projects must conduct jurisdictional delineations to determine the presence of jurisdictional and riparian features, as well as the implementation of precautions for those features if they exist on site (Specific Plan EIR MM E-2, MM E-3, and MM E-4). The Specific Plan EIR further found the Specific Plan would have a less than significant impact on federally protected waters of the United States as defined by Section 404 of the federal Clean Water Act or protected waters of the State as defined by Section 1600 et seq. of the California Fish and Game Code with mitigation incorporated (Specific Plan EIR MM E-2, MM E-3, and MM E-4).

An assessment of potentially jurisdictional features was conducted as part of the BRA literature review and field survey, consistent with the requirements of Specific Plan EIR MM E-2. No wetlands or other hydrological features that meet criteria as waters of the United States were observed within the proposed Project site or overall survey area. While small agricultural irrigation ditches are located to the within the Project area, the ditches were determined to not be jurisdictional under State (RWQCB, CDFW) or federal (USACE). MM E-4 was addressed during the 2020 Specific Plan Tract Map Phase One Improvement project, as the developer purchased the requisite number of credits from a qualified conservation bank. Therefore, no further mitigation is required, and MM E-2, MM E-3, and MM E-4 are not applicable to the proposed Project.

The findings for the proposed Project differ from the findings of the Specific Plan EIR due to the lack of protected waters of the United States and of the State on the Project site. Thus, the Project would have no impact on protected waters. Therefore, Project implementation would not result in a new or substantially more severe significant impact to any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the CDFW or U.S. Fish and Wildlife Service than what was anticipated under the Specific Plan.

4) Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

The Specific Plan EIR found that the Specific Plan would have less than significant impacts with the implementation of mitigation to minimize interference with the movement of any native resident or migratory fish or wildlife species. The Specific Plan EIR included MM E-5, which required that a qualified biologist determine the presence or absence of the monarch butterfly in eucalyptus trees. Specific Plan EIR MM E-5 lays out precautions for eucalyptus tree removal in Planning Area 1. Any future projects developed on parcels in Planning Area 1 will need to satisfy the requirements of MM E-5. The proposed Project would not occur in Planning Area 1 of the Specific Plan area and therefore is not required to implement this mitigation measure. Development of the proposed 101 Logistics Center would be consistent with the Specific Plan EIR and Project implementation would not result in a new or substantially more severe significant impact.

5) Would the Project conflict with any local policies or ordinances protecting biological resources?

The response to this question is incorporated in the response to the next question.

6) Would the Project conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?

The Specific Plan EIR found no conflict with any local policies or ordinances protecting biological resources. The Specific Plan area is not subject to any habitat or natural community conservation plan. The proposed Project is consistent with these findings. There would be no impact.

Specific Plan EIR Cumulative Impacts

The Specific Plan EIR found that implementation of the Specific Plan, 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 Specific Plan's contribution to those impacts would not be cumulatively considerable, and therefore, would be less than significant. Development of the proposed Project does not change this finding.

Specific Plan EIR Mitigation Measures that are applicable to the 101 Logistics Center Project

In order to reduce impacts to Biological Resources to the extent feasible, the Specific Plan EIR imposed a number of mitigation measures. The following mitigation measure would apply to this Project:

MM E-1: This is an adaptive management mitigation measure. In order to avoid adverse impacts to nesting birds, including nesting migratory birds known to exist in the trees (if any) on the Project site, during construction activities, ground vegetation removal activities must take place outside of the nesting season recognized by the California Department of Fish and Game (CDFG) for species in this area. If vegetation removal activities occur during the nesting season, a qualified ecologist/biologist must be present to monitor the removal activities to ensure that no active nests will be impacted. If nests are found, a 300-foot buffer radius (500-foot for raptors) shall be established until the young have fledged. If nests are observed and lesser buffer distances are desired, the biological monitor shall confer with Planning and Fish and Game staff to determine an appropriate buffer distance based on species specific requirements. This measure does not apply to agricultural row crops.

Remaining Specific Plan EIR Mitigation Measures that are not applicable to the 101 Logistics Center Project but May Apply to Future Phases and/or Development Projects

The following Specific Plan EIR mitigation measures reduce the impact associated with the impacts to Biological Resources; however, these mitigation measures do not apply to this individual Project as these mitigation measures are relevant to projects in other Planning areas as there are no windrow trees in Planning Area 3:

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

Conclusion

Development of light industrial facilities in Area 3 was anticipated as part of the Specific Plan EIR. Implementation of the Project would not result in any new or more severe impacts on Biological Resources not already evaluated and disclosed in the Specific Plan EIR.

Implementation of the Project would not result in any new, or more severe impacts to Biological resources not already evaluated and disclosed in the Specific Plan EIR, and no new mitigation measures are required due to project changes. Therefore, further technical studies or environmental evaluation related to Biological Resources are not required.

3.5 Climate Change & Greenhouse Gas Emissions

Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because it would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to Project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
Would the Project:			
1) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less than significant with mitigation	No	No
2) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases or otherwise conflict with state goals for reducing GHG emissions in California?	Less than significant with mitigation	No	No
3) Contribute to or be subject to potential secondary effects of climate change (e.g., sea level rise, increased fire hazard)?	This impact was not analyzed in the Specific Plan EIR	No new or substantially more severe significant impacts and no new mitigation measures are required	No

The Specific Plan EIR found the implementation of the Specific Plan would have less than significant impacts on a Project-level basis for impacts relating to GHG emissions. The Specific Plan EIR addressed GHG emissions impacts by analyzing the Specific Plan's consistency with applicable policies and strategies aimed at reducing GHG emissions. As addressed in the Specific Plan EIR, the Specific Plan would be consistent with all applicable policies adopted for the purpose of reducing GHG emissions, and project related impacts were found to be less than significant. Project-specific GHG analyses would be required to determine whether each individual Project would contribute or be subject to potential secondary effects of Climate Change or result in significant impacts related to GHG emissions. Cumulative GHG impacts were found to be significant and unavoidable. The City addressed the significant and unmitigable impacts related to GHGs by adopting a Statement of Overriding Considerations.

Setting

Gases that trap heat in the atmosphere are known as GHGs. GHGs allow sunlight to enter the atmosphere but trap a portion of the outward-bound infrared radiation that warms the air. The process is similar to the effect greenhouses have in raising the internal temperature of the structure. Both natural processes and human activities emit GHGs. The accumulation of GHGs in the atmosphere regulates the Earth's temperature, but emissions from human activities (such as fossil fuel-based

electricity production and the use of motor vehicles) have elevated the concentration of GHGs in the atmosphere. Scientists agree that this accumulation of GHGs has contributed to an increase in the temperature of the Earth's atmosphere and to global climate change. Global climate change is a change in the average weather on Earth that can be measured by wind patterns, storms, precipitation, and temperature.

GHGs are emitted by natural processes and human activities. Of these gases, carbon dioxide (CO_2) and methane (CH_4) are emitted in the greatest quantities from human activities. Emissions of CO_2 are usually by-products of fossil fuel combustion, and CH_4 results from off-gassing associated with agricultural practices and landfills. Other human-made GHGs, many of which have greater heat-absorption potential than CO_2, nitrous oxides (N_2O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6).

The findings of the Project's Air Quality and Greenhouse Gas Emissions Analysis Report (FirstCarbon Solutions, 2022a) report are consistent with findings stated in the Specific Plan EIR. Therefore, the findings of the are used herein to support this discussion and incorporated by reference.

Impact Discussion

GHG emissions would be generated by stationary and area-wide sources, such as groundwater well pump motors, farm equipment, and motor vehicle traffic traveling to and from the Specific Plan area.

1) Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

The response to this question is incorporated within the response to the next question.

2) Would the Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases or otherwise conflict with state goals for reducing GHG emissions in California?

The City of Oxnard acknowledges that the Ventura County APCD has not adopted a numerical threshold to use in performing quantitative analyses but recognizes that there are several methods of analyzing quantified GHG emissions applied by various agencies throughout California. Although the City of Oxnard does not recommend a specific numerical threshold, it does recommend that GHG emissions be quantified, and development projects assessed for consistency with policies aimed at reducing GHG emissions. The City of Oxnard specifically recommends that performing a qualitative assessment of the degree of consistency with applicable policies aimed to reduce GHG emissions should form the basis for assessing GHG emissions. Therefore, the significance determinations for impacts related to the Project GHG emissions are based on the Project's consistency with applicable policies aimed to reduce GHG emissions (GHG impact thresholds 1 and 2). Applicable policies include CARB's 2017 Scoping Plan (CARB 2017) and the City of Oxnard 2030 General Plan.[1] In addition, for informational purposes, Project-related GHG emissions have been quantified for construction and operational.

Construction Emissions

Construction-related GHG emissions would occur from fossil fuel combustion for heavy-duty construction equipment, material delivery and haul trucks, and construction worker vehicles. Table 5 presents the Project's total construction related GHG emissions and amortized construction emissions.

[1] At the time the analysis was conducted, the 2022 Scoping Plan had not been adopted and therefore consistency with the 2017 Scoping Plan is the most applicable plan for this analysis.

Table 5. Estimated Construction Emissions of GHGs

Construction Year	Activity	Annual Emissions (MT CO_2e)
2021	Site Preparation	39
2022	Grading	333
	Building Construction	1,358
	Paving	47
	Architectural Coating	14
Total		**1,818**
Project Life (Years)		30
Amortized over 30 years[1]		61

Notes:

MT CO_2e per year = metric tons of carbon dioxide equivalent per year.

Unrounded numbers were used in calculations, including reported totals.

[1] Total Construction emissions are amortized over the 30-year life of the proposed Project and are added to the proposed Project's on-going annual operational emissions.

Source: FirstCarbon Solutions 2022a.

Operational Emissions

Following construction, long-term operational emissions would be generated from area-, energy-, and mobile-source emissions. Indirect GHG emissions associated with water consumption and solid waste disposal would also be generated by the proposed development. Table 6 presents the Project's annual operational emissions along with the amortized construction emissions. As shown, the Project's unmitigated annual operational plus amortized construction emissions would generate 6,363 MT CO_2e per year before the application of mitigation. Implementation of MM J-3 through MM J-6 of the Specific Plan EIR would reduce the Project's long-term operational GHG emissions.

Table 6. Estimated Operational Emissions of GHGs

Emissions Source	Annual Emissions (MT CO_2e)
Area	0
Energy	828
Mobile – Passenger Cars	1,819
Mobile – Trucks	2,699
Water	343
Waste	614
Amortized Construction	61
Total with Amortized Constriction	**6,363**

Notes:

MT CO_2e per year = metric tons of carbon dioxide equivalent per year.

Unrounded numbers were used in calculations, including reported totals.

Source: *FirstCarbon Solutions 2022a.*

As shown in Table 7, the proposed Project's long-term operational GHG emissions are estimated at 6,240 MT CO_2e per year after the incorporation of MM J-3 through MM J-6 from the Specific Plan EIR. Further discussed in the Specific Plan EIR, the proposed Project would be required to mitigate ROC and NO_X emissions through payment to a transportation demand management (TDM) fund, as required by 2012 EIR MM J-6. Typical measures included in TDM plans would also reduce GHG emissions; therefore, contributions to a TDM fund could also be considered a GHG-reduction measure. As discussed in more detail below under *Greenhouse Gas Reduction Plans*, this impact would be less than significant with mitigation. This finding is consistent with those of the Specific Plan EIR.

Table 7. Estimated Operational Emissions of GHGs with Mitigation

Emissions Source	Annual Emissions (MT CO_2e)
Area	0
Energy	828
Mobile – Vehicles	1,819
Mobile – Trucks	2,699
Water	342
Waste	491
Amortized Construction	61
Total with Amortized Constriction	**6,240**

Notes:

MT CO_2e per year = metric tons of carbon dioxide equivalent per year.

Unrounded numbers were used in calculations, including reported totals.

Source: *FirstCarbon Solutions 2022a.*

Greenhouse Gas Reduction Plans

The California State Legislature adopted AB 32 in 2006. AB 32 focuses on reducing GHG emissions to 1990 levels by the year 2020. The Scoping Plan contains a variety of strategies to reduce GHG emissions generated throughout the State. The 2017 Climate Change Scoping Plan Update addressing the SB 32 targets was adopted on December 14, 2017. The Scoping Plans contain a variety of strategies to reduce the State's emissions in accordance with AB 32 and SB 32. As shown in Table 8, the Project is consistent with most of the strategies, while others are not applicable to the Project. Therefore, the Project would be consistent with the Scoping Plan.

Table 8. Scoping Plan Consistency Analysis

Scoping Plan Reduction Measure	Project Consistency
AB 32 Scoping Plan	
1. California Cap-and-Trade Program Linked to Western Climate Initiative. 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.** Although the cap-and-trade system has begun, the Project is not one targeted by the cap-and-trade system regulations and therefore this measure does not apply to the Project.
2. California Light-Duty Vehicle GHG Standards. Implement adopted 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.** This is a statewide measure that cannot be implemented by a project developer or lead agency. However, the standards would be applicable to the light-duty vehicles that access the Project site.

Scoping Plan Reduction Measure	Project Consistency
3. Energy Efficiency. Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policy, and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	**Consistent.** This is a measure for the State to increase its energy efficiency standards in new. buildings. The Project is required to build to the new standards and would increase its energy efficiency through compliance.
4. Renewable Portfolio Standard. Achieve 33 percent renewable energy mix statewide. Renewable energy sources include (but are not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas.	**Not applicable.** This is a statewide measure that cannot be implemented by a project developer or lead agency. Southern California Edison is required to increase its percent of power supply from renewable sources to 33 percent by the year 2020 pursuant to various regulations. The Project would purchase power from Southern California Edison that achieves at least this mix.
5. Low Carbon Fuel Standard. Develop and adopt the Low Carbon Fuel Standard.	**Not applicable.** This is a statewide measure that cannot be implemented by a project developer or lead agency. All fuel consumption associated with the Project's construction and operational activities would use fuel that meets these standards.
6. Regional Transportation-Related GHG targets. Develop regional GHG emissions reduction targets for passenger vehicles. This measure refers to SB 375.	**Not applicable.** The Project is not related to developing regional GHG emission reduction targets.
7. Vehicle Efficiency Measures. Implement light-duty vehicle efficiency measures.	**Not applicable.** This is a statewide measure that cannot be implemented by a project developer or lead agency. However, the standards would be applicable to the light-duty vehicles that would access the Project site.
8. Goods Movement. Implement adopted regulations for the use of shore power for ships at berth. Improve efficiency in goods movement activities.	**Not applicable.** The Project does not propose any changes to maritime, rail, or intermodal facilities or forms of transportation.
9. Million Solar Roofs Program. Install 3,000 MW of solar-electric capacity under California's existing solar programs.	**Consistent.** This measure is to increase solar throughout California, which is being done by various electricity providers and existing solar programs. The Project is designed with a roof to support roof-mounted solar equipment that can be installed to offset the building's electrical usage.
10. Medium/Heavy-Duty Vehicles. Adopt medium and heavy-duty vehicle efficiency measures.	**Not applicable.** This is a statewide measure that cannot be implemented by a project developer or lead agency.
11. Industrial Emissions. Require assessment of large industrial sources to determine whether individual sources within a facility can post-effectively reduce GHG emissions and provide other pollution reduction co-benefits. Reduce GHG emissions from fugitive emissions from oil and gas extraction and gas transmission. Adopt and implement regulations to control fugitive CH4 emissions and reduce flaring at refineries.	**Not applicable.** This measure would apply to the direct GHG emissions at major industrial facilities emitting more than 500,000 MT CO_2e per year. The Project would generate less than 500,000 MT CO_2e per year.
12. High Speed Rail. Support implementation of a high-speed rail system.	**Not applicable.** This is a Statewide measure that cannot be implemented by a project developer or lead agency. The Project would not preclude the implementation of this strategy.

Scoping Plan Reduction Measure	Project Consistency
13. Green Building Strategy. Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	**Consistent with mitigation.** The Project would comply with the California Energy Code and thus incorporate applicable energy efficiency features designed to reduce project energy consumption. Specific Plan EIR MM J-3 and MM J-5 incorporate features designed to reduce the carbon footprint associated with the building and would be implemented as part of the Project.
14. High Global Warming Potential Gases. Adopt measures to reduce high global warming potential gases.	**Consistent.** This measure is applicable to the high global warming potential gases that would be used by sources with large equipment (such as in air conditioning and commercial refrigerators). The Project would be required to comply with all CARB requirements for the Stationary Equipment Refrigerant Management Program.
15. Recycling and Waste. Reduce CH_4 emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero waste.	**Consistent.** The Project would not conflict with implementation of this measure. The Project is required to achieve the recycling mandates via compliance with CALGreen. The Project would utilize City of Oxnard recycling services.
16. Sustainable Forests. Preserve forest sequestration and encourage the use of forest biomass for sustainable energy generation.	**Not applicable.** The Project site is undeveloped agricultural land. No forested lands exist on-site. therefore, no on-site preservation is possible.
17. Water. Continue efficiency programs and use cleaner energy sources to move and treat water.	**Consistent.** The Project would comply with the California Energy Code and the California Updated Model Landscape Ordinance. With adherence to these regulations, the Project will consume energy and water in an efficient manner. Implementation of Sakioka Farms Specific Plan EIR MM J-3 and MM J-5 will further reduce potential impacts.
18. Agriculture. 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 Project site would be developed with warehousing facilities. No grazing, feedlot, or other agricultural activities that generate manure occur on-site or are proposed to be implemented by the Project.
SB 32 Scoping Plan	
SB 350 50percent Renewable Mandate. Utilities subject to the legislation would be required to increase their renewable energy mix from 33 percent in 2020 to 50percent in 2030.	**Not directly applicable.** This measure would apply to utilities and not to individual development projects. The Project would purchase electricity from a utility subject to the SB 350 Renewable Mandate.
SB 350 Double Building Energy Efficiency by 2030. This is equivalent to a 20 percent reduction from 2014 building energy usage compared to current projected 2030 levels.	**Not applicable.** This measure applies to existing buildings. New structures are required to comply with Title 24 Energy Efficiency Standards that are expected to increase in stringency over time. The Project would comply with the applicable Title 24 Energy Efficiency Standards in effect at the time building permits are received.
Low Carbon Fuel Standard. This measure requires fuel providers to meet an 18 percent reduction in carbon content by 2030.	**Not directly applicable.** This is a statewide measure that cannot be implemented by a project developer or lead agency. However, vehicles accessing the facilities would benefit from the standards.

Scoping Plan Reduction Measure	Project Consistency
Mobile Source Strategy (Cleaner Technology and Fuels Scenario). Vehicle manufacturers would be required to meet existing regulations mandated by the LEV III and Heavy-Duty Vehicle programs. The strategy includes a goal of having 4.2 million ZEVs on the road by 2030 and increasing numbers of ZEV trucks and buses.	**Not directly applicable.** This measure is not applicable to the Project; however, vehicles accessing the facility at the Project site would benefit from the increased availability of cleaner technology and fuels. Delivery trucks that would serve the Project would include increasing numbers of ZEV delivery trucks**.**
Sustainable Freight Action Plan. The plan's target is to improve freight system efficiency 25 percent by increasing the value of goods and services produced from the freight sector, relative to the amount of carbon that it produces by 2030. This would be achieved by deploying over 100,000 freight vehicles and equipment capable of zero emission operation and maximize near-zero emission freight vehicles and equipment powered by renewable energy by 2030.	**Consistent.** This measure applies to owners and operators of trucks and freight operations. The Project is industrial in nature and would support truck and freight operations. The Project would be consistent with this measure as any owned fleets would have to meet state and local conversion requirements to convert truck fleets to electric.
Short-Lived Climate Pollutant (SLCP) Reduction Strategy. The strategy requires the reduction of SLCPs by 40 percent from 2013 levels by 2030 and the reduction of black carbon ($PM_{2.5}$) by 50 percent from 2013 levels by 2030.	**Consistent.** The Project would not include a significant source of $PM_{2.5}$ (black carbon).
SB 375 Sustainable Communities Strategies. Requires Regional Transportation Plans to include a sustainable communities strategy for reduction of per capita vehicle miles traveled.	**Not applicable.** The Project does not include the development of a Regional Transportation Plan. Furthermore, the Project is not within a sustainable communities strategy priority area.
Post-2020 Cap-and-Trade Program. The Post 2020 Cap-and-Trade Program continues the existing program for another 10 years. The Cap-and-Trade Program applies to large industrial sources such as power plants, refineries, and cement manufacturers.	**Not applicable.** The Project is not one targeted by the Cap-and-Trade system regulations, and, therefore, this measure does not apply to the Project. However, the post-2020 Cap-and-Trade Program indirectly affects people and entities who use the products and services produced by the regulated industrial sources when increased cos of production or services (such as electricity and fuel) are transferred to the consumers.
Natural and Working Lands Action Plan. The Air Resources Board (ARB) is working in coordination with several other agencies at the federal, state, and local levels, stakeholders, and with the public, to develop measures as outlined in the Scoping Plan Update and the governor's Executive Order B-30-15 to reduce GHG emissions and to cultivate net carbon sequestration potential for California's natural and working land.	**Not applicable.** The Project would be developed with an industrial building and would not be considered a natural or working land.
Source: CARB Scoping Plan Reduction Measures: ARB 2008; CARB 2017 Scoping Plan Update Reduction Measures: ARB 2017.	

The City of Oxnard 2030 General Plan was adopted in October 2011 and includes amendments through December 2016. The 2030 General Plan includes implementing policies to reduce GHG emissions in the City of Oxnard, which are contained in the Sustainable Community Element. The City of Oxnard has made other efforts to reduce GHG emissions in the region, but most of these efforts have resulted in discrete implementing policies that would apply to new development projects. As shown in Table 9, the Project is consistent with the applicable policies.

Table 9. 2030 General Plan Climate Change Consistency Analysis

General Plan Policy	Project Consistency
Implementing Policy SC-2.3 Sea Level Rise Consideration in Decision-Making: Ensure that all planning, public works, and related decisions take rising sea level into consideration and take steps to reduce risk of damage or loss of life and property.	**Not directly applicable.** This measure relates to planning decisions made at the regional- and local-level and would not apply to individual development projects that are consistent with the applicable general plan. The proposed industrial development project is consistent with the light industrial land use designation of the 2030 General Plan and the adopted land use designation of the Specific Plan.
Implementing Policy SC-3.7 Renewable Energy Production Requirement: As part of the City and Community EAP's, require that master planned commercial and industrial developments incorporate solar, wind, and other renewable energy generation and transmission equipment unless demonstrated to the satisfaction of a qualified renewable energy consultant to be infeasible.	**Consistent**. The Project is consistent with the light industrial land use designation of the 2030 General Plan and the adopted land use designation of the Specific Plan. The Project would incorporate all applicable mitigation measures from the Specific Plan. The Project includes a roof capable of supporting future solar equipment that could be used to offset the building's electrical usage.
Implementing Policy SC-3.12 Encourage Natural Ventilation: Review and revise applicable planning and building policies and regulations to promote use of natural ventilation in new construction and major additions or remodeling consistent with Oxnard's temperate climate.	**Consistent**. The Project would comply with all applicable regulations imposed by the City of Oxnard.
Implementing Policy SC-4.1: Implement the 2010 California Green Building Code as may be amended and consider recommending and/or requiring certain developments to incorporate Tier I and Tier II voluntary standards under certain conditions to be developed by the Development Services Director.	**Consistent.** The Project would meet or exceed the Green Building Code standards.
Source of Implementing Policies: City of Oxnard 2011.	

As presented above, the Project is consistent with the applicable Scoping Plan strategies and would not conflict with the recommendations of AB 32 and SB 32 in achieving a statewide reduction in GHG emissions. Furthermore, the Project would be consistent with applicable policies contained in the 2030 General Plan. In summary, the proposed Project would not conflict with any applicable plan, policy, or regulation adopted to reduce the emissions of GHGs, and impacts related to climate change and GHG emissions would be less than significant, consistent with the Specific Plan EIR.

Specific Plan EIR Cumulative Impacts

The Specific Plan EIR determined that the Specific Plan would result in less than significant impacts related to GHG emissions with the implementation of mitigation. It did find significant and unavoidable impacts related to cumulative GHG emissions. Since the Project would contribute an incremental amount to the cumulative impact of Climate Change, it would therefore result in significant and unavoidable impacts as determined in the Specific Plan EIR.

Impacts not Explicitly Analyzed in the Specific Plan EIR

In May 2017, the City adopted an updated CEQA Checklist to include threshold question three. Because the City's CEQA checklist was implemented after the adoption of the Specific Plan, impacts related to contributing to or being subject to potential secondary effects of climate change (e.g., sea level rise,

increased fire hazard) were not explicitly discussed in the Specific Plan EIR. Analyzing the Project's contribution to or susceptibility to potential secondary effects of climate change is an adaptation of the recommended CEQA checklist questions and originates from the City of Oxnard CEQA Guidelines (City of Oxnard 2017). To determine significance, an evaluation was completed to determine if the Project would contribute or be subjected to the secondary effects of climate change expected to occur in California.

3) Would the Project contribute or be subject to potential secondary effects of climate change (e.g., sea level rise, increase fire hazard)?

Secondary effects of climate change related to the 101 Logistics Center Project were analyzed in the Air Quality and Greenhouse Gas Emissions Analysis Report (FirstCarbon Solutions 2022a) Climate change may result in a number of secondary effects, including a reduction in the quality and supply of water from the Sierra snowpack, increased risk of large wildfires, reductions in the quality and quantity of certain agricultural products, exacerbation of air quality problems, increase in temperature and extreme weather events, and a decrease in the health and productivity of California's forests (California Climate Change Center 2006 and Moser et al. 2009).

An individual project, such as the 101 Logistics Center Project, cannot generate enough GHG emissions to effect a discernible change in global climate. However, the Project contributes to the potential for global climate change by its incremental contribution of GHGs combined with the cumulative increase of all other sources of GHGs, which when taken together constitute potential influences on global climate change. To determine significance, an evaluation was completed to determine if the Project would contribute or be subjected to the secondary effects of climate change expected to occur in California (see Table 10 below). As described in the evaluation, the Project would not contribute or be subject to potential secondary effects of climate change. However, implementation of MM J-1 through MM J-6 would further reduce GHG emissions associated with the Project. Project impacts related to climate change and greenhouse gas emissions would be less than significant with the implementation of mitigation.

Table 10. Secondary Effects of Climate Change

Consequences of Climate Change in California	Project Evaluation
Reduction in the quality and supply of water from the Sierra snowpack. If heat-trapping emissions continue unabated, more precipitation would fall as rain instead of snow, and the snow that does fall would melt earlier, reducing the Sierra Nevada spring snowpack by as much as 70 to 90 percent. This can lead to challenges in securing adequate water supplies. It can also lead to a potential reduction in hydropower.	**The Project would not contribute or be subject to this potential secondary effect of climate change.** Existing climate change models are designed for large-scale projects and are not precise enough to accurately predict changes on a watershed level. Therefore, it would be highly speculative to quantify the impacts of climate change on water supplies on a project-level basis. Development and operation of the Project would result in the need for water service; however, the General Plan has anticipated development of the Project site and the demand of water service for typical industrial developments. The proposed industrial development is consistent with the light industrial land use designation of the 2030 General Plan and the adopted land use designation of the Sakioka Farms Business Park Specific Plan. As a light industrial facility, the Project would not place demands on water services above those planned for by the City of Oxnard.

Consequences of Climate Change in California	Project Evaluation
Increased risk of large wildfires. If rain increases as temperatures rise, wildfires in the grasslands and chaparral ecosystems of southern California are estimated to increase by approximately 30 percent toward the end of the 21st century because more winter rain would stimulate the growth of more plant "fuel" available to burn in the fall. In contrast, a hotter, drier climate could promote up to 90 percent more northern California fires by the end of the century by drying out and increasing the flammability of forest vegetation.	**The Project would not contribute or be subject to this potential secondary effect of climate change.** The Project site is situated on an approximately 65-acre site located within the 430-acre Sakioka Farms Business Park Specific Plan in Oxnard, California. The Project site is an undeveloped agricultural area and is not in a forested area. The Project's incremental contribution to climate change would not result in a discernible change in global climate that would increase the risk of wildfires. The Project would not contribute to or be subject to an increased risk of large wildfires; related impacts would be less than significant.
Reductions in the quality and quantity of certain agricultural products. The crops and products likely to be adversely affected include wine grapes, fruit, nuts, and milk.	**The Project would not contribute or be subject to this potential secondary effect of climate change.** This secondary effect relates to agricultural production. The Project is industrial in nature and would not engage in the production of agricultural products. Although the site would be converted from agricultural land for the future development of industrial uses, this is not due to the effects of climate change. Furthermore, the Project's incremental contribution to climate change would not have a measurable impact on the reduction of quality or quantity of agricultural commodities produced in California.
Exacerbation of air quality problems. If temperatures rise to the medium warming range, there could be 75 to 85 percent more days with weather conducive to ozone formation in Los Angeles and the San Joaquin Valley, relative to today's conditions. This is more than twice the increase expected if rising temperatures remain in the lower warming range. This increase in air quality problems could result in an increase in asthma and other health-related problems.	**The Project would not contribute or be subject to this potential secondary effect of climate change.** Health effects from air quality problems that would be exacerbated by an increase in temperature would more commonly occur at a local level. As discussed under Air Quality Impact 3.3.4, the Project would not expose sensitive receptors to substantial pollutant concentrations. Implementation of MM J-1 through MM J-6 would help reduce GHG emissions associated with the Project.
A rise in sea levels resulting in the displacement of coastal businesses and residences. During the past century, sea levels along California's coast have risen about seven inches. If emissions continue unabated and temperatures rise into the higher anticipated warming range, sea level is expected to rise an additional 22 to 35 inches by the end of the century. Elevations of this magnitude would inundate coastal areas with saltwater, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats.	**The Project would not contribute or be subject to this potential secondary effect of climate change.** The Project site is approximately 55 feet to 65 feet in elevation relative to local mean sea level. The Project site is approximately 7.3 miles inland. The Project would not result in the displacement of coastal businesses and residences or be displaced due to a rise in sea levels.
Increased temperature and extreme weather events. Climate change is expected to lead to increases in the frequency, intensity, and duration of extreme heat events and heat waves in California. More heat waves can exacerbate chronic disease or heat-related illness.	**The Project would not contribute or be subject to this potential secondary effect of climate change.** As previously discussed, the Project's incremental contribution of GHGs would not result in a discernible change in global climate. Development of the Project would not contribute to an increase in temperature or extreme weather events.

Consequences of Climate Change in California	Project Evaluation
A decrease in the health and productivity of California's forests. Climate change can cause an increase in wildfires, an enhanced insect population, and establishment of non-native species.	**The Project would not contribute or be subject to this potential secondary effect of climate change.** The Project site is not forested, and development of the site would not contribute to a change in the health and productivity of forested land. Development and operations of the Project would not result in an increase in wildfire, nor would it enhance insect populations or establish non-native species, resulting in a decrease in the health or productivity of California's forests.
Source of consequences of climate change in California: CCCC 2006; and Moser et al. 2009.	

Specific Plan EIR Mitigation Measures that are applicable to the 101 Logistics Center Project

The Specific Plan, together with other pending urban development projects in the City which, even after application of the following mitigation measures, will result in a cumulative effect on GHG emissions that is considered significant and unavoidable. Accordingly, a Statement of Overriding Considerations was prepared in accordance with CEQA and included within the resolution approving the Specific Plan. However, implementation of MM J-1 through MM J-6 would help reduce GHG emissions associated with this project, and therefore, would apply:

MM J-1: This is an adaptive management mitigation measure. The Project developer shall implement fugitive dust control measures throughout all phases of construction. The Project developer shall include in construction contracts the control measures required and recommended by the Ventura County APCD 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 daily 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 onsite 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 off site.
- 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 onsite 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 onsite 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 Ventura County APCD 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.

MM 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 Ventura County APCD 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, liquefied natural gas, or electric, to the extent feasible.

MM J-3: This is an adaptive management mitigation measure. The Project developer shall include in construction and building management contracts one or more of the following requirements or other measures shown to be equally effective:

- Use solar or low-emission water heaters in new buildings where feasible and as in common practice in similar new construction in the Oxnard area.
- Require that commercial landscapers providing services at the common areas of Project site use electric or battery-powered equipment, or other internal combustion equipment that is either certified by the CARB or is 3 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 stop pull-out areas, and/or shelters at locations along and within the Project site. The number and location of bus stops shall be determined in consultation with Gold Coast Transit and the City Traffic Engineer. Cumulative air quality impact fees (see Mitigation J-6) paid by the Project developer or subsequent interests may be used for some or all of these structures

or as credits against the fee and/or to be funded from the fee fund consistent with the City's practice with other projects with similar transit-oriented mitigation requirements.

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

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

MM J-6: This is an adaptive management mitigation measure. The Project developer shall contribute to a cumulative impacts mitigation "buy-down" fund managed by the City based on the Ventura County Air Pollution Control District fee schedule effective at the time a building permit is issued. The fee contribution shall be assessed and paid incrementally as individual buildings are developed. The fee is allocated based on each development's share of ADT for the Project buildout. The ADT shall be recalculated annually by the City Traffic Engineer or upon request of the Project developer with a payment of a fee determined by the City Traffic Engineer that covers actual time and material costs to the City. The City shall consider transit and traffic demand management improvements and programs suggested by the Project developer, in excess of those otherwise required, as credits against the fee and/or to be funded from the fee fund.

Remaining Specific Plan EIR Mitigation Measures that are not applicable to the 101 Logistics Center Project but May Apply to Future Phases and/or Development Projects

There are no mitigation measures that would apply only to future phases and/or development projects.

Conclusion

Development of a light industrial building in Area 3 was anticipated as part of the Specific Plan EIR. Implementation of the Project would not result in any new or more severe impacts on Climate Change and GHG emissions not already evaluated and disclosed in the Specific Plan EIR.

Implementation of the Project would not result in any new, or more severe impacts Climate Change and Greenhouse Gas Emissions not already evaluated and disclosed in the Specific Plan EIR, and no new mitigation measures are required due to project changes. Therefore, further technical studies or environmental evaluation related to Climate Change and GHG emissions are not required.

3.6 Cultural, Paleontological Resources & Tribal Cultural Resources

Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because the Project would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
Would the Project:			
1) Cause a substantial adverse change in the significance of an historical resource as defined in CEQA Guidelines Section 15064.5?	Less than significant	No	No
2) Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to CEQA Guidelines Section 15064.5?	Less than significant with mitigation	No	No
3) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less than significant	No	No
4) Disturb any human remains, including those interred outside of formal cemeteries?	Less than significant with mitigation	No	No

The Specific Plan EIR determined there are no known archeological resources in the Specific Plan area. The EIR did find a limited possibility that archeological and paleontological resources still exist under the level of disturbed soils, and that these remains could be encountered during site preparation, generally below two feet deep. The EIR provided mitigation measures to lessen impacts to these resources if they are encountered.

As the Specific Plan EIR was certified in 2012, the AB 52 Tribal Cultural Resources regulations that apply to projects approved after July 1, 2015, were not considered. As implementation of the Project would not result in any new or more intense impacts, the Tribal consultation requirements of AB 52 are not applicable. However, the Specific Plan included MM A-2 to require Native American monitoring during excavation to address potential impacts related to finding Native American archeological resources or disturbance of burial sites.

Setting

In February 2006, a records search was conducted for the Specific Plan area by the South Central Coastal Information Center at California State University Fullerton. The records search included a review of all

recorded archeological sites within a 0.5-mile radius of the Specific Plan area as well as a review of cultural resource reports on file. The records search revealed one archaeological site within a 0.5-mile radius of the Specific Plan area, and one isolate located within the Specific Plan area. An isolated artifact is “an artifact that has been previously displaced from its original archaeological association, which is no longer part of an archaeological site, and that has little or no archaeological significance as an object in itself.” The search also identified five additional cultural resources within a 0.5-mile radius of the Specific Plan area; however, none were identified within the Specific Plan area.

Paleo Solutions, Inc. prepared a project-specific Cultural Resources Constraints Analysis on October 2, 2020, to evaluate project impacts to cultural and archeological resources (Paleo Solutions 2020). The findings of that report are consistent with findings stated in the Specific Plan EIR. Therefore, the findings of the Cultural Resources Constraints Analysis are used herein to support this discussion and incorporated by reference.

Impact Discussion

1) Would the Project cause a substantial adverse change in the significance of an historical resource as defined in State CEQA Guidelines Section 15064.5?

The Specific Plan area has been used for agricultural cultivation for several decades, and the structures that existed at the site are relatively recent in origin and not considered of historical significance. No significant impacts are expected to occur with relation to historic resources. The Paleo Solutions analysis evaluated the effects of development on the proposed project site. No previously recorded prehistoric or historic resources are located on the Project site, and none were observed during the walkover survey performed by Conejo Archaeological Consultants prior to grading activities on the Project site in August 2020. The proposed project would not cause a substantial adverse change in the significance of an historical resource .

While unlikely, subsurface construction activities always have the potential to damage or destroy previously undiscovered cultural resources. Historic resources can include wood, stone, foundations, and other structural remains; debris-filled wells or privies; and deposits of wood, glass, ceramics, and other refuse. Accordingly, implementation of Specific Plan EIR MM A-1 is required to reduce potential impacts to historic resources to a less than significant level. Impacts would be less than significant with mitigation incorporated, which is consistent with the findings of the Specific Plan EIR.

2) Would the Project cause a substantial adverse change in the significance of a unique archaeological resource pursuant to State CEQA Guidelines Section 15064.5?

In order to determine if known sites are recorded on the property, the following records searches were conducted: a records search was conducted as part of the Specific Plan EIR (Langdon Wilson International,2012), and a records search was conducted by staff at the South Central Coastal Information Center (SCCIC) located at the California State University, Fullerton on February 26, 2020 (Griffin 2020). To identify additional historic properties or resources, the current inventories of the National Register of Historic Places, the California Register of Historical Resources, the California Historical Landmarks list, the California Points of Historical Interest list, and the California State Historic Resources Inventory were reviewed to determine the existence of previously documented local historical resources. The results of the records search indicated that one cultural resource has been recorded 0.4 miles northwest of the 101 Logistics Center Project Storage Project site. The records search did not identify any known resources within the 101 Logistics Center Project Storage Project area.

On March 2, 2020, FirstCarbon Solutions sent a letter to the Native American Heritage Commission (NAHC) in an effort to determine if any sacred sites are listed on its Sacred Lands File for potential development located adjacent to the 101 Logistics Center Site (Project Bruin, located adjacent to Project to the south). On March 3, 2020, the NAHC responded that the search failed to indicate the presence of Native American cultural resources within the immediate project site. The NAHC provided a list of Native American tribal members who may have additional knowledge of the Project site. FirstCarbon Solutions contacted each of the tribes by mail and invited them to provide any information they may have regarding cultural resources on the Project (FirstCarbon Solutions 2021a). A FirstCarbon Solutions archaeologist surveyed the adjacent parcel, and no historic or prehistoric sites were observed.

Given these factors, the likelihood of encountering undiscovered prehistoric archaeological resources over the course of the Project construction is considered moderate to low. However, there is a remote possibility that archeological resources still exist below the surface, and that these remains could be encountered during site improvements, generally below two feet in depth. The Specific Plan EIR requires periodic monitoring per MM A-2 during construction to identify any previously unidentified archeological resources uncovered during project grading activity. Implementation of MM A-1 and MM A-2 would reduce impacts to a less than significant level, consistent with the findings of the Specific Plan EIR.

3. Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

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 through the Natural History Museum of Los Angeles County for the project site in March 2006. On March 6, 2020, FirstCarbon Solutions requested the Los Angeles County Museum of Natural History conduct a records search to determine if any of the geologic formations underlying the project area held the potential to yield fossilized remains. Conclusions were consistent with the Specific Plan EIR (FirstCarbon Solutions 2021a).

The search determined there were no vertebrate fossil localities in the Specific Plan area, and no localities nearby are from the same or similar sedimentary units as those exposed in the Specific Plan area. The search also determined the surficial sediments at the Specific Plan area 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, but deeper excavations may encounter significant vertebrate fossils. The Specific Plan area, including the Project site, has been used for agricultural cultivation for many years, and it is likely that any surface paleontological remains have long since been eliminated by associated activities. There are no known paleontological resources in the Specific Plan area. 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 was recommended in the EIR, periodic monitoring during construction is required, consistent with standard City Conditions as noted above in the project description. This would ensure that project impacts would remain less than significant.

4) Would the Project disturb any human remains, including those interred outside of formal cemeteries?

No human remains or cemeteries are known to exist in or near the Specific Plan area. However, there is always the possibility that subsurface construction activities associated with the Project site improvements, such as trenching and grading, could potentially damage or destroy previously undiscovered human remains. In the event of the accidental discovery or recognition of any human

remains, CEQA Guidelines Section 15064.5; Health and Safety Code Section 7050.5; Public Resources Code Section 5097.94 and Section 5097.98 must be followed. In the unlikely event human remains are discovered, implementation of Specific Plan EIR MM A-2 would reduce this potential impact to a less than significant level. These findings are consistent with the findings of the Specific Plan EIR, which found impacts to be less than significant with the implementation of mitigation.

Specific Plan EIR Cumulative Impacts

The Specific Plan EIR determined there was no evidence that the Specific Plan would cause significant environmental effects to Cultural Resources with the implementation of mitigations, and therefore, no cumulative discussion was provided. Development of the proposed Project does not change this finding.

Specific Plan EIR Mitigation Measures that are applicable to the 101 Logistics Center Project

In order to reduce impacts to Cultural Resources & Tribal Cultural Resources to the extent feasible, the Specific Plan EIR imposed a number of mitigation measures. The following mitigation measure apply to this Project:

MM A-1: This is an adaptive management mitigation measure. The Project developer and/or subsequent responsible parties shall contract with a qualified archaeologist to monitor initial grading and excavation more than three feet. If 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.

MM A-2: This is an adaptive management mitigation measure. The Project developer and/or subsequent responsible parties shall contract with a Native American monitor to be present during all subsurface grading, trenching, or construction activities more than three feet on the Project site. The monitor shall provide a monthly report to the Planning Division summarizing the activities during the reporting period. If any qualifying cultural materials are encountered during this phase of project construction, construction activities on the Project site shall be halted immediately, and the Project developer shall notify the City. If any find were determined to be significant by the Native American monitor, the City and the Native American monitor would meet to determine the appropriate course of action. A copy of the contract for these services shall be submitted to the Planning Division Manager for review and approval prior to issuance of any grading permits. A final monitoring report(s) shall be provided to the Planning Division prior to Building Division approval of final Certificate(s) of Occupancy.

Remaining Specific Plan EIR Mitigation Measures that are not applicable to the 101 Logistics Center Project but May Apply to Future Phases and/or Development Projects

There are no mitigation measures that would apply only to future phases and/or development projects.

Conclusions

Development of a light industrial building in Area 3 was anticipated as part of the Specific Plan EIR. Implementation of the Project would not result in any new or more severe impacts on Cultural and Paleontological Resources and Tribal Cultural Resources not already evaluated and disclosed in the

Specific Plan EIR. Implementation of the Project would not result in any new, or more severe impacts to Cultural and Paleontological Resources and Tribal Cultural Resources not already evaluated and disclosed in the Specific Plan EIR, and no new mitigation measures are required due to project changes. Therefore, further technical studies or environmental evaluation related to Cultural Resources and Tribal Cultural Resources, including paleontological resources, are not required.

3.7 Geology & Soils

Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because the Project would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168©(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
Would the Project:			
1a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist or based on other substantial evidence of a known fault?	Less than significant with mitigation	No	No
1b) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic groundshaking that cannot be addressed through compliance with standard Code requirements?	Less than significant with mitigation	No	No
2) 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 an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse that cannot be addressed through compliance with standard Code Requirements?	No impact	No	No
3) Be located on expansive soil, creating substantial risks to life or property that cannot be addressed through compliance with standard Code requirements?	Less than significant with mitigation	No	No
4) Expose people or structures to inundation by seiche or tsunami?	Less than significant	No	No

Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because the Project would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168©(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
5) Rely on dredging or other maintenance activity by another agency that is not guaranteed to continue?	This impact was not analyzed in the Specific Plan EIR	No new or substantially more severe significant impacts and no new mitigation measures are required	No

The potential Geology and Soils impacts associated with the proposed Specific Plan were determined to be less than significant with mitigation in the Specific Plan EIR. Compliance with required building codes, project-specific geotechnical engineering considerations, and recommended mitigation measures would reduce the potential impact to that consistent with other well-designed structures in southern California.

Setting

The Specific Plan area is situated in the eastern Transverse Range Geomorphic Province in southern California. Geologic structures in the western Transverse Ranges region were 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 resulted in uplift, mountain formation, basin formation, and seismicity throughout the region. The Ventura Basin is a 120-mile long, deep structural trough filled with more than 58,000 feet of primarily marine sedimentary rocks during the Cretaceous through Pleistocene periods. The folding and faulting of the thick sequence of sediments in the Ventura Basin created numerous oil and gas fields throughout the region.

In 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, and Los Padres mountains to the north. The Oxnard Plain is characterized by relatively flat topography that slopes gently seaward from alluvial fans at the base of the surrounding mountains. The Specific Plan area 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.

The Specific Plan EIR cited a nearby geologic feasibility study prepared by GeoSoils Consultants, Inc. (2005) for subsurface geotechnical information (City of Oxnard, 2011b). 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.

Geotechnical Exploration Borings

Terracon Consultants (Terracon 2021).performed a geotechnical investigation at the site and summarized the results of their investigation in a report dated April 16, 2021. The prior investigation included 21 exploration borings (B-1 through B-21), 14 CPT soundings (CPT-1 through CPT-14), and nine field percolation tests (P-1 through P-9). The borings ranged in depth between 21½ and 51½ feet below ground surface (BGS), CPT soundings ranged from 50 to 100 feet BGS, and percolation tests ranged between three and five feet BGS.

Compaction Reports

Additional review of prior relevant geotechnical reports by Langan Engineering and Environmental Services dated October 2, 2022, noted that Earth Systems summarized grading activities performed at the site between November 18, 2020, and September 24, 2021. The Langan report documents subgrade preparation prior to fill placement, materials used for fill, fill moisture conditioning, placement, and compaction. Field density testing performed during grading is also summarized. The Langan report also noted that recently conducted fill placement in accordance with good engineering practice, is properly compacted and may be considered engineered fill. The fill thickness generally ranged from approximately two to nine feet at the site.

Impact Discussion

1a) Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist or based on other substantial evidence of a known fault?

According to the Specific Plan EIR, the Specific Plan area 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 area as shown in Figure IV.F-2 of the SP EIR. 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.

Specific Plan EIR MM F-1 requires detailed design-level geotechnical investigations to be performed by qualified licensed professionals for each individual proposed project/phase of the Specific Plan. Additionally, proper design following industry standards, State, and City building codes for Seismic Zone 4 would reduce potential impacts related to strong seismic ground shaking to a less than significant level. The design-level investigations for the proposed project are included in the Geotechnical Engineering Report (Earth Systems 2020), which includes recommendations for design and construction. Implementation of such recommendations would reduce impacts to a less than significant level. Impacts resulting from the proposed project would be consistent with the findings of the Specific Plan EIR, which were found to be less than significant with mitigation incorporated.

1b) Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic groundshaking that cannot be addressed through compliance with standard Code requirements?

The Specific Plan area is located in the seismically active southern California region and would likely be subject to strong ground shaking associated with earthquakes on the San Andreas and Transverse Ranges fault systems; however, according to the Earth Systems report, the Specific Plan area is not in an

Alquist-Priolo Earthquake Fault Zone based on a review of State Fault Hazard maps. Since periodic earthquakes accompanied by surface displacement can be expected in the Specific Plan area through the lifetime of the Specific Plan, 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 Specific Plan area.

The Specific Plan EIR found that mitigations for the 430-acre site could address strong seismic groundshaking through compliance with standard code requirements which would reduce substantial risks to life or property to less than significant. The proposed Project would comply with all code requirements. Impacts would be less than significant, which are consistent with the findings of the Specific Plan EIR.

2) Would the Project 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 an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse that cannot be addressed through compliance with standard Code requirements?

The response to this question is incorporated in the response to the next question.

3) Would the Project be located on expansive soil, creating substantial risks to life or property that cannot be addressed through compliance with standard Code requirements?

The Specific Plan EIR found that the 430-acre site was not located on soil that is unstable or that would become unstable as a result of the Project and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse that cannot be addressed through compliance with standard code requirements and therefore there would be no impact. According to a search conducted through the United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS), the site consists of Camarillo sandy loam, Camarillo loam, and Pacheco silty clay loam (USDA 2020). While the Project specific Geotechnical Engineering Report (Terracon 2021).

determined that the Project site is subject to liquefaction, implementation of the recommendations within the report would reduce impacts to a less than significant level. The Specific Plan EIR indicates that Camarillo soils have low expansion potential, and Pacheco soils have moderate expansion potential. The Sakioka Farms Business Park Specific Plan EIR determined that impacts would be less than significant as the site is not located on expansive soil, creating substantial risks to life or property that cannot be addressed through compliance with standard code requirements. In addition, the Specific Plan EIR determined that compliance with City and State building codes would minimize project-specific potential impacts resulting from expansive soil. No mitigation was proposed.

According to the Specific Plan EIR, the site is in an area mapped as potentially liquefiable. In the event of strong groundshaking, liquefaction could occur, resulting in damage to proposed structures. However, the Specific Plan EIR found that 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. The findings of the Project-specific Geotechnical Engineering Report anticipated seismic induced settlement, liquefaction potential, and presence of relatively high compressibility of clay soils and provide geotechnical engineering guidance for development of the site. The proposed Project would comply with all code requirements and would utilize the Project-specific geotechnical engineering guidance. Impacts would be less than significant, which are consistent with the findings of the Specific Plan EIR.

4) Would the Project expose people or structures to inundation by seiche or tsunami?

The Specific Plan area is located approximately six miles from the coast and is not located near a large inland body of water. Therefore, the Specific Plan EIR found the potential for the Specific Plan area to be affected by a tsunami or seiche is remote, and impacts are less than significant. The development of the proposed Project does not change these conditions.

Specific Plan EIR Cumulative Impacts

Geotechnical hazards are generally site-specific and there is little, if any, cumulative relationship between development of the Specific Plan and related projects. As such, the Specific Plan EIR found that build-out of the Specific Plan, along with related projects, was not anticipated 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 consistent with the recommendations outlined in the Specific Plan EIR Geology and Soils section. Therefore, any potential cumulative geological impacts would be reduced to less than significant levels. The development of the proposed Project does not change this finding.

Impacts not Explicitly Analyzed in the Specific Plan EIR

In May 2017, the City adopted an updated CEQA Checklist to include threshold question number five. Because the City's CEQA checklist was implemented after the adoption of the Specific Plan, impacts related to dredging or other maintenance activity by another agency on the Project site were not explicitly discussed in the Specific Plan EIR.

5) Would the Project rely on dredging or other maintenance activity by another agency that is not guaranteed to continue?

The Specific Plan area is located approximately six miles from the coast and has historically been used for agriculture. The Specific Plan area does not require dredging or other maintenance activity by another agency. Therefore, there would be no impact related to dredging.

Specific Plan EIR Mitigation Measures that are applicable to the 101 Logistics Center Project

In order to reduce impacts to Geology and Soils to the extent feasible, the Specific Plan EIR imposed a number of mitigation measures. The following mitigation measure would apply to this Project:

MM F-1: This is an adaptive management mitigation measure. *Conduct Geotechnical Investigations and Adhere to Recommendations:* Detailed design-level geotechnical investigations shall be performed by qualified licensed professionals for each project proposed during various phases of Specific Plan implementation. These geotechnical investigations shall include, but not be limited to:

- Identification of unsuitable soils including expansive, corrosive, and collapsible soils
- Identification of presence and extent of liquefiable soils
- Calculation of site-specific seismic design criteria
- A fault evaluation study to confirm the presence or absence of the Springville and Camarillo segments of the Simi-Santa Rosa fault across the southern half of the Specific Plan 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.

Remaining Specific Plan EIR Mitigation Measures that are not applicable to the 101 Logistics Center Project but May Apply to Future Phases and/or Development Projects

There are no mitigation measures that would apply only to future phases and/or development projects.

Conclusions

Development of a light industrial building in Area 3 was anticipated as part of the Specific Plan EIR. Implementation of the Project would not result in any new, or more severe impacts to Geology and Soils not already evaluated and disclosed in the Specific Plan EIR, and no new mitigation measures are required due to project changes. Therefore, further technical studies or environmental evaluation related to Geology and Soils are not required.

3.8 Hazards & Hazardous Materials

Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because it would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
Would the Project:			
1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials that cannot be addressed through compliance with standard regulatory requirements?	Less than significant with mitigation	No	No
2) Create a substantial hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment?	Less than significant with mitigation	No	No
3) Emit hazardous substances or involve handling hazardous or acutely hazardous substances or waste within one-quarter mile of an existing or proposed school, in quantities or a manner that would create a substantial hazard?	No impact	No	No
4) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a substantial hazard to the public or environment?	Less than significant with mitigation	No	No
5) Impair implementation of or physically interfere with an adopted emergency plan or emergency evacuation?	This impact was not analyzed in the Specific Plan EIR	No new or substantially more severe significant impacts and no new mitigation measures are required	No

The Hazards and Hazardous Materials section of the Specific Plan EIR was based largely on the 2002 Phase I Environmental Site Assessment (ESA), *Report of Phase I ESA, Sakioka Farms 427-acre Agricultural Site (APNs 216-0-030-065, 075, 085, and 105), City of Oxnard, County of Ventura, State of California*, which is Appendix F to the Specific Plan Draft EIR and is available for review at the County Development Department, and the 2021 Phase I ESA, *Phase I ESA, 41-Acre Site – Sakioka Farms, Oxnard, California.* The Specific Plan EIR requires project-level analysis for potential hazards and hazardous materials impacts from future development in the Specific Plan area. The Project-level analysis for the proposed warehouse and office facility did not identify any new or additional significant impacts as compared to those outlined in the Specific Plan EIR, and implementation of the mitigation measures set forth in the Specific Plan EIR would reduce the impacts to a less than significant level.

Setting

The Specific Plan area has historically been used as farmland, and at the time the Specific Plan was adopted, it was vacant except for scattered farm-related structures (garages, sheds, trailers, etc.) clustered around the Specific Plan area. As part of RBF Consulting's 2002 Phase I ESA, they reviewed available historical aerial photographs dated from 1938 through 1994 for the Specific Plan area and those immediately adjacent to assist in the identification of development activities that have historically occurred within the Specific Plan area. Agricultural uses within the Specific Plan area date back to 1938.

The Specific Plan EIR included mitigation for potential hazards and hazardous materials impacts from future development in the Specific Plan Area by requiring project-level analysis to be conducted.

A Phase I ESA was prepared for the 41-acre Project Site in 2021 (Roux Associates Inc. [Roux] 2021), According to the Phase I ESA, the Site is situated to the south of the Ventura Freeway (US 101) between present-day Rice Avenue on the west and North Del Norte Boulevard on the east.

The 2021 Roux Phase I ESA included a reconnaissance of the Site for potential recognized environmental conditions (RECs), including, but not limited to, potential underground storage tanks (USTs), aboveground storage tanks (ASTs), polychlorinated biphenyl (PCB)-containing equipment, hazardous materials storage, or handling areas, containerized or bulk wastes, and visual indications of impacted soil. Roux indicated that the drainage ditches and water and propane ASTs observed on Site did not represent an environmental concern.

Hazardous Building Materials

Asbestos-containing materials 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 Specific Plan area, the structures are of wood frame construction with no insulation, tile flooring, or friable materials. There are no structures located on the 101 Logistic Project Site. Therefore, the potential for asbestos-containing materials to be found on site is unlikely.

It is estimated that over 80 percent of housing built before 1978 contains some lead-based paint. Lead-based paints can create a potential health hazard for building occupants if the paint is disturbed or flaking. Based upon the year the existing structures present within the Specific Plan area were built (prior to 1978), there is potential for lead-based paints to be found on site. However, there are no structures located on the 101 Logistic Project Site. Therefore, the potential for lead-based paint to be found on site is unlikely.

Imported Fill

Roux observed imported fill being brought onto the Site during the site reconnaissance, and sampling data provided to Roux by another firm indicated that organochlorine pesticides (OCPs) and metals were

not detected in the soil samples collected from the imported fill material at concentrations exceeding their respective commercial/industrial screening levels (July 2019 San Francisco Bay Regional Water Quality Control Board Environmental Screening Levels [ESLs] for shallow soil exposure), with the exception of arsenic. Detected concentrations of arsenic exceeded its commercial/industrial ESL, but not its typical background concentration range for California soils as noted by the (Kearny Foundation of Soil Science 199 report or the California Department of Toxic Substances Control (DTSC) upper-bound naturally occurring arsenic screening level concentration.

Nearby Release Cases

In their 2021 Phase I ESA, Roux reviewed regulatory database records for the site, adjacent properties, and nearby properties to assist in the identification of RECs in connection with the site. Roux determined that based on their review of the available regulatory records, there were no on-site, adjacent, or nearby properties within 1,000 feet of the Site listed on the regulatory databases searched.

On-Site and Nearby Oil Wells

According to the Phase I ESA (Roux 2021), a dry hole was drilled within the Site boundary in 1960 and subsequently plugged in 1961. A second former oil-producing well was drilled in 1957 adjacent to the site near the southern property boundary and was subsequently plugged. Refer to Figure 11 below for the location of on and off-site oil wells in relation to the Project site. There are multiple other oil wells and dry holes in the vicinity, including two within 350 feet of the site boundary. Please refer to the 2021 Roux Phase 1 ESA for additional information.

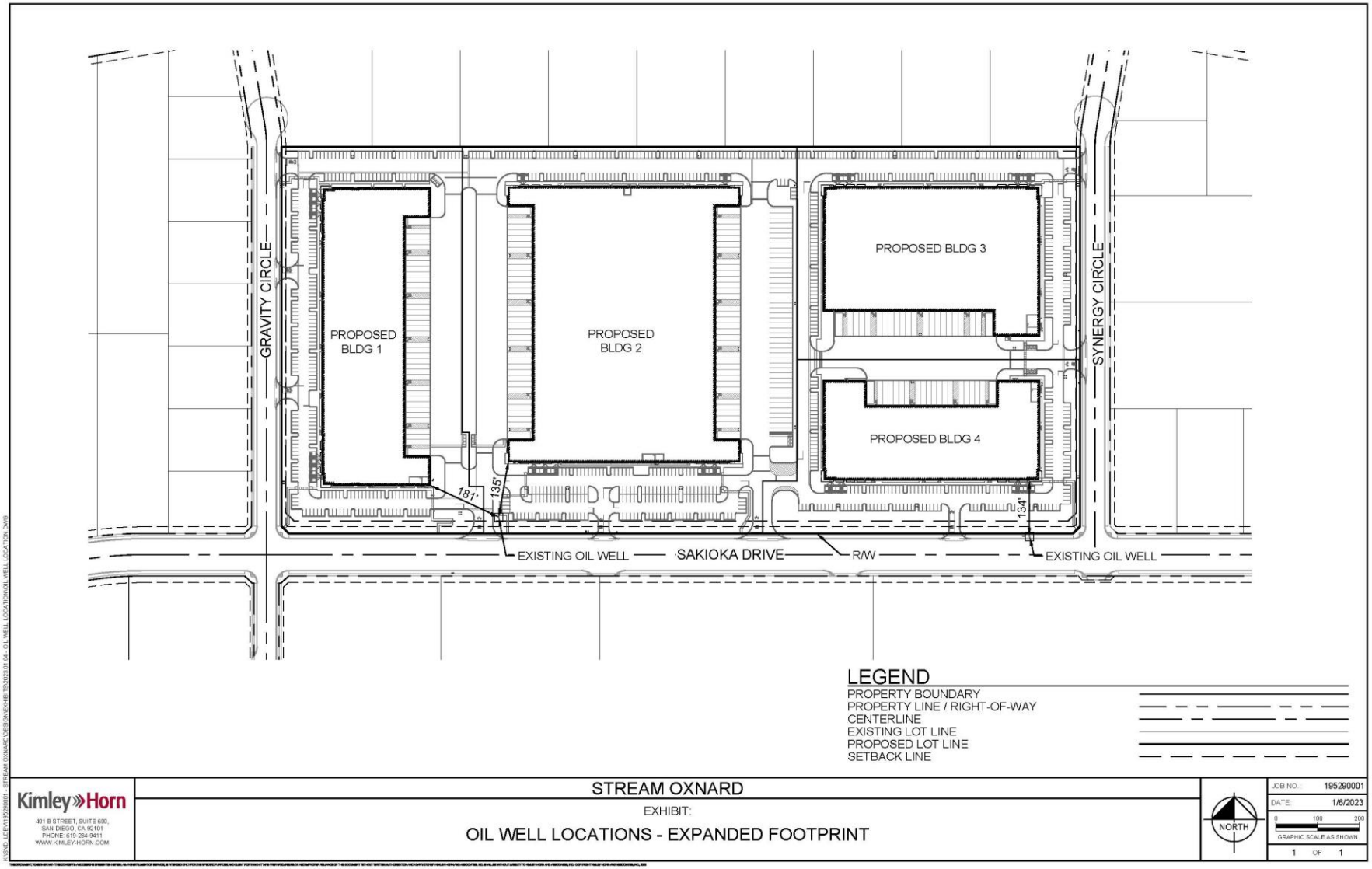
The 2021 Roux Phase I ESA indicates that both of these wellheads were reportedly exposed in June 2020 and evaluated by the California Geologic Energy Management Division (CalGEM). There were no reported hydrocarbons or soil contamination at the on-site well, “McGrath” 2 (API No. 0411101161).

Additionally, as part of their 2021 Phase I ESA, Roux oversaw the completion of a methane assessment in the area of the on-site and four nearest off-site oil wells and determined there is no methane risk at the Project site.

Historical Agricultural Use On-Site and Off-Site

According to the 2021 Roux Phase I ESA, the Site and surrounding parcels were used for agricultural operations containing primarily row crops and some orchards since the 1920s. At the time of the Roux report, there were no active agricultural operations on the site, but surrounding parcels to the west, north and east were occupied by row crops. The use of agricultural chemicals on the site, such as pesticides, herbicides and fertilizers, and the potential for impacts from agricultural chemicals to on-site soils was considered a historical recognized environmental condition by Roux based on previous soil sampling and toxaphene-impacted soil removal conducted at the Site.

Figure 11. Dry Hole and Abandoned Oil Well Locations in Relation to Project



The 2021 Roux Phase I ESA indicated that previous shallow soils investigations conducted in October 2020 by Padre Associates, Inc. (Padre) analyzed 60 soil samples, 30 (from 15 soil borings) from within the Site boundary, for OCPs and metals. The Padre investigation reported limited detections of OCPs and metals that were nearly all below the July 2019 commercial/industrial ESLs (including detected concentrations of arsenic within typical background concentration range), with the exception of two detections of toxaphene (an OCP), one of which was located within the Site boundaries (HA-22 at 0.5 feet below grade). This concentration, 4.3 milligrams per kilogram (mg/kg), exceeded the July 2019 commercial/industrial ESL of 2.25 mg/kg for toxaphene. Based on the limited soil assessment conducted, Padre recommended additional soil assessment in the area of sample HA-22-0.5 to define the approximate vertical and lateral extents of toxaphene.

Roux reviewed a January 2021 Letter-Report prepared by Padre that documented the results of additional step-out soil samples collected in areas immediately surrounding soil boring HA-22 and at other off-Site locations in October 2020. The Padre report indicated that in November 2020, toxaphene-impacted soil around boring HA-22 was excavated to approximately one to two feet (and laterally to the step-out soil boring locations) and hauled off-site for disposal. Based on the information provided by Padre, Roux concluded that "no additional investigation or soil removal" was recommended at that time.

Impact Discussion

1) Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials that cannot be addressed through compliance with standard regulatory requirements?

The response to this question is incorporated within the response to the next question.

2) Would the Project create a substantial hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment?

All miscellaneous vehicles, maintenance equipment and materials, construction/irrigation materials, miscellaneous stockpiled debris, dumpsters, pesticide application equipment, aboveground storage tanks, 55-gallon drums, and 5-gallon buckets were removed offsite and properly disposed as described in MM G-1 from the Specific Plan EIR. Visual inspection of all storage structures was performed, and all hazardous materials that were encountered were tested and properly disposed of pursuant to State and federal regulations and as required by Specific Plan EIR MM G-2.

The Project includes the development of a warehouse and office facility that would use materials generally found in light industrial buildings.

Assuming that limited hazardous materials would be utilized onsite, with the exception of miscellaneous cleaning products, construction and operation of the proposed Project would comply with the requirements of all applicable regulatory codes, and the Project would implement MM G-1 and G-2 from the Specific Plan EIR. With the implementation of MM G-1 and G-2, impacts resulting from the proposed Project would be less than significant. These findings are consistent with the findings of the Specific Plan EIR, which found impacts to be less than significant with mitigation incorporated.

3) Would the Project emit hazardous substances or involve handling hazardous or acutely hazardous substances or waste within one-quarter mile of an existing or proposed school, in quantities or a manner that would create a substantial hazard?

The Specific Plan EIR did not specifically evaluate whether potentially hazardous materials could be used or stored near schools during the short-term construction of projects in the Plan Area, or during the long-term operation of commercial, institutional, or industrial businesses, or residences. The Specific Plan EIR states that all subsequent development is subject to various federal, State, and local reviews and regulations related to hazardous wastes. The nearest schools to the Project site include the ITT Technical Institute Oxnard Campus, 2051 Solar Drive, located approximately 1.3 miles from the site and Rio Rosales Elementary School, 1001 Kohala Street, located approximately 1.5 miles from the site.

The proposed project would not emit hazardous substances or involve the handling of hazardous or acutely hazardous substances within 0.25 mile of a school in quantities that would create a substantial hazard. Thus, the Project would have no impact related to hazardous materials located within one quarter mile of an existing or proposed school. Therefore, there would not be new or more severe impacts compared to the impacts analyzed in the Specific Plan EIR.

4) Would the Project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a substantial hazard to the public or environment?

The Project site is not included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5. Additionally, according to the State Water Resources Control Board (SWRCB) GeoTracker website and the DTSC EnviroStor website, there are several closed Leaking Underground Storage Tank (LUST) cleanup cases and one closed Cleanup Program case located in the vicinity of the Site, approximately 0.27 mile away from the site (SWRCB 2022, DTSC 2022). Based on the distance of the known release cases to the site, the Project would not create a substantial hazard to the public or environment as a result of a known release case near the Project site.

Due to the volume of vehicles traveling on US 101 for approximately the last 50 years, potential exists for lead contamination to be present in exposed soils on the northern boundary of the Specific Plan area that could be released into the air during construction activities. Specific Plan EIR MM G-4 requires that areas of exposed soil five feet from the US 101 right-of-way that would be disturbed be sampled and tested for lead, and appropriate remediation measures would be recommended, if needed. The proposed Project would not impact Planning Areas 1 or 7, which are those adjacent to US 101. Therefore, Specific Plan EIR MM G-4 would not apply to this Project.

Because the Specific Plan area was used for agricultural purposes for several decades, several pesticides that are now banned may have been used throughout the site. While there is no requirement that agricultural soil be tested prior to development, the historical use of agricultural pesticides on the site may have resulted in residue of certain persistent in-soil concentrations that may present a hazard to human health and/or the environment according to established State and federal regulatory levels. Therefore, the Specific Plan EIR requires soil sampling throughout the Specific Plan area. As discussed in *Setting*, above, soils within and surrounding the 101 Logistics Center Project site were sampled for OCPs and metals (Padre 2020). The soil assessment report identified OCPs and metals in on-site soil at concentrations below July 2019 commercial/industrial ESLs and typical background concentrations for metals, with the exception of one detection of toxaphene, the extent of which was subsequently delineated and remediated via excavation and disposed off-site (Padre 2021). Therefore, no additional sampling would be required as described in MM G-5 from the Specific Plan EIR.

As discussed in *Setting*, above, one plugged and abandoned oil well is located along the southern boundary of the site. Specific Plan Mitigation Measure MM G-6 requires that that previous 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, and oil well abandonment procedures shall be followed, and formal verification of closure be sent to CalGEM.

Per CalGEM, there is no guarantee that an abandoned oil well, no matter how thoroughly the well was plugged and abandoned, would not start leaking in the future. Thus, CalGEM recommends that all current and future property owners are notified of the presence of the oil wells on the property with a document recorded in the County Recorder's Office. Additionally, CalGEM recommends that all solid-containing hydrocarbons be disposed of in accordance with local, state, and federal laws, and that the appropriate authorities are alerted to soils containing significant amounts of hydrocarbons discovered during construction.

In keeping with the CalGEM recommendations for access, the Project would be subject to conditions of approval that require that development does not impede access to the on-site oil well, property owners are notified of the well via a recorded notice, and the appropriate authorities are alerted of any soils discovered with significant concentrations of hydrocarbons and that those soils are disposed of in accordance with all applicable laws.

The proposed Project would implement MM G-5 and MM G-6 from the Specific Plan EIR and impacts would be consistent with the findings of the Specific Plan EIR, which were determined to be less than significant with the implementation of mitigation.

5) Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The Specific Plan EIR did not specifically evaluate whether development on-site would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The proposed project would not involve any other activities during operation that could impede public access or travel upon public rights-of-way nor would interfere with an emergency response or evacuation plan. No additional impact would result from project implementation.

Specific Plan EIR Cumulative Impacts

Development of the Specific Plan 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 related projects, each project 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.

Mitigation Measure MM-G-1 requires 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 and properly disposed off-site. This task was completed as part of the 2020 Specific Plan Tract Map Phase One Improvement project. 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 proposed Project does not change this finding.

Impacts not Explicitly Analyzed in the Specific Plan EIR

Potential impacts for question 3 and 5 are discussed below. No additional impacts would result from project implementation.

The Specific Plan EIR did not specifically evaluate whether the Project would emit hazardous substances or involve handling hazardous or acutely hazardous substances or waste within 0.25 mile of an existing or proposed school, in quantities or a manner that would create a substantial hazard (question number three).

In May 2017, the City adopted an updated CEQA Checklist to include threshold question number five. Because the City's CEQA Consistency Evaluation was implemented after the adoption of the Specific Plan, impacts related to impairing implementation of or physically interfering with an adopted emergency plan or emergency evacuation (question five) were not explicitly discussed in the Specific Plan EIR. The Specific Plan did state each project would be required to be evaluated for potential interference with an adopted emergency response or evacuation plan.

Specific Plan EIR Mitigation Measures that are applicable to the 101 Logistics Center Project

In order to reduce impacts to Hazards and Hazardous Materials to the extent feasible, the Specific Plan EIR imposed a number of mitigation measures. The following mitigation measures would apply to this Project:

MM 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 CalGEM well abandonment procedures shall be followed, and formal verification of closure be sent to CalGEM.[2]

Remaining Specific Plan EIR Mitigation Measures that are not applicable to the 101 Logistics Center Project but May Apply to Future Phases and/or Development Projects

The following Specific Plan EIR mitigation measure reduces the impact associated with the impacts to Hazards and Hazardous Materials; however, these mitigation measures do not apply to the 101 Logistics Center Project (the Project does not include soils disturbance near the Rice Avenue/US 101 interchange, there are no structures on the Project site, Area 5 as identified in the Specific Plan EIR is not located on the Project site, and commercial/industrial development is permitted within the Extended Traffic Pattern Zone):

MM 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 and properly disposed off-site consistent with the phased development described in the Specific Plan. Once removed, a visual inspection of the areas beneath the removed materials should be performed. Any stained soils observed underneath the

[2] CalGEM was formerly the California Department of Oil, Gas, and Geothermal Resources (DOGGR).

removed materials should be sampled. Results of the sampling would indicate the level of remediation efforts that may be required.

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

MM G-3: Due to visible evidence of dark surface soil staining of oil/petroleum products located within Area 5, soil shall be excavated to determine the exact vertical extent of the contamination. If during soil removal, staining appears to continue below the ground surface, sampling shall be performed to identify the extent of contamination and appropriate remedial measures shall be taken.

MM G-4: Areas of exposed soil five feet from the expanded California Department of Transportation right-of-way along US 101 after completion of the Rice Avenue/US 101 interchange reconstruction, which will be disturbed during any excavation/grading activities, shall be sampled, and tested for lead. In the unlikely event that unacceptable levels of lead materials are encountered, the materials shall be disposed of pursuant to State and federal regulations.

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

MM 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.

MM G-8: This is an adaptive management mitigation measure. Consistent with the Airport Comprehensive Land Use Plan for Ventura County and the Specific Plan, commercial/industrial development is permitted within the Extended Traffic Pattern Zone subject to aviation easements and appropriate recorded disclosures.

Conclusion

Development of a light industrial building in Area 3 was anticipated as part of the Specific Plan EIR. Implementation of the Project would not result in any new or more severe impacts on Hazards and Hazardous Materials not already evaluated and disclosed in the Specific Plan EIR. Implementation of the Project would not result in any new, or more severe impacts to Hazards and Hazardous Materials not already evaluated and disclosed in the Specific Plan EIR, and no new mitigation measures are required due to project changes. Therefore, with the applicable mitigation measures, the Project is consistent with the Specific Plan EIR.

3.9 Hydrology & Water Quality

Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because it would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
Would the Project:			
1) Cause any violation of any adopted water quality standards or waste discharge or treatment requirements?	Less than significant	No	No
2) Substantially deplete groundwater supplies or interfere 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 that would not support existing land uses or planned uses for which permits have been granted)?	Less than significant	No	No
3) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in onsite or offsite flooding or exceed the capacity of existing or planned stormwater drainage systems?	Less than significant	No	No
4) Place new structures 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?	Less than significant	No	No
5) Impede or redirect flood flows such that it would increase onsite or offsite flood potential?	Less than significant	No	No

Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because it would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
6) 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 dam or levee?	Less than significant	No	No
7) Be exposed to a substantial risk related to inundation by seiche, tsunami, or mudflow?	Less than significant	No	No

The analysis of Hydrology and Water Quality in the Specific Plan EIR was based on the Conceptual Hydrology Drainage Study Report for Sakioka Farms (RBF Consulting 2008). The Specific Plan EIR determined that implementation of Specific Plan projects would not result in significant project-level or cumulative impacts related to Hydrology and Water Quality, and no mitigation measures were required.

Setting

The Specific Plan area is located within the Santa Clara-Calleguas Hydrologic Unit, which is one of two Hydrological Units in Ventura County, as defined by the California Department of Water Resources (DWR) to delineate regional surface water hydrology and watershed areas for planning purposes Several groundwater basins underlie this area, including the Oxnard and Mound Subbasins of the larger Santa Clara River Valley Groundwater Basin. The city of Oxnard primarily overlies the Oxnard Subbasin, while the Mound Subbasin underlies the area immediately south of the Santa Clara River, and the Las Posas Valley Groundwater Basin underlies northeastern-most portions of the city.

The Oxnard Subbasin, which underlies most of Oxnard, has an estimated storage capacity of approximately 7,800,000 acre-feet, but is mostly confined and covered by an impermeable clay layer. These characteristics prevent surface water runoff, including precipitation, from infiltrating through the ground surface to replenish (recharge) the basin. Therefore, recharge areas are limited to the margins of the basin, where the subsurface clay layer preventing infiltration is absent.

The Specific Plan area is relatively flat and drains generally from the northwest to the southeast at a slope of approximately 0.25 percent. 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 through 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 Specific Plan area. The Sturgis Road Drain is part of the City of Oxnard's Master Plan of Drainage as well as the Ventura Countywide Stormwater Quality Management Program Ventura County 2002).

Impact Discussion.

The following project-level impact analysis is based on the findings of the Project-specific report Preliminary Hydrologic and Hydraulic Drainage Report prepared by Kimley Horn (2021a). And The findings of this report are consistent with findings stated in the Specific Plan EIR. Therefore, the findings of the are used herein to support this discussion and incorporated by reference.

The proposed Project would include ground disturbance (grading) of more than one acre; therefore, the Project is required to comply with the Construction Stormwater General Permit (General Permit) from the State Water Resources Control Board under the National Pollutant Discharge Elimination System (NPDES). One of the conditions of the General Permit is the development and the implementation of a Stormwater Pollution Prevention Permit (SWPPP), which identifies structural and nonstructural best management practices (BMP) to minimize or avoid potential impacts to water quality from ground-disturbing activities. The SWPPP may identify BMPs such as sandbag barriers, temporary desilting basins, gravel driveways, dust controls, employee training, and general good housekeeping practices for soil stability, spill prevention, and water quality protection. In addition, Specific Plan development will comply with applicable grading and building permit requirements as well as the SWPPP BMPs specifically designed to minimize construction-related water quality impacts.

1) Would the Project cause a violation of any adopted water quality standards or waste discharge or treatment requirements?

The City of Oxnard requires all new development in the city to incorporate stormwater quality control measures into the proposed improvement plans as part of the Ventura Countywide Stormwater Quality Urban Impact Mitigation Management Plan (SQUIMP), NPDES Permit No. CAS004002, Order 2010-0108, for projects deemed complete prior to October 11, 2011. The Project application for the Sakioka Farm Specific Plan was completed prior to the 2011 rule update; therefore, the existing NPDES Permit No. CAS004002 applies to development under the Specific Plan. BMP devices for the proposed Project site improvements would be designed per the Ventura County Technical Guidance Manual (TGM) (Ventura County 2002). The Stormwater Quality Design Flow is defined as 10 percent of the 50 year storm event, and the Stormwater Quality Design Volume is defined as the volume necessary to capture and treat 80 percent or more of the average annual runoff volume from the site at the design drawdown period.

The overall design concept was established to allow water to be treated through treatment train methods. The “treatment train” allows for improved levels of pollutant removals by providing more than one method of removing pollutants and providing them in successive order. Providing more than one treatment method to treat runoff ensures that pollutants are captured with a higher success rate. The treatment train process begins with routine maintenance on the grounds. Each Parcel or Tract within the Specific Plan shall pretreat the runoff with a mechanical device or equal passive treatment and detain in onsite detention basins before allowing runoff to enter the backbone public storm drain system. The backbone Storm Drain system would discharge into the Regional Detention Basin before leaving the site via the existing lined channel at the southeast corner of the site.

The Project would comply with the SQUIMP and the applicable NPDES permit. Therefore, water quality impacts would be consistent with those analyzed in the Specific Plan EIR and no further technical studies or environmental documentation is required.

2) Would the Project substantially deplete groundwater supplies or interfere 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 that would not support existing land uses or planned uses for which permits have been granted)?

As stated in the Specific Plan EIR, development of the business park would create a substantial increase in impervious surfaces, thus decreasing the potential for on-site soil infiltration. Bio-infiltration, infiltration, detention filtration devices, and other BMPs would be used to treat polluted stormwater and reduce stormwater flows. These BMPs would also facilitate stormwater infiltration into the ground thus helping groundwater recharge. In addition, the proposed Project includes multiple detention basins and Low Impact Development (LID) incorporated into its design which would reduce impacts to groundwater. Therefore, potential impacts associated with infiltration and recharge would be less than significant.

The proposed Project would result in the need for water service; however, the General Plan has anticipated development of the subject site and the demand of water service for typical industrial developments. The Project is consistent with the anticipated uses and findings of the Specific Plan EIR, which were found to be less than significant.

3) Would the Project 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 that would result in on- or off- site flooding or exceed the capacity of existing or planned stormwater drainage systems?

The Specific Plan EIR found that flows from the site would not exceed current runoff amounts and therefore, would not increase off-site flows and erosion potential and that no streams or other natural water courses exist on-site. As mentioned above, surface water runoff through the Project site would be conveyed into the City's existing stormwater drainage system, which is part of the City of Oxnard's Master Plan of Drainage and the Ventura Countywide Stormwater Quality Management Program. Development on the site would have a less than significant impact with regards to drainage patterns.

As discussed above, the City of Oxnard requires all new development within the City to incorporate stormwater quality control measures into the proposed improvement plans as part of the Ventura Countywide Stormwater Quality Urban Impact Mitigation Management Plan, NPDES Permit No. CAS004002, Order 2010-0108 for projects deemed complete prior to October 11, 2011. The Project would meet the NPDES requirements consistent with the 2002 Technical Guidance Manual through the implementation of multiple detention basins located between buildings and at the Sakioka Drive frontage. The detention basins slow the velocity of surface flows leaving the Project site and support improved water quality, according to Preliminary Hydrologic and Hydraulic Drainage Report (Kimley Horn 2022.)

the design of the site for this project is based on the VCWPD Design Hydrology Manual and Ventura County's Technical Guidance Manual for Stormwater Quality Control Measures (2002). In addition, complimentary BMPs such as the use of landscape planters designed with Hydrodynamic Devices and Catch Basin Inserts further support stormwater management and avoid adverse impacts associated with site-specific drainage pattern alterations from development under the Specific Plan. By implementing BMPs throughout the site, the Project stormwater management would mimic the natural hydrology of the site by retaining rainfall on-site to the maximum extent practicable. The Project would use slopes at a minimum of 1 percent for pervious and impervious areas to limit the increase of time of concentration. Potential impacts related to flooding would be less than significant, consistent with the findings of the Specific Plan EIR.

4) Would the Project place new structures 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?

According to the Federal Emergency Management Agency, the Project is located within Flood Zone X, an area of minimal flood hazard (Federal Emergency Management Agency 2020). The Specific Plan EIR found impacts to flood hazards from development in flood zones to be less than significant, with no mitigation required. The proposed Project does not change this finding.

5) Would the Project impede or redirect flood flows such that it would increase on- or off-site flood potential?

The response to this question is incorporated within the response to question three above.

6) Would the Project 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?

According to the Specific Plan EIR, the nearest dams to the Project site are located at least 35 miles to the east and northeast. These include the Santa Felicia Dam at Lake Piru in Ventura County, Castaic Lake Dam, and Pyramid Lake Dam in Los Angeles County. Should one or more of these dams fail, the entire City of Oxnard (including the Specific Plan area) is in 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. However, the potential for dam failure is extremely low (FEMA 2020). Impacts related to dam or levee failure were determined to be less than significant in the Specific Plan EIR. The proposed Project does not change this finding.

7) Would the Project be exposed to a substantial risk related to inundation by seiche, tsunami, or mudflow?

No impacts were determined from other flood hazards, including tsunami, seiche, or mudflow. The Project site is located within the Sakioka Farm Specific Plan area and development would occur in the same area that was analyzed in the Specific Plan EIR. No new or more severe impacts would result from the Project compared to those identified in the Specific Plan EIR. Therefore, impacts would be less than significant, which is consistent with the findings of the Specific Plan EIR.

Specific Plan EIR Cumulative Impacts

Development of the Specific Plan, in combination with related projects in Oxnard, would result in further development or redevelopment in an already urbanized area. This part of the city is mostly developed with impervious surfaces, and the proposed Project as well as other projects in the area would contribute planned stormwater runoff to the existing conveyance system. In addition, development of individual projects within the Specific Plan area would be subject to development and construction standards that are designed to ensure water quality and hydrological conditions are not adversely affected. All 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 proposed Project does not change this finding.

Specific Plan EIR Mitigation Measures that are applicable to the 101 Logistics Center Project Storage Project

With implementation of all local, State, and federal rules and regulations, impacts on hydrology and water quality would be less than significant. No mitigation measures are required.

Remaining Specific Plan EIR Mitigation Measures that are not applicable to the 101 Logistics Center Project Storage Project but May Apply to Future Phases and/or Development Projects

There are no mitigation measures that would apply only to future phases and/or development projects.

Conclusions

Development of a light industrial building in Area 3 was anticipated as part of the Specific Plan EIR. Implementation of the Project would not result in any new or more severe impacts on Hydrology and Water Quality not already evaluated and disclosed in the Specific Plan EIR. Implementation of the Project would not result in any new, or more severe impacts to Hydrology and Water Quality not already evaluated and disclosed in the Specific Plan EIR, and no new mitigation measures are required due to project changes. Therefore, further technical studies or environmental documentation related to Hydrology and Water Quality are not required.

3.10 Land Use & Planning

Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because it would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
Would the Project:			
1) Conflict with an applicable land use plan, policy or regulation of the City or other agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating a significant environmental effect?	Less than significant	No	No
2) Involve land uses that are not allowed under an applicable airport land use compatibility plan?	This impact was not analyzed in the Specific Plan EIR	No new or substantially more severe significant impacts and no new mitigation measures are required	No
3) Conflict with an applicable habitat conservation plan or natural community conservation plan?	Less than significant	No	No
4) Physically divide an established community?	Less than significant	No	No

The potential Land Use impacts associated with the proposed Specific Plan were determined to be less than significant in the Specific Plan EIR. Therefore, no mitigation measures were required or recommended.

Setting

The City of Oxnard 2030 General Plan designates land uses for the Specific Plan site as Business & Research Park (BRP) and Light Industrial and requires the Specific Plan for development. The site has corresponding BRP, and M-1 zone classifications. The Specific Plan area is bordered on the north by US 101, 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 on or adjacent to the Specific Plan site.

Impact Discussion

1) Would the Project conflict with an applicable land use plan, policy or regulation of the City or other agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating a significant environmental effect?

The Specific Plan EIR found impacts resulting from conflicts with applicable land use plans, policies, or regulations to be less than significant. The Specific Plan identifies five primary land uses: business research, office, industrial, commercial, and optional residential, and the Specific Plan itself is included in the Oxnard 2030 General Plan. The Project site has General Plan designations of Business and Research Park and Light Industrial. The Oxnard 2030 General Plan considers the potential development of the site with up to 8,500,000 sf of business park and light industrial uses.

The proposed 749,671 sf of combined warehouse and office light industrial building is consistent with the land use policies set forth in the Sakioka Farms Business Park Specific Plan. The proposed Project has been designed pursuant to the development guidelines established by the Specific Plan and would be consistent with the 2030 General Plan as shown in Table 11. A policy's application to a project is identified as being either a Level I, II or III, with a Level I policy having "Direct Applicability to a Proposed Policy, Project or Program," with a Level II policy having "Related or Indirect Applicability to the Proposed Policy, Project, or Program," and with a Level III policy having "No or Distance Applicability to the Proposed Policy, Project, or Program. All policies not listed are designated as Level III." Because the Project implements the Sakioka Farms Specific Plan, and is consistent with the applicable land use regulations, it would have no new or more significant impacts than those identified in the Specific Plan EIR. Impacts would be less than significant.

Table 11. 2030 General Plan Policy Consistency Analysis

2030 General Plan Policy	Consistency Analysis
CD-1.10 Jobs-Housing Balance Consider the effects of land use proposals and decisions on efforts to maintain an appropriate jobs-housing balance ratio.	**Level I.** The Project is estimated to add about 1,178 jobs to the workforce. The buildout of the underlying Project area was included in a 2008 Vacant Land Study (City of Oxnard 2011b). The 2005 Oxnard jobs-housing balance (JHB) was 1.19 jobs per household. Between 2005 and 2035, the 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 (1.10 - 1.34 jobs per household).
CD-5.1 Industrial Clustering Encourage the clustering of industrial uses into areas that have common needs and are compatible in order to maximize their efficiency.	**Level I.** The Project site occupies approximately 41 acres within the larger 430-acre Specific Plan area that would develop up to 8.5 million sf of commercial, business research, and light industrial uses. Municipal services are available to serve the development. The Project site has access to both the freeway/road and rail infrastructure to handle goods movement without dividing existing neighborhoods. New roads support multi-modal transportation options with bike lanes and sidewalks and opportunities for bus stop facilities. The Specific Plan Tract Map Phase One Improvements already addressed the Specific Plan EIR mitigations to install traffic improvements, which support the efficient movement of goods.
CD-5.3 Available Services Encourage industrial activities to locate where municipal services are available including adequate storm drainage and water facilities, as well as easy access to multiple modes of transportation.	
CD-5.5 "Green" Major Transportation Routes Guide industrial development to locate near transportation facilities capable of handling goods movements in an efficient manner without decreasing the level of service on the transportation network or dividing existing neighborhoods.	

2030 General Plan Policy	Consistency Analysis
CD-8.5 Impact Mitigation Ensure that new development avoids or mitigates impacts on air quality, traffic congestion, noise, and environmental resources to the maximum extent feasible.	**Level I.** Per CEQA Guidelines Section 15168(c)(2), the analysis herein finds the Project is consistent with the previous analyses and findings of the Specific Plan EIR to mitigate potential impacts and does not create new or intensify impacts for on air quality, traffic congestion, noise, and environmental resources to the maximum extent feasible.
CD-16.5 Industrial and Commercial Development Standards Require high quality development standards that increase the efficient use of existing industrial and commercial development areas so as to preserve agricultural land and minimize adverse environmental impacts.	**Level I.** The Project is required to be consistent with the Sakioka Farms Business Park Specific Plan which includes architectural and landscape standards suitable for industrial and commercial development.
ICS-1.2 Development Impacts to Existing Infrastructure Review development proposals for their impacts on infrastructure (i.e., sewer, water, fire stations, libraries, streets) and require appropriate mitigation measures to ensure that proposed developments do not create substantial adverse impacts on existing infrastructure and that the necessary infrastructure would be in place to support the development.	**Level I.** The Project would utilize new public infrastructure associated with the Specific Plan subdivision. This Project, and any future projects on the site, would pay a range of required impact fees to the City, County, and school districts for various public facilities.
ICS-1.3 Funding for Public Facilities Continue to utilize developer fees, public facilities fees, and other methods (i.e., grant funding or assessment districts) to finance public facility design, construction, operation, and maintenance.	**Level II.** The Project would be required to pay all applicable fees.
ICS-1.4 Infrastructure Conditions of Approval New development should not be approved unless: • The applicant demonstrates adequate public services and facilities are available. • Infrastructure improvements incorporate a range of feasible measures that can be implemented to reduce all public safety and/or environmental impacts associated with the construction, operation, or maintenance of any required improvement. • Infrastructure improvements are consistent with City infrastructure master plans; and • Require infrastructure expansion needed for future development to be self-funding so current residents do not subsidize infrastructure needed for future growth.	**Level I.** The Project would utilize new public infrastructure associated with the Specific Plan subdivision. This Project, and any future projects on the site, would pay a range of required impact fees to the City, County, and school districts for various public facilities.
ICS-2.3 Connector Road(s) to Camarillo Feasibility Initiate a feasibility study for connecting Gonzales Road and/or Del Norte Boulevard eastward to Camarillo as an emergency route and as mitigation to offload traffic from State Highway 101 between the two cities.	**Level I.** While the Project does not increase public circulation options, it benefits from the underlying map subdivision for the Specific Plan which extends Gonzales Road eastward to Camarillo.
ICS-2.12 Gateway Enhancements Continue to enhance gateways including but not limited to Ventura Road, Oxnard Boulevard, Vineyard Avenue, Rose Avenue, Rice Avenue, Del Norte Boulevard, Highway-101, Highway 1, Fifth Street, Channel Islands Boulevard, Pleasant Valley Road, Harbor Boulevard, Victoria Avenue and Hueneme Road).	**Level I.** Not Applicable

2030 General Plan Policy	Consistency Analysis
ICS-3.1 CEQA Level of Service Threshold Require level of service "C" as the threshold of significance for intersections during environmental review.	**Level I.** Per Kimley Horn: 101 Logistics Center Traffic Consistency Memorandum, September 2022
ICS-3.3 New Development Level of Service C Determine as part of the development review and approval process that intersections associated with new development operate at a level of service of "C" or better. The City Council may allow an exception to level of service "D" in order to avoid impacting private homes and/or businesses, avoid adverse environmental impacts, or preserve or enhance aesthetic integrity.	
ICS-7.1 Require Transportation Demand Management Programs (TDM) Consider requiring TDM programs with preferred parking, carpool and vanpool vehicles, and ride sharing where feasible and appropriate.	**Level I.** The Project applicant is required to develop a TDM program within one year of the certificate of occupancy. 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.
ICS-11.3 GREAT Program Implementation Continue to implement the GREAT Program as the key program for the City's short and long term water supply	**Level I.** Project complies with the City's GREAT program and water sustainability policies, per Kimley Horn: 101 Logistics Center Preliminary Engineering Water Study, April 2021.
ICS-11.6 Water Conservation and/or Recycling Connection as Mitigation Require the use of water conservation offset measures (efficient low flow fixtures and irrigation systems, drought tolerant landscaping, leak detection programs, water audits, and public awareness and education programs) and/or proportional contributions to recycled water production and/or conveyance infrastructure related to the GREAT Program as mitigation for water supply shortage as determined by a Water Supply Assessment, CEQA documentation, or similar analysis as part of new or master plan development review.	
ICS-11.7 Water Wise Landscapes Promote water conservation in landscaping for public facilities and streetscapes, residential, commercial, and industrial facilities and require new developments to incorporate water conserving fixtures (low water usage) and water-efficient plants into new landscaping.	**Level I.** Project landscaping design meets City and State water-conservation requirements with drought tolerant plantings per the Specific Plan Landscape Plan.
ICS-12.6 Timing of Future Development Impose conditions in order to ensure adequate wastewater capacity for proposed new development.	**Level I.** The Specific Plan Tract Map Phase One Improvements include an agreement with the City which specified the funding mechanism for all wastewater conveyance facilities.

2030 General Plan Policy	Consistency Analysis
ICS-13.3 Stormwater Detention Basins Design stormwater detention basins to ensure public safety, to be either visually attractive or unobtrusive, provide temporary or permanent wildlife habitats, and recreational uses where feasible in light of safety concerns.	**Level I.** The Project includes five on-site water detention basins integrated into parking lots per the City standards. The Project meets City and Watershed Protection District requirements and incorporates LID features.
ICS-13.4 Low Impact Development Incorporate low impact development (LID) alternatives for stormwater quality control into development requirements. LID alternatives include: (1) conserving natural areas and reducing imperviousness, (2) runoff storage, (3) hydro-modification (to mimic pre-development runoff volume and flow rate), and (4) public education.	
ICS-20.5 Fire Services to New Development Require new developments to fund a fair share extension of fire services to maintain service standards, including personnel and capital improvements costs.	**Level I.** The Specific Plan Tract Map Phase 1 Improvements Project accommodates the most current fire regulations for hydrant spacing of 300 feet, with a fire flow of 4500 GPM at 20-PSI residual for industrial and commercial structures and fire access. The Project design meets City requirements for emergency access for vehicles and pedestrians. The underlying Development Agreement required additional funds for salaries for additional fire personnel for the area.
ICS-20.7 Adherence to City Standards Ensure that water main size, water flow, fire hydrant spacing, and other fire facilities meet City standards.	
ICS-20.8 Development Review Review new development applications to assess potential impacts to existing fire protection services and the need for additional and expanded services.	
ICS-20.10 Adequate Emergency Access and Routes Require that new development provide adequate access for emergency vehicles, particularly firefighting equipment, and evacuation routes, as appropriate.	

3) Would the Project conflict with an applicable habitat conservation plan or natural community conservation plan?

Potential conflicts with an applicable habitat conservation plan or natural community conservation plan were evaluated in the Biological Resources section of the Specific Plan EIR and is addressed in Section 3.4, *Biological Resources*, of this Consistency Evaluation. As stated therein, the Specific Plan EIR found no conflict with any local policies or ordinances protecting biological resources. The Specific Plan area is not subject to any habitat or natural community conservation plan. The proposed Project is consistent with these findings. No impact would occur.

4) Would the Project physically divide an established community?

As discussed previously, the Sakioka Farm Specific Plan area is bordered on the north by US 101, 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 the Specific Plan EIR determined that the implementation of the Sakioka Farms Business Park Specific Plan would not physically divide an established community or impact mobility between a community and outlying areas. The proposed Project would result in light industrial development in the Specific Plan Area consistent with the Specific Plan. Impacts would be less than significant.

Specific Plan EIR Cumulative Impacts

The Specific Plan EIR determined that development of the Specific Plan in conjunction with related projects would result in further "infilling" of various urban land uses in Oxnard. Each related project would be subject to individual review for conformance to current land use designations and zoning, and for compatibility with surrounding land uses. Additionally, each related project would be evaluated to determine consistency with the Specific Plan EIR. These procedures would provide assurances that potential cumulative impacts related to land use consistency and compatibility would generally be less than significant. Implementation of The Project does not change this finding.

Impacts not Explicitly Analyzed in the Specific Plan EIR

The Specific Plan EIR did not analyze whether Specific Plan implementation would involve land uses not allowed under an applicable airport land use compatibility plan. However, at the request of the County of Ventura, Department of Airports, MM G-8 was included in the Specific Plan Final EIR to ensure impacts would be less than significant.

2) Would the Project involve land uses that are not allowed under an applicable airport land use compatibility plan?

The entire Specific Plan area is in the planning area and protection zones for Camarillo Airport. The eastern-most portion of the Specific Plan area is in the Extended Traffic Pattern Zone (ETPZ) for the Camarillo Airport as designated in the Airport Comprehensive Land Use Plan for Ventura County (Ventura County Airport Land Use Commission 2000). Most business research, office, commercial, and light industrial uses are compatible with the ETPZ, according to the compatibility standards in the Ventura County Airport Comprehensive Land Use Plan with a recommended maximum structural coverage of no more than 50 percent. No residential units would be located within the ETPZ boundary. The Specific Plan site is not located in the vicinity of any other airstrips that have regular operations over the site.

Implementation of the proposed Project was fully anticipated as part of the Specific Plan EIR and would not result in any new or more severe impacts to the Airport Comprehensive Land Use Plan. However, at the request of the County of Ventura, Department of Airports, MM G-8 was included in the Specific Plan FEIR to ensure impacts to the ACLUP would be less than significant.

Specific Plan EIR Mitigation Measures that are applicable to the 101 Logistics Center Project

MM G-8, Consistent with Comprehensive Land Use Plan for Ventura County and the Specific Plan, commercial/Industrial development is permitted within the Extended Traffic Pattern Zone subject to aviation easements and appropriate recorded disclosures.

Remaining Specific Plan EIR Mitigation Measures that are not applicable to the 101 Logistics Center Project but May Apply to Future Phases and/or Development Projects

The following mitigation measure is no longer applicable to any phase of development of the Specific Plan as the 2030 General Plan was adopted in 2011 and updated in 2016 and did not identify new or modified mitigations. This mitigation measure is included for informational purposes only.

MM 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.

Conclusions

Development of a light industrial building and office uses in Area 3 were anticipated as part of the Specific Plan EIR. Implementation of the Project would not result in any new or more severe impacts on Land Use and Planning not already evaluated and disclosed in the Specific Plan EIR. Implementation of the Project would not result in any new, or more severe impacts to Land Use and Planning not already evaluated and disclosed in the Specific Plan EIR, and no new mitigation measures are required due to project changes. Therefore, further technical studies or environmental evaluation related to Land Use and Planning are not required.

3.11 Mineral Resources

Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because it would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
Would the Project:			
1) Result in the loss of availability of a known mineral resource of value to the region or State?	No impact	No	No
2) Result in the loss of availability of a locally important mineral resource recovery site delineated in the Oxnard 2030 General Plan or other adopted land use plan?	No impact	No	No

The Specific Plan EIR found there would be no impacts to Mineral Resources associated with the Specific Plan. Therefore, no mitigation measures are required or recommended.

Setting

The City of Oxnard 2020 General Plan designates project site land uses as Business Research Park and Light Industrial and requires compliance with the Specific Plan for development. The Project site has corresponding BRP, and M-1 zone classifications and is not within a designated mineral resource zone.

Impact Discussion

1) Would the Project result in the loss of availability of a known mineral resource of value to the region or State?

The response to this question is incorporated within the response to the next question.

2) Would the Project result in the loss of availability of a locally important mineral resource recovery site delineated in the Oxnard 2030 General Plan or other adopted land use plan?

The Specific Plan EIR found no impact to mineral resources impacted by Specific Plan implementation-induced changes to the environment. 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. There is no known locally significant mineral resource on the site. Therefore, no impacts would occur, and no mitigation measures are required. The proposed Project does not change this finding.

Specific Plan EIR Cumulative Impacts

The Specific Plan EIR determined there was no evidence that the Specific Plan would cause significant environmental effects to mineral resources and therefore, no cumulative discussion was provided. The proposed Project does not change this finding.

Specific Plan EIR Mitigation Measures that are applicable to the 101 Logistics Center Project Storage Project

No mitigation measures are required.

Remaining Specific Plan EIR Mitigation Measures that are not applicable to the 101 Logistics Center Project Storage Project but May Apply to Future Phases and/or Development Projects

There are no mitigation measures that would apply only to future phases and/or development projects.

Conclusions

Development of light industrial and office buildings in Area 3 was anticipated as part of the Specific Plan EIR. Implementation of the Project would not result in any new or more severe impacts on Mineral Resources not already evaluated and disclosed in the Specific Plan EIR. Implementation of the Project would not result in any new, or more severe impacts to Mineral Resources not already evaluated and disclosed in the Specific Plan EIR, and no new mitigation measures are required due to project changes. Therefore, further technical studies or environmental evaluation related to Mineral Resources are not required.

3.12 Noise

Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because it would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
Would the Project:			
1) Generate or expose persons to noise levels exceeding standards established in the Oxnard 2030 General Plan or Noise Ordinance, or applicable standards of other agencies?	Less than significant	No	No
2) Generate or expose persons to excessive ground borne vibration or ground borne noise levels?	Less than significant	No	No
3) Generate a substantial temporary or periodic increase in ambient noise in the Project vicinity above levels existing without the Project?	Less than significant	No	No
4) Generate a substantial permanent increase in ambient noise in the Project vicinity above levels existing without the Project?	Significant	No	No
5) For a project located within the airport land use plan for Oxnard Airport or within two miles of Naval Base, Ventura County at Point Mugu, would the Project expose people residing or working in the Project area to excessive noise levels?	Less than significant	No	No
6) Expose non-human species to excessive noise?	This impact was not analyzed in the Specific Plan EIR	No new or substantially more severe significant impacts and no new mitigation measures are required	No

The Specific Plan EIR determined that construction of the Sakioka Farms Specific Plan area would have a less than significant impact with respect to construction noise, as construction activities would comply with the Oxnard City Code allowable hours and because the nearest sensitive receivers (residences located north across the US 101) are located too far from the Project site to be impacted. Vibration from construction would not exceed levels that could damage buildings or annoy humans at sensitive receiver sites.

The Specific Plan EIR determined traffic noise levels would not exceed General Plan Noise Element standards at the Specific Plan site of 75 A-weighted decibels (dBA) community noise equivalent level (CNEL) for industrial, office, and commercial uses. Noise level increases from traffic modeled in the Specific Plan EIR would increase by up to 1.7 dBA CNEL on Gonzales Road from Rice Avenue to Rose

Avenue, which is inaudible/imperceptible to most people and would not exceed the identified thresholds of significance. However, the Specific Plan EIR determined that these increases would contribute to cumulative noise impacts, as cumulative noise levels on this section of roadway exceeded 3.0 dBA CNEL; thus, the Specific Plan build-out would contribute in a manner considered cumulatively considerable. Regarding this impact and per Public Resources Code Section 21081(b), the City Council found that the overriding economic, legal, social, technological, or other benefits of Specific Plan implementation outweighed the unavoidable, adverse, cumulative environmental effects of Specific Plan implementation on roadway noise.

Setting

The primary source of noise in the area is vehicular traffic on US 101. The Specific Plan EIR showed that existing roadway noise levels in the area range from 62 to 74 dBA CNEL. Existing noise levels on site include traffic.

A project-level Noise Impact Analysis was prepared for the Project by FirstCarbon Solutions (2021c), and supported by the Project Traffic Analysis conducted by Kimley Horn (2022c). The findings of the Project-level noise analysis are consistent with findings stated in the Specific Plan EIR. Therefore, the findings of the are used herein to support this discussion and incorporated by reference.

Impact Discussion

1) Would the Project generate or expose persons to noise levels exceeding standards established in the Oxnard 2030 General Plan or Noise Ordinance, or applicable standards of other agencies?

Traffic Noise

The proposed Project would generate noise from operational mobile sources. The FHWA highway traffic noise prediction model (FHWA RD-77-108) was used to evaluate existing and cumulative traffic noise conditions in the vicinity of the Project site. The Projected traffic noise levels along roadways adjacent to the Project site were analyzed to determine compliance with the City's land use compatibility standards. The daily traffic volumes were obtained from the Project's traffic analysis, completed by Kimley Horn (2022c). The resultant noise levels were weighed and summed over a 24-hour period to determine the dBA CNEL values. Table 12 shows a summary of the traffic noise levels for Existing, Existing with Project, Opening Year without Project, and Opening Year with Project conditions as measured at 50 feet from the centerline of the outermost travel lane.

Table 12. Traffic Noise Model Results Summary

Roadway Segment	Existing (dBA) CNEL	Existing w/Phase 1 Project (dBA) CNEL	Increase over Existing (dBA)	Opening Year without Project (dBA) CNEL	Opening Year with Project (dBA) CNEL	Increase over Opening Year without Project (dBA)
Rice Avenue-US-101 off-ramps to East Gonzales Road	78.5	78.8	0.3	79.2	79.4	0.2
Rice Avenue-Gonzales Road to Camino del Sol	78.5	78.8	0.3	79.2	79.4	0.2
Rice Avenue/Sakioka Drive to Camino Del Sol.	78.5	78.7	0.2	78.9	79.0	0.1
Del Norte Boulevard-US-101 off-ramps to Sakioka Drive	74.5	74.7	0.2	75.1	75.3	0.2
Del Norte Boulevard – Sakioka Drive to Camino del Sol	74.5	74.7	0.2	75.0	75.2	0.2
Source: FirstCarbon Solutions 2021c						

Projected traffic noise levels east of the Project site along Del Norte Boulevard, between US 101 and future Street "A," would range up to 75.3 dBA CNEL as measured at 50 feet from the centerline of the outermost travel lane under Opening Year with Project conditions. The nearest façade of the proposed building would be setback approximately 1,340 feet from the centerline of this roadway segment. At this distance, traffic noise levels from Del Norte Boulevard would reach approximately 51 dBA CNEL at this building's nearest façade. These noise levels are well within the State's normally acceptable range of up to 75 dBA CNEL for new industrial land use developments.

Therefore, implementation of the Project would not expose persons at the Project site to traffic noise levels in excess of established land use compatibility standards, and traffic noise levels would have a less than significant impact on the proposed Project.

Operational Noise

The proposed Project would generate noise from parking lot activities, which includes people conversing, doors shutting, engine startup, and slow-moving vehicles; truck delivery, loading and unloading activities at proposed loading areas; and from new exterior mechanical equipment sources, such as mechanical ventilation equipment.

Customer and employee parking activities include vehicles cruising at slow speeds, doors shutting, or cars starting, and would generate noise levels of approximately 60 dBA to 70 dBA Lmax at 50 feet. Parking lot activities would be expected to occur sporadically throughout the day, as customers and employees arrive and leave the parking lot areas. The nearest existing off-site sensitive receptor to the proposed parking areas is the New Life Community Church facility, located approximately 1,600 feet west of the Project site. At this distance, parking lot activities could result in intermittent noise levels ranging up to approximately 40 dBA Lmax at the closest off-site sensitive receptor. Therefore, these noise levels would not exceed the City's nighttime exterior noise level threshold of 50 dBA Leq (30 minutes) or the City's nighttime interior noise level threshold of 45 dBA Leq (5 minutes) at any noise-sensitive land use in the Project vicinity. Therefore, the resulting noise levels would not exceed any standard established by the City at any noise-sensitive land use in the Project vicinity, and the impact of noise produced by Project-related parking lot activities to sensitive off-site receptors would be less than significant.

Noise would also be generated by truck delivery, loading, and unloading activities at the loading areas of the proposed Project site. Typical noise levels from this type of loading and unloading activity can range from 70 dBA to 80 dBA Lmax as measured at 50 feet. Proposed commercial loading and unloading areas would be located more than 1,900 feet from the nearest off-site noise-sensitive receptor, the New Life Community Church facility located west of the Project site on N. Rice Avenue. The line of sight to the proposed loading areas would be blocked by the proposed structures. Thus, at this distance and with a minimum 10 dBA reduction due to the shielding provided by the intervening structures, activities at loading and unloading areas could result in reasonable worst- case intermittent noise levels ranging up to approximately 40 dBA Lmax at the closest off-site sensitive receptor. These noise levels would not exceed the City's nighttime exterior noise level threshold of 50 dBA Leq (30 minutes) or nighttime interior noise level threshold of 45 dBA Leq (5 minutes) at any noise-sensitive land use in the Project vicinity. Therefore, the impact of noise levels generated by commercial truck loading and unloading activities to sensitive off-site receptors would be less than significant.

At the time of preparation of this analysis, details were not available pertaining to proposed rooftop mechanical ventilation systems for the Project; therefore, a reference noise level for typical mechanical ventilation systems was used for this analysis. Noise levels from typical mechanical ventilation equipment are anticipated to range from 50 dBA to 60 dBA Leq at a distance of 25 feet. (FirstCarbon Solutions 2021c). The proposed rooftop mechanical ventilation systems would be located over 1,700 feet from the nearest off-site noise-sensitive receptor. At this distance, mechanical ventilation system equipment operation could result in intermittent noise levels ranging up to approximately 24 dBA Leq as measured at this closest sensitive receptor's property line. These noise levels would not exceed the City's nighttime exterior noise level threshold of 50 dBA Leq (30 minutes) or the City's nighttime interior noise level threshold of 45 dBA Leq (5 minutes) at any noise-sensitive land use in the Project vicinity. Therefore, the resulting noise levels would not exceed any standard established by the City at any noise-sensitive land use in the Project vicinity, and the impact of mechanical ventilation equipment operational noise levels to sensitive off-site receptors would be less than significant.

Therefore, operational noise levels generated by stationary noise sources at the proposed Project site would have a less than significant impact on noise-sensitive receptors in the Project vicinity.

2) Would the Project generate or expose persons to excessive groundborne vibration or groundborne noise levels?

Of the variety of equipment used during construction, the large vibratory rollers that are anticipated to be used in the site preparation phase of construction would produce the greatest groundborne vibration levels. Impact equipment that can result in large vibration levels such as pile drivers are not expected to be used during construction. Large vibratory rollers produce groundborne vibration levels ranging up to 0.210 inch per second (in/sec) peak particle velocity at 25 feet from the operating equipment.

The closest off-site structure to the proposed construction areas is an agriculture storage building located west of the Project site. The facade of this building would be located over 550 feet from the proposed on-site construction footprint where heavy equipment would operate. At this distance, ground borne vibration levels would attenuate to less than 0.002 in/sec peak particle velocity from the operation of a vibratory roller. These levels are well below the Federal Transit Administration's

Construction Vibration Impact Criteria of 0.12 in/sec PPV for the most sensitive types of structures. Therefore, construction-related ground borne vibration levels would have a less than significant impact on off-site receptors in the Project vicinity, which is consistent with the findings of the Specific Plan EIR.

Implementation of the Project would not include any permanent sources that would expose persons in the Project vicinity to ground borne vibration levels that could be perceptible without instruments at

any existing sensitive land use in the Project vicinity. In addition, there are no existing significant permanent sources of ground borne vibration in the Project vicinity to which the proposed Project would be exposed. Therefore, project operational ground borne vibration level impacts would be considered less than significant, consistent with the findings of the Specific Plan EIR.

3) Would the Project generate a substantial temporary or periodic increase in ambient noise in the Project vicinity above levels existing without the Project?

A significant impact would occur if Project construction activities would result in a substantial temporary or periodic increase in ambient noise levels in the vicinity above levels existing without the proposed Project that would result in an adverse health impact of annoyance or sleep disturbance at nearby sensitive receptors.

Two types of short-term noise impacts could occur during the construction of the proposed project. First, construction crew commutes and the transport of construction equipment and materials to the Project site would incrementally increase noise levels on access roads leading to the Project site. Because project construction workers and construction equipment would use existing routes, noise from passing trucks would be similar to existing vehicle-generated noise on these local roadways. In addition, these trips would not result in a doubling of daily traffic volumes on any of the local roadways in the Project vicinity and would thus not result in a perceptible change in existing traffic noise levels. For this reason, intermittent noise from construction trips would be minor when averaged over a longer time-period and would not be expected to result in a perceptible increase in hourly- or daily-average traffic noise levels in the Project vicinity. Therefore, construction-related noise impacts associated with the transportation of workers and equipment to the Project site would be less than significant, consistent with the findings of the Specific Plan EIR.

The second type of short-term noise impact is related to noise generated during construction on the Project site. Construction is completed in discrete steps, each of which has its own mix of equipment and noise characteristics. These various sequential phases would change the character of the noise generated on the site and alter the noise levels surrounding the site as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation alter construction related noise ranges within each work phase.

The site preparation phase, which includes excavation and grading activities, tends to generate the highest noise levels, because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery and compacting equipment, such as bulldozers, draglines, backhoes, front loaders, roller compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three or four minutes at lower power settings. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three or four minutes at lower power settings.

Construction of the Project is expected to require the use of water trucks, haul trucks, backhoes, front loaders, roller compactors, scrapers, and graders. Based on the information provided in the Noise Impact Analysis, the maximum noise level generated by each scraper is assumed to be 85 dBA Lmax at 50 feet from this equipment. Each bulldozer would also generate 85 dBA Lmax at 50 feet. The maximum noise level generated by graders is approximately 85 dBA Lmax at 50 feet. Each doubling of the sound sources with equal strength increases the noise level by 3 dBA. Assuming that each piece of construction equipment operates at some distance from the other equipment, a reasonable worst-case combined noise level during this phase of construction would be 90 dBA Lmax at a distance of 50 feet from the acoustic center of a construction area. This would result in a reasonable worst-case hourly average of 86

dBA Leq. The acoustic center reference is used, because construction equipment must operate at some distance from one another on a project site, and the combined noise level as measured at a point equidistant from the sources (acoustic center) would be the worst-case maximum noise level.

The nearest residential receptors to the Project site are the single-family residences located north of the Project site off of US 101. The closest residential homes are on Graves Avenue, located approximately 6,864 feet from the acoustic center of construction activity where multiple pieces of heavy machinery would operate. At this distance, worst-case construction noise levels could range up to approximately 60 dBA Lmax intermittently and could have an hourly average of 56 dBA Leq. The ambient noise environment at these nearest residential properties is dominated by traffic noise from US 101. Therefore, these reasonable worst-case construction noise levels would not exceed existing background daytime noise levels as measured at the nearest residential receptor.

The other nearest existing off-site sensitive receptor to the acoustic center of on-site construction activity is the New Life Community Church facility. The closest façade of this sensitive receptor would be located approximately 6,864 feet from the acoustic center of construction activity where multiple pieces of heavy machinery would operate. At this distance, worst-case construction noise levels could range up to approximately 60 dBA Lmax intermittently and could have an hourly average of 56 dBA Leq. As shown in the Noise Impact Analysis (FirstCarbon Solutions 2021c).

traffic noise levels along Rice Avenue adjacent to this receptor average 78 dBA CNEL. Therefore, these reasonable worst-case construction noise levels would not exceed existing background noise levels as measured at this off-site sensitive receptor.

In addition, the proposed project would comply with the permissible construction hours established by the City's Code of Ordinances, which would ensure that noise produced by construction activities would not occur during nighttime hours, and it would reduce potential impacts that could result in annoyance or sleep disturbances at nearby sensitive receptors. The City's Code of Ordinances limits noise associated with or created by construction repair, remodeling or grading of any real property to between the hours of 7:00 a.m. and 6:00 p.m. Monday through Saturday. Therefore, project-related construction activity would not result in a substantial temporary increase in ambient noise levels as measured at the nearest sensitive receptors, and construction-noise impacts to off-site sensitive receptors would be less than significant, consistent with the Specific Plan EIR.

4) Would the Project generate a substantial permanent increase in ambient noise in the Project vicinity above levels existing without the Project?

A significant impact would occur if implementation of the proposed project would result in a substantial increase in ambient noise levels compared with noise levels existing without the Project. As noted in the characteristics of noise discussion, audible increases in noise levels generally refer to a change of 3 dBA or more, as this level has been found to be barely perceptible to the human ear in outdoor environments. A change of 5 dBA is considered the minimum readily perceptible change to the human ear in outdoor environments. Therefore, for purposes of this analysis, an increase of 5 dBA or greater would be considered a substantial permanent increase in ambient noise levels. The highest traffic noise level increase with implementation of the proposed project would occur along Rice Avenue between US 101 eastbound off-ramps and Gonzales Road, and between Gonzales Road and future Street "A." Along these roadway segments, the proposed project would result in an increase of 0.3 dBA under Plus Project conditions compared to conditions that would exist without the proposed project. This increase is well below the 5 dBA increase that would be considered substantial. Therefore, the impact would be less than significant.

As is shown in the impact discussion of Noise Impact 1, new stationary noise sources resulting from implementation of the Project would not result in noise levels above existing ambient noise levels as measured at off-site sensitive receptors. Existing traffic noise levels along Rice Avenue, adjacent to the nearest off-site sensitive receptors, average 78 dBA CNEL. The maximum operational noise level generated by project-related stationary noise sources would range up to 40 dBA Lmax, as measured at the closest sensitive receptor property line. These highest stationary source operational noise levels are well below the existing traffic noise levels in the vicinity of the nearest noise sensitive receptors.

Therefore, project-related stationary sources would not result in a substantial permanent increase compared with noise levels existing without the proposed project, and noise impacts on off-site receptors would be less than significant, consistent with the Specific Plan EIR.

5) For a project located within the airport land use plan for Oxnard Airport or within two miles of Naval Base, Ventura County at Point Mugu, would the Project expose people residing or working in the Project area to excessive noise levels?

The Specific Plan site is not located within the airport land use plan for Oxnard Airport or within two miles of Naval Base Ventura County Point Mugu or private airstrip. The nearest public airport to the site is Camarillo Airport, located approximately 1.1 miles to the east. Because of its distance from the airport runways, the Specific Plan site is outside of the 60 dBA CNEL airport noise contours. Therefore, implementation of the Specific Plan would not expose persons visiting or working at the Specific Plan site to noise levels from airport activity that would be in excess of normally acceptable standards established by the City or in an airport land use plan. Impacts associated with public airport noise would be less than significant, consistent with the Specific Plan EIR, and the Project would not change this finding.

Specific Plan EIR Cumulative Impacts

The consideration of cumulative noise impacts is limited to cases when projects constructed simultaneously are within a few hundred yards of each other because of the short range of noise levels before they are attenuated below ambient noise levels. It is unlikely that Specific Plan project construction would occur within a few hundred yards of major offsite construction, and as described above it would be temporary. Therefore, Specific Plan implementation would not result in a cumulatively considerable construction noise impact.

The Specific Plan EIR found significant and unavoidable cumulative noise impacts would occur primarily because of increased operational traffic on Gonzales Road from Rice Avenue to Rose Avenue. The Specific Plan EIR found that no mitigation measures are feasible to reduce the cumulative roadway noise impacts along Gonzales Road between Rice Avenue and Rose Avenue. With regard to the Specific Plan and per Public Resources Code Section 21081(b), the City found that the specific overriding economic, legal, social, technological, or other benefits of the Specific Plan outweigh the unavoidable adverse environmental effects of the cumulative effects to roadway noise that could be generated by implementation of the Specific Plan. The Project would result in operational traffic that would contribute to the significant and unavoidable cumulative noise impact; the proposed Project does not change this finding and is consistent with the Specific Plan EIR.

Impacts not Explicitly Analyzed in the Specific Plan EIR

In May 2017, the City adopted an updated CEQA Checklist to include threshold question number six. Because the City's CEQA Consistency Evaluation was implemented after the adoption of the Specific

Plan, impacts related to noise impacts to non-human species were not explicitly discussed in the Specific Plan EIR.

6) Would the Project expose non-human species to excessive noise?

Operational noise would not result in a substantial permanent increase over existing ambient noise levels. Therefore, the proposed project would not expose non-human species to noise levels that are substantially higher than existing ambient noise levels and would result in a less than significant impact in this regard.

Based on the Biological Resources Consistency Memorandum (GPA Consulting 2020), construction noise could have a possible impact on nesting birds if construction occurs during the nesting season, February 1 to August 31. Based on the literature search and field survey analyzed in the BRA, the Project site and survey area do not contain suitable habitat for special-status wildlife species within the Project site. Therefore, the presence of special-status wildlife is not likely to occur on-site or within the survey area, and no further studies are necessary, and no mitigation measures are required. To reduce potential impacts to Migratory Bird Treaty Act-protected and other special-status birds, MM E-1 requires vegetation removal outside of nesting season or the presence of a qualified ecologist/biologist to monitor any vegetation removal during the nesting season, which would reduce impacts to a less than significant level.

Additionally, the proposed project site contains open farmland and is immediately surrounded by roads, a highway, and commercial/industrial buildings. The Project site has a low potential to be utilized by regional wildlife as a movement corridor. Therefore, impacts on non-human species from project-related noise would be less than significant and no mitigation would be required.

Specific Plan EIR Mitigation Measures that are applicable to the 101 Logistics Center Project

The Specific Plan, together with other pending urban development projects in the City, would result in cumulative roadway noise impacts along Gonzales Road between Rice Avenue and Rose Avenue for which no mitigation measures are feasible and that are considered significant and unavoidable. Accordingly, a Statement of Overriding Considerations was prepared in accordance with CEQA and included within the resolution approving the Specific Plan.

Remaining Specific Plan EIR Mitigation Measures that are not applicable to the 101 Logistics Center Project but May Apply to Future Phases and/or Development Projects

There are no mitigation measures that would apply only to future phases and/or development projects.

Conclusions

Development of a light industrial building in Area 3 was anticipated as part of the Specific Plan EIR. Implementation of the Project would not result in any new or more severe impacts from Noise not already evaluated and disclosed in the Specific Plan EIR. Implementation of the Project would not result in any new, or more severe impacts to Noise not already evaluated and disclosed in the Specific Plan EIR, and no new mitigation measures are required due to project changes. Therefore, further technical studies or environmental evaluation related to Noise are not required.

3.13 Population, Education & Housing

Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because it would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
Would the Project:			
1) Would the Project involve a General Plan amendment that could result in an increase in population beyond that projected in the Oxnard 2030 General Plan that may result in one or more significant physical environmental effects?	No impact	No	No
2) Would the Project induce substantial unplanned growth on the Project site or surrounding area, resulting in one or more significant physical environmental effects?	Less than significant	No	No
3) Would the Project result in a substantial (15 single-family or 25 multifamily dwelling units—about one-half block) net loss of housing units through demolition, conversion, or other means that may necessitate the development of replacement housing?	No impact	No	No
4) Would the Project result in a net loss of existing housing units affordable to very low- or low income households (as defined by federal and/or City standards), through demolition, conversion, or other means that may necessitate the development of replacement housing?	No impact	No	No
5) Would the Project cause an increase in enrollment at local public schools that would exceed capacity and necessitate the construction of new or expanded facilities?	Less than significant with mitigation	No	No

Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because it would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
6) Would the Project directly or indirectly interfere with the operation of an existing or planned school?	Less than significant	No	No

The potential Population, Education, and Housing impacts associated with the proposed Specific Plan were determined to be less than significant in the Specific Plan EIR. As the Project is consistent with the Specific Plan, no mitigation measures are required or recommended for the proposed development.

Setting

The Specific Plan EIR states that the California Department of Finance (DOF) estimated the City's January 1, 2009, population at 197,067. The City of Oxnard 2030 General Plan estimates that the population of Oxnard would grow to 285,521 by 2030, following market trends for housing development. The current estimated population of Oxnard is 209,879 (DOF 2020).

The Specific Plan EIR also evaluated the ratio of jobs to housing units in a community or given geographic area, a statistic often used to evaluate a community's relative success in balancing jobs-producing and residential land uses. A Vacant Land Study was conducted in 2008 (City of Oxnard 2011a) based on the Specific Plan area being developed with industrial and commercial space under full build-out of the General Plan. The 2005 Oxnard jobs-housing balance (JHB) was 1.19 jobs per household. Between 2005 and 2035, the 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 (1.10 - 1.34 jobs per household).

The Specific Plan site is in the Rio School District, which serves northern Oxnard and the El Rio area and provides education services to over 5,050 students through five elementary schools, one K-8 school academy, and two middle schools (Rio School District 2020). It is also in the Oxnard Union High School District, which provides service to over 16,000 students through ten high schools, one alternative education school, and one adult school (Oxnard Union High School District 2020).

Impact Discussion

1) Would the Project involve a General Plan amendment that could result in an increase in population beyond that projected in the 2030 General Plan that may result in one or more significant physical environmental effects?

The 2030 General Plan considered build-out to 2030, including the Specific Plan as approved. The proposed Project does not require a Specific Plan or General Plan Amendment. There would be no impact resulting in an increase in population beyond that projected in the 2030 General Plan.

2) Would the Project induce substantial growth on the Project site or surrounding area, resulting in one or more significant physical environmental effects?

Implementation of the Specific Plan, and therefore the proposed Project, would increase indirect population growth through creating new jobs. Construction would result in increased employment opportunities during construction periods. However, the Specific Plan EIR laid out multiple reasons why the employment opportunities provided by the construction of the Specific Plan, including anticipated building in Planning Area 3 (i.e., proposed Project) would not likely result in household relocation by construction workers to the vicinity of the Specific Plan area (City of Oxnard 2011b: 396-397). At build-out, the Specific Plan could generate opportunities for up to 15,489 jobs. This growth would be consistent with population and housing forecasts by the City, Ventura Council of Governments, and Southern California Association of Governments (SCAG).

The proposed Project would generate up to 1,178 new jobs. According to the California Employment Development Department, Ventura County has an unemployment rate of 7.1 percent as of October 2020 (Employment Development Department 2020). It is expected that jobs generated from project implementation would largely draw upon the local labor force.

Jobs generated by the proposed Project would be within the number of proposed job opportunities analyzed in the Specific Plan. Therefore, impacts related to indirect population growth would continue to be less than significant, consistent with the Specific Plan EIR, and further technical studies or environmental documentation are not required.

3) Would the Project result in a substantial (15 single-family or 25 multi-family dwelling units— about one-half block) net loss of housing units through demolition, conversion, or other means that may necessitate the development of replacement housing?

The response to this question is incorporated within the response to the next question.

4) Would the Project result in a net loss of existing housing units affordable to very low- or low- income households (as defined by federal and/or City standards), through demolition, conversion, or other means that may necessitate the development of replacement housing?

The Specific Plan area is currently an agricultural use, and the proposed development would not remove existing housing (including affordable units) or displace people, necessitating the construction of replacement housing. Therefore, the Project would not result in a net loss of existing housing units affordable to very low- or low- income households (as defined by federal and/or City standards), through demolition, conversion, or other means that may necessitate the development of replacement housing. There would be no impact, consistent with the Specific Plan EIR.

5) Would the Project cause an increase in enrollment at local public schools that would exceed capacity and necessitate the construction of new or expanded facilities?

The Specific Plan would result in population growth that could increase enrollment at schools. To offset a project's potential impact on schools, Government Code 65995 (b) establishes the base amount of allowable developer fees a school district can collect from development projects located within its boundaries. The fees obtained by Rio School District (RSD) and Oxnard Union High School District (OUHSD) are used to maintain the desired school capacity and the maintenance and/or development of new school facilities. The Project proponents for any future residential developments would be required to pay the state-mandated school impact fees. Pursuant to Section 65995(3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "…is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization."

The proposed project would create 1,178 jobs. This increase in jobs is consistent with what was anticipated in the Specific Plan EIR. The proposed project would be required to implement MM M.3-1 of the Specific Plan EIR, which requires developer(s) implementing projects under the Specific Plan to pay all applicable school fees to offset the impact of additional student enrollment at schools commensurate with the increase in jobs. Impacts would be less than significant with the implementation of mitigation, which is consistent with the findings of the Specific Plan EIR.

6) Would the Project directly or indirectly interfere with the operation of an existing or planned school?

Development of the proposed project would not directly or indirectly interfere with the operation of an existing or planned school. The nearest school to the Project site is Rio Rosales Elementary School, 0.6 mile away at 1001 Kohala Street, Oxnard. In 2017, the Oxnard School District voted in 2017 to move forward with the purchase of a 25-acre plot of land at the intersection of Doris Avenue and Patterson Road for the development of elementary and middle schools. This school site is over four miles from the Specific Plan area. Construction of the proposed Project would not directly or indirectly interfere with the operation of this existing or planned school site.

Specific Plan EIR Cumulative Impacts

The Specific Plan EIR found the Specific Plan and related projects would contribute to cumulative population, housing, and employment growth in Oxnard. The commercial and industrial projects as of June 2009 would generate a combined increase of approximately 6,116 employees. 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 in the area. However, this is 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 of work.

Based on a population increase of approximately 88,454 persons between the analysis under the Specific Plan EIR and the assumed 2030 General Plan build-out, 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 seven percent of the planned growth), and the associated cumulative impact would be less than significant. 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 proposed Project would be consistent with the conditions analyzed in the Specific Plan EIR and implementation of the Project would not change this finding.

Specific Plan EIR Mitigation Measures that are applicable to the 101 Logistics Center Project

In order to reduce impacts to Population, Education and Housing to the extent feasible, the Specific Plan EIR imposed a number of mitigation measures. The following mitigation measure would apply to this Project:

MM M-3.1: This is an adaptive management mitigation measure. The subsequent developer(s) under the Specific Plan would be required to pay all applicable school fees to offset the impact of additional student enrollment at schools. No other mitigation measures are required as part of the environmental review process unless State law changes to allow subsequent environmental reviews to identify appropriate, feasible mitigations to reduce a significant impact on schools to a level below the significance threshold.

Remaining Specific Plan EIR Mitigation Measures that are not applicable to The 101 Logistics Center Project but May Apply to Future Phases and/or Development Projects

The following Specific Plan EIR mitigation measure reduces the impact associated with the impacts to Population, Education and Housing; however, this measure does not apply to this individual Project because there is no housing component:

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

Conclusions

Development of light industrial and office buildings in Area 3 was anticipated as part of the Specific Plan EIR. Implementation of the Project would not result in any new or more severe impacts on Population, Education, and Housing not already evaluated and disclosed in the Specific Plan EIR. Implementation of the Project would not result in any new, or more severe impacts to Population, Education, and Housing not already evaluated and disclosed in the Specific Plan EIR, and no new mitigation measures are required due to project changes. Therefore, further technical studies or environmental evaluation related to Population, Education, and Housing are not required.

3.14 Public Services & Recreation

Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because it would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
Would the Project:			
1) Would the Project increase demand for fire protection service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?	Less than significant with mitigation	There are no new or substantially more severe significant impacts from the TTM and Phase I site improvements. The lead agency has provided alternative and comparable mitigation to replace MM M.1-1. The Project proponent has agreed to implement the alternative mitigation.	No
2) Would the Project increase demand for law enforcement service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?	Less than significant with mitigation	No	No
3) Would the Project increase the use of existing park facilities such that substantial physical deterioration of the facilities would occur or be accelerated or that new or expanded park facilities would be needed to maintain acceptable service levels?	Less than significant	No	No
4) Would the Project increase the need for or use of existing library or other community facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	Less than significant	No	No

The Specific Plan EIR found that impacts to fire and police services would be less than significant with mitigation. The lead agency has determined that since the certification of the Specific Plan EIR, MM M.1-1 is no longer relevant for reducing Specific Plan impacts related to fire services. Adaptive, comparable mitigation is provided herein and would be included as a condition of project approval. The underlying Development Agreement for Phase One Infrastructure and subdivision of the area

implements the alternative mitigation measure to provide additional fees for fire service that would reduce the potential impact to fire service to less than significant levels, comparable to the findings of the Specific Plan EIR. Impacts to parks and libraries were found to be less than significant.

Setting

Fire Services

Fire prevention, fire suppression, and emergency medical services are provided throughout Oxnard by the Oxnard Fire Department (OFD). According to the Specific Plan EIR, in 2010, OFD provided fire protection and paramedic services to the Project from seven fire stations. The OFD was staffed by 87 uniformed members, with 28 on duty per shift. The National Fire Protection Association (NFPA) recommended standard for fire department staffing is one firefighter per 1,000 residents. Oxnard's ratio at the time of Specific Plan EIR publication was one firefighter per approximately 2,300 residents. NFPA recommends one fire station for every 15,000 residents. The NFPA recommends each fire station service approximately 15,000 residents. Oxnard's seven fire stations served approximately 30,000 residents per station. The nearest fire station to the Specific Plan area was, and continues to be, Fire Station 5, located at 1450 Colonia Road, approximately 2 miles west of the site.

The United States Census estimates the 2021 population of Oxnard was 201,879 (United States Census Bureau 2022). There are eight fire stations in Oxnard as of April 2020 (City of Oxnard 2020a). The OFD is staffed by 124 uniformed members, with 36 on duty per shift. Based on the current population, Oxnard's ratio at the time this report was written is one firefighter per approximately 1,693 residents, and the eight fire stations serve approximately 26,000 residents per station (City of Oxnard 2020a). The Fire Department can access additional manpower and equipment through an automatic aid agreement with Ventura County and mutual aid agreements with the City of Ventura and Point Mugu Naval Air Station.

The Specific Plan EIR found that several areas were outside the reach of a response unit within desired response time objectives, including the Specific Plan area. In 2010, OFD projected the need for three more fire stations to provide sufficient response to meet existing and future needs, each with an engine apparatus and three assigned staff. Station 8, located at 3000 South Rose Avenue, was built since that evaluation, and operates now. OFD's goal in response to a call for emergency services is to have a fire unit on the scene within five minutes. Improvements in technology have contributed to improved response times, and response times continue to be equal to or better than the response times anticipated in the Specific Plan EIR, even though only one of the three expected stations has been built. The average response time at the time of the Specific Plan EIR publication was five minutes, seven seconds. In 2019, the average response time was five minutes, five seconds.

Police Services

The Oxnard Police Department (OPD) is the local law enforcement agency responsible for providing police services to the Specific Plan area. The OPD operates several police storefronts and drop-in centers, but major operations are based in the Public Safety Building at 251 South C Street in Oxnard. The Patrol Division is part of OPD's Field Services Bureau and has four districts; the Specific Plan area and the Project site are in the North Oxnard District, Beat 12 (OPD 2020). In 2010, the OPD had 238 sworn officers and 152 civilian personnel. The estimated 2010 population of Oxnard was 200,000, making the 2010 ratio 1.2 officers per 1,000 people. The OPD states its target service ratio is 1.3 officers per 1,000 residents. The 2019 population of Oxnard was 209,879 (DOF 2). The OPD has 249 sworn officers and 126 civilian personnel (City of Oxnard 2020). Based on the current population of the City, Oxnard's ratio today is 1.9 police officers per 1,000 people.

Police units are often mobile, making the actual distance between a headquarters facility and the Project site less relevant. Instead, the number of officers on the street relates more directly to the realized response time. OPD has no official goal for emergency calls but strives to respond within five minutes or less. 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. In 2019, OPD handled an average of 1,134 calls for service per year per patrol officer. The optimum number is no more than 550 calls for service per person per patrol officer.

Park Services

The City of Oxnard Public Works Park Division manages all municipally owned and operated recreation and park facilities in Oxnard. In 2006, the department operated and maintained 453 park acres in 41 parks, which included a range of services and facilities. With a 2008 population of approximately 195,000 residents, the department had a ratio of 2.32 acres/1,000 residents. Oxnard's estimated 2019 population was 209,879 (DOF 2020). As identified in the City of Oxnard 2030 General Plan, approximately 759 acres of developed or planned parks are in Oxnard (2030 General Plan). There would be about 2.76 acres of park facilities per 1,000 residents, which is better than what was analyzed in the Specific Plan EIR. If regional parks, beaches, and other accessible open space are all considered, then the parkland available to Oxnard residents is higher.

Libraries

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 Colonia Branch is closest to the Specific Plan area. The OPL has nearly 400,000 items in its collection. The State of California library standards are a goal of 0.5 sf of library facility per resident. The 1996 American Library Association 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. Specific Plan EIR Table IV.M-8 shows the need for additional library space to adequately serve the Oxnard community through 2020.

Impact Discussion

1) Would the Project increase demand for fire protection service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?

Assumed Fire Station No. 10

The Specific Plan includes a 1.5-acre site for a new fire station (Station 10) near Rice Avenue and the easterly extension of Gonzales Road. The Specific Plan EIR determined construction of a fire station in the Specific Plan would service the Project area and eastern Oxnard with adequate response time and distance.

In early 2020, the City determined that adding a fourth firefighter on each shift at the nearest fire station (Station 5) would provide the recommended response time to the Specific Plan area, negating the need to construct and staff a fire station in the Specific Plan vicinity. The City determined that the construction of a new fire station on the eastern edge of Oxnard was not the best use of resources. The lead agency adopted alternative and comparable mitigation to replace MM M-1.1. With the implementation of the revised mitigation measure, impacts would continue to be less than significant. Long term funding for a fourth firefighter on each shift at Station 5 was secured through a Development Agreement associated with Tract Mp 5996 for the Specific Plan area.

This approach to add a fourth firefighter assumed that the Specific Plan area does not include specific types of uses, including residential developments and High Hazard Occupancies from Part IV and V of the 2016 California Fire Code such as schools, hospitals, nursing homes, explosive plants, refineries, high-rise buildings, and other high life hazard or large fire potential occupancies.

Construction

Construction activities in the Specific Plan area, including the proposed Project, would increase the potential for accidental, on-site fires from such sources as the operation of mechanical equipment, use of flammable construction materials, and discarding of 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 would be implemented during construction of the Specific Plan, including 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 less than significant because construction impacts are temporary in nature and do not cause lasting effects.

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 sirens to clear a path of travel or driving in the lanes of opposing traffic. If partial closures to streets surrounding the Project site become necessary, then flagmen would be used to facilitate the traffic flow until construction is complete.

Operation

The Project would include adequate fire hydrants, access, signage, alarms, and addressable smoke detectors and would meet all requirements of the Uniform Fire Code which would minimize any potential impacts on Fire services. The Project plans have been preliminarily reviewed by the Fire Department and final plans would require Fire Department approval prior to the issuance of building permits. The proposed Project would be consistent with the findings of the Specific Plan EIR, which were found to be less than significant.

2) Would the Project increase demand for law enforcement service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?

Construction

Construction sites can invite theft and vandalism. Developers typically take precautions to prevent trespassing through construction sites by installing temporary fencing 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 site improvements to police protection services would be less than significant.

Operation

The proposed Project would introduce new employees to the 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 experience with similar industrial parks and developments, anticipated problems in the Project area do not represent unusual law enforcement issues.

The Specific Plan EIR requires each development Project to implement MM M-2.1 and MM M-2.2 to reduce the potential for crime at and near each project site. With the implementation of these mitigation measures, the proposed Project would have a less than significant impact on police services, consistent with the findings of the Specific Plan EIR.

3) Would the Project increase the use of existing park facilities such that substantial physical deterioration of the facilities would occur or be accelerated or that new or expanded park facilities would be needed to maintain acceptable service levels?

The response to this question is incorporated within the response to the next question.

4) Would the Project increase the need for or use of existing library or other community facilities such that substantial physical deterioration of the facilities would occur or be accelerated?

Future operational impacts of the Specific Plan were found to have less than significant direct impacts on parks and libraries. The proposed Project is consistent with the development anticipated for the Sakioka Farms Business Park Specific Plan and analyzed in the Specific Plan EIR. Implementation of the Project would not create new impacts to parks and libraries beyond what was analyzed in the Specific Plan EIR.

Furthermore, the Project developer would be required to pay an in-lieu contribution fee in accordance with the standards and policies. Therefore, impacts related to community parks facilities would continue to be less than significant and no further technical studies or environmental documentation is required.

For the same reasons, the proposed project is not anticipated to increase the use of libraries or other community facilities in such a way as to add to deterioration of those facilities. The proposed Project would be consistent with the Specific Plan, and therefore, impacts would be less than significant, consistent with the Specific Plan EIR.

Specific Plan EIR Cumulative Impacts

Fire Services

The Specific Plan, 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 development fee mechanisms. 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 early 2020, the City determined that adding a fourth firefighter on each shift at the nearest fire station (Station 5) would provide the recommended response time to the Specific Plan area, negating the need to construct and staff a fire station within the Specific Plan. The lead agency has adopted alternative and comparable mitigation to replace MM M-1.1. With the implementation of the revised mitigation measure MM-1.1, cumulative impacts would continue to be less than significant.

Police Services

The related projects in Oxnard would increase the demand for police protection services in the Specific Plan area but expanded police services would be funded via existing revenue to which the Specific Plan

projects would contribute. Each of the Specific Plan projects would be 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.

Parks and Libraries

Future operational impacts of the Specific Plan were found to have less than significant cumulative impacts. Approval of the proposed Project would not cumulatively contribute to impacts to parks and libraries beyond what was analyzed in the Specific Plan EIR.

Specific Plan EIR Mitigation Measures that are applicable to the 101 Logistics Center Project and have been addressed through previous Development Agreement Negotiations

In early 2020, the City determined that adding a fourth firefighter on each shift at the nearest fire station (Station 5) would provide the recommended response time to the Specific Plan area, negating the need to construct and staff a fire station in the Specific Plan vicinity. The lead agency adopted alternative and comparable mitigation to replace MM M.1-1. Long term funding for a fourth firefighter on each shift at Station 5 was secured through the Development Agreement associated with Tract Map 5996 for the Specific Plan Area.

MM M-1.1 (Adaptive Replacement Measure): The parties agree that the formation of a Financing District that includes the obligation to pay for the annual cost of three firefighters (including benefits) is in lieu of the Specific Plan's obligation for developer to dedicate a 1.5-acre site near Rice Avenue and the easterly extension of Gonzales Road for a new fire station site and that such obligation fully mitigates the impact of the Project upon the City's fire services. This is provided, however, that the parties acknowledge and agree that the development of the property with residential uses and/or schools, hospitals, nursing homes, explosive plants, refineries, high-rise buildings and other high life hazard or large fire potential occupancies would, subject to the Fire Chief's determination, trigger additional obligations above and beyond the obligations imposed by this section based upon the specific uses added to the property or any portion thereof.

Specific Plan EIR Mitigation Measures that are applicable to the 101 Logistics Center Project and have not been addressed through the Development Agreement Negotiations

Development Fees

During the plan check and permitting process the City Community Development Department would assess and determine project impact fees depending on each type of development under the Specific Plan. Development impact fees typically involve, but are not limited to, Planned Traffic Circulation System Facilities Fees (Traffic Impact); Planned Water Facilities Fee; Planned Wastewater Facilities Fee; Planned Drainage Facilities Fee; and Growth Requirement Capital Fee.

Mitigation Measures

MM 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, are secured with temporary fences to prevent trespass.

MM 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.

Remaining Specific Plan EIR Mitigation Measures that are not applicable to the 101 Logistics Center Project Storage Project but May Apply to Future Phases and/or Development Projects

There are no mitigation measures that would apply only to future phases and/or development projects.

Conclusion

Development of a light industrial building in Area 3 was anticipated as part of the Specific Plan EIR. Implementation of the Project would not result in any new or more severe impacts on Public Services and Recreation not already evaluated and disclosed in the Specific Plan EIR. Implementation of the Project would not result in any new, or more severe impacts to Public Services and Recreation not already evaluated and disclosed in the Specific Plan EIR, and no new mitigation measures are required due to project changes. Therefore, further technical studies or environmental evaluation related to Public Services and Recreation are not required.

3.15 Transportation & Circulation

Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because it would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
Would the Project:			
1) Cause an increase in traffic that 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) based on adopted City of Oxnard level of service standards?	Less than significant with mitigation	No	No
2) Exceed, either individually or cumulatively, a level of service standard established by the Ventura County Congestion Management Program for designated roads or highways?	Less than significant with mitigation	No	No
3) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	Less than significant	No	No
4) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No impact	No	No
5) Result in inadequate emergency access?	No impact	No	No
6) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	This impact was not analyzed in the Specific Plan EIR	No new or substantially more severe significant impacts and no new mitigation measures are required	No

The Specific Plan EIR found impacts to Transportation and Circulation to vary between no impact to less than significant impact with the implementation of mitigation measures. The Sakioka Specific Plan EIR outlines 33 mitigation measures to reduce impacts to transportation and traffic. With implementation of the relevant portions of these mitigation measures, the impacts of Specific Plan implementation on transportation and traffic would be reduced to a less than significant level. These mitigation measures provide for numerous transportation improvements to be developed in synchronization with project development. The Specific Plan EIR determined that each project developed within the Specific Plan area would be required to either fully implement or pay a fair share contribution to the planned transportation improvements.

Setting

US 101 provides access to the Specific Plan area. The City's General Plan designates the intersection of Gonzales Road and Rice Avenue as the primary entry node to Oxnard. Access to the Specific Plan area is provided by a system of arterial highways including Rice Avenue, Del Norte Boulevard, and Gonzales Road.

The Specific Plan Circulation Plan requires an extension of Gonzales Road into and through the Specific Plan area. A second west to east major arterial (Sakioka Drive) will be approximately 1,200 feet to the south. Secondary roadways will connect these west/east corridors (e.g., Gravity Circle and Synergy Circle). Additional internal project circulation will be provided by a network of public and private streets serving as access to individual parcels within the Specific Plan area and will be developed in conjunction with individual development projects as needed.

The master plan concept incorporates a public pedestrian walkway system. As a means of achieving a strong landscape image, landscape parkways and pedestrian walkways are required on both sides of the street and shall be provided in the street right-of-way adjacent to new development projects.

Specific Plan Circulation Policy 4.4.7 (Trip Reduction Measures) will be included in future development projects, including the proposed Project, to implement the Ventura County Congestion Management Program. Trip reduction measures may include providing bicycle parking facilities and an adequate number of vanpool and carpool parking spaces. Alternative transportation forms, including bus service and future rail access, shall be investigated with each development project. Where feasible and appropriate, transit stop improvements, like bus pullouts, pads, and shelters, should be included in the plan. Future projects that employ 50 or more employees, such as the proposed Project, are required to provide basic transportation opportunities and options information to their employees through a Transportation Management Plan.

Specific Plan Circulation Policy 4.4.12 (Circulation System Improvements) shall be master planned by phase to accommodate ultimate build-out of the Specific Plan. Onsite and offsite circulation improvement shall be completed prior to occupancy for development in each phase to provide appropriate vehicular, pedestrian, and bicycle circulation to each parcel. The 2012 EIR required that a new traffic study analyzing current conditions be conducted with the first development of each identified phase. As the Project is the second project identified for Phase One, a traffic study was conducted which accounted for the Final Map, the first development for Phase One known as Project Bruin, and this project.

The Specific Plan Phase I Project Focused Transportation Assessment (Focused Transportation Assessment) Report was prepared by Linscott, Law, & Greenspan (LLG), Engineers on March 30, 2020. The Project Bruin Traffic and Site Access Analysis was prepared by Associated Transportation Engineers (ATE) on April 2, 2020. The Arctic Cold Storage project traffic impacts were evaluated in an updated memorandum prepared by LLG, Engineers (2020). The 101 Logistic Center Project was evaluated with an

updated memorandum from Kimley Horn dated September 13, 2022. These documents are used herein to support this discussion and incorporated by reference.

The Traffic Consistency Memorandum (Kimley Horn 2022c) estimated the number of trips that would be generated by the proposed Project based on the Institute of Transportation Engineer's (ITE) Trip Generation Manual (ITE 2017) land use for light industrial warehouse and office. As presented in Table 13, the proposed Project would generate 4,873 daily trips, including 570 trips in the AM peak hour and 645 trips in the PM peak hour.

Table 13. Trip Allocation Per Specific Plan

Land Use Planning Area 3	Size (sf)	Daily Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Business Park/Research and Development	297,000	3,101	333	65	398	68	285	353
Light/General Industrial	593,000	3,855	344	107	451	148	362	510
Subtotal	*890,000*	*6,956*	*677*	*172*	*849*	*216*	*647*	*863*
Proposed Project 101 Logistics Center	**749,671**	**4,873**	**433**	**137**	**570**	**187**	**458**	**645**
Remaining Planning Area 3	140,329	2,083	244	35	279	29	189	218
Source: Kimley Horn 2022c								

Table 13 compares the proposed Project trips with the trips allocated to planning Area 3. As shown therein, there would be 2,083 daily, 279 AM, and 218 PM net remaining available trips in Area 3. As the proposed Project includes the entirety of the Area 3 development in Phase 1, the Project would not exceed the total approved trips for Area 3. In other words, the Project would result in lower trip generation than that previously assumed as part of Phase 1 of Sakioka Farms Specific Plan within Area 3.

The findings of the Project's Traffic Consistency Memorandum (Kimley Horn 2022c) are consistent with findings stated in the Specific Plan EIR. Therefore, the findings of the are used herein to support this discussion and incorporated by reference.

Impact Discussion

1) Would the Project cause an increase in traffic that 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) based on adopted City of Oxnard level of service standards?

The Project would generate 4,873 daily vehicle trips, with 570 trips during the AM peak hour (433 inbound and 137 outbound) and 645 trips during the PM peak hour (187 inbound and 458 outbound) per Table 13 above. The Project would result in lower trip generation than that previously assumed as part of Phase 1 of Sakioka Farms Specific Plan within Area 3. Additionally, a VMT evaluation (cite) shows that the Project would result in VMT that is approximately 43 percent lower than the regional average, exceeding the 15 percent reduction threshold recommended by OPR. The Project's creation of more efficient delivery of goods to market would also reduce total VMT.

After the addition of proposed project trips and approved e-commerce fulfillment center and the cold storage project trips, there would be 14,532 daily, 771 AM, and 901 PM net remaining available trips for Phase 1. Since the three projects (the Project, the cold storage facility, and the e-fulfillment center), would include all developable parcels in Phase 1, Areas 3 and 5, there would be no additional

development in these areas, leaving 10,690 daily, 304 AM, and 421 PM of the Specific Plan allocated trips for Phase 1 unused.

The Focused Transportation Assessment for Phase I of the Specific Plan determined that with planned improvements outlined in the Specific Plan EIR, including implementation of MM I-4 and I-5 and the construction of Streets A (Sakioka Drive), B (Gravity Circle), and C (Synergy Circle) within the Project area, the nine study intersections studied in the assessment would operate at LOS C or better. These intersections include US 101 Northbound Ramps/Rice Avenue, U US 101 Northbound Ramps/Del Norte Boulevard, Rice Avenue/A Street, Rose Avenue/Camino Del Sol, US 101 Southbound Ramps/Rice Avenue, US 101 Southbound Ramps/Del Norte Avenue, Rose Avenue/Gonzales Road, and Del Norte Boulevard/ A Street. Therefore, it was determined that the Project would not have a significant impact on the off-site intersections in the immediate project vicinity based on City of Oxnard impact thresholds. Additionally, the Project would implement a TDM program as outlined in MM J-4, MM J-5, and MM J-6. Implementation of a TDM program would further reduce impacts to a less than significant level. This is consistent with the findings of the Specific Plan EIR.

2) Would the Project exceed, either individually or cumulatively, an LOS standard established by the Ventura County Congestion Management Program (CMP) for designated roads or highways?

In terms of Ventura County General Plan consistency, the City of Oxnard and Ventura County have executed a "Reciprocal Traffic Mitigation Agreement" (approved February 1993) wherein the City and the County agree that a pro-rata share of the cost of mitigations would be collected by each agency for identified traffic impacts in the other jurisdiction. The Project would be consistent with the Ventura County General Plan by complying with the terms of this agreement. Payment of the traffic impact fee would mitigate the Project impacts to County facilities outside the study area.

Additionally, according to Ventura County's Congestion Management Program (CMP), the minimum acceptable standard for traffic operations is LOS E. However, so that local jurisdictions are not unfairly penalized for existing congestion, CMP locations currently operating in the LOS F range are considered acceptable (Ventura County Transportation Commission 2009).

The study area intersections along Oxnard Boulevard, Rose Avenue, Rice Avenue, and Del Norte Boulevard are included in the County's CMP. As mentioned above, with implementation of planned improvements, including construction of Streets A, B, and C within the Specific Plan area and implementation of MM I-4 and I-5, all study area intersections would operate at LOS C or better. Therefore, the Project would not individually or cumulatively exceed the LOS standard established by the Ventura County CMP for designated roads or highways. Project impacts would be less than significant with mitigation incorporated, consistent with the findings of the Specific Plan EIR.

3) Would the Project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

The 101 Logistics Center Project site is located approximately one and one-half miles from Camarillo Airport, approximately three miles from Oxnard Airport, and approximately six miles from Naval Air Station Point Mugu. The site is not in the airport hazard zone for any of these facilities (Ventura County Airport Land Use Commission 2000). Thus, the proposed Project would have no impact with respect to air traffic patterns or airport-related safety risks. The proposed Project would not result in any significant impacts not previously identified in the certified Specific Plan EIR. The proposed Project is consistent with the EIR findings, and no further review under CEQA is required.

4) Would the Project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The circulation plan for the Specific Plan includes an extension of Gonzales Road into and through the Specific Plan area. A second west to east major arterial (Sakioka Drive) would be approximately 1,200 feet to the south. Secondary roadways would connect these west/east corridors (e.g., Gravity Circle and Synergy Circle).

The proposed project would take direct access from driveway connections to Sakioka Drive and Gravity Circle. The Project driveway connections would be designed to City of Oxnard design standards and provide adequate delivery truck and emergency vehicle access and none would involve design features such as sharp curves, dangerous intersections, or other traffic hazards. The site driveways and internal circulation system are not intended to facilitate incompatible activities such use of farm equipment. Given the forecasted project traffic volumes, the driveway intersections would operate acceptably with project traffic. Based on the above, the Project is consistent with the EIR findings, and no further review under CEQA is required.

5) Would the Project result in inadequate emergency access?

Project site access driveways would not create any design features that would inhibit emergency access to the site or the site vicinity. The planned improvements would generally enhance access to the area by completing components of the planned roadway system for the area. This would generally improve emergency access to the Project site, as well as emergency evacuation from the area.

Temporary construction activity would not alter travel patterns or otherwise alter emergency access to the site or site vicinity. Employee and truck trips associated with construction activity would temporarily increase traffic and associated congestion on the surrounding transportation system, but all construction activities would be subject to standard City traffic control requirements to ensure adequate emergency access. Truck haul trips would be expected to enter and leave the site via the Rice Avenue-US 101 or Del Norte Boulevard-US 101 interchanges, both of which provide direct access to the site. Thus, the Project is consistent with the EIR findings, and no further review under CEQA is required.

Specific Plan EIR Cumulative Impacts

Cumulative development through 2030 has been planned for in the Oxnard Traffic Model. With the implementation of mitigation measures I-1 through I-34, the cumulative impacts of the Specific Plan to the study area would be reduced to a less than significant level. Implementation of the proposed Project would not change the cumulative impacts of the Specific Plan.

Impacts not Explicitly Analyzed in the Specific Plan EIR

In May 2017, the City adopted an updated CEQA Checklist to include threshold question number six. Because the City's CEQA Consistency Evaluation was implemented after the adoption of the Specific Plan, impacts related to compliance with CEQA Guideline Section 15064.3 (i.e., analysis of vehicle miles traveled) were not explicitly discussed in the Specific Plan EIR.

6) Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Per Senate Bill (SB) 743, the State CEQA Guidelines have been updated to incorporate vehicle miles traveled (VMT) as the primary metric for analyzing transportation impacts under CEQA. This update occurred subsequent to preparation of the 2012 EIR so VMT is not specifically addressed in the prior analysis. New requirements such as the adoption of regulations or guidelines do not constitute new

information under CEQA if the information about the underlying issue was known or should have been known at the time the original EIR was certified.[3]

Kimley-Horn (2022c) prepared a VMT evaluation for the proposed Project consistent with the methodology and data used for the previous Arctic Cold Storage project in the Specific Plan area, which was approved after the July 1, 2020 deadline for implementation of SB 743. Based on the analysis prepared by Kimley-Horn (2022c) and as described below, the proposed Project would not change the EIR determination regarding VMT impacts that would have occurred at the time of EIR certification.

The City of Oxnard has not adopted any specific significance thresholds related to VMT. The Office of Planning and Research (OPR)'s Technical Advisory on Evaluating Transportation Impacts in CEQA, dated 2018, provides guidance on analyzing VMT impacts in light of SB 743. The Advisory recommends thresholds for a variety of land uses. Given the lack of a specific threshold recommendation for this type of facility, the threshold for office projects is considered herein. The Advisory suggests an office project that would generate vehicle travel exceeding 15 percent below existing VMT per employee for the region may indicate a significant transportation impact.

Based on the ITE Trip Generation Manual's rate of 3.10 trips/employee (ITE 11th Edition) and the site's expected ADT of 4,873 (estimated based on Sakioka Farms specific trip rates, see "101 Logistics Center Traffic Consistency Memorandum", dated 9/13/2022), this would equate to 5,235,037 weekday miles per employee per year or about 20.12 miles per employee per day. This suggests an average commute distance of 10.06 miles (20.12/2). Additionally, a VMT evaluation based on the CalEEMod results from the Air Quality and Greenhouse Gas Emissions Analysis Report shows that the Project will result in VMT that is approximately 43% lower than the regional average, exceeding the 15% reduction threshold recommended by OPR. By comparison, SCAG's 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) estimates the 2045 average work trip length at 17.7 miles. This suggests an average of 35.4 miles (17.7 x 2) per employee per day. The 20.12 miles per employee per day for the Project would be about 43 percent lower than this average, which exceeds the 15 percent reduction threshold that the OPR recommends for office projects. Based on the Kimley-Horn (2022c) analysis as described here, the Project is expected to generally reduce VMT on both a local and regional level by minimizing travel distances for both employee trips and goods shipment.

In addition, by its nature, the proposed Project is specifically intended to provide for efficient regional delivery of goods by providing for storage in proximity to regional destinations and reducing the distance the goods need to be shipped to fill orders. Thus, by facilitating a more efficient delivery of goods to market, the Project would reduce total VMT.

[3] CEQA provides that a subsequent or supplemental EIR is required if there are substantial changes in the Project resulting in new or increased environmental impacts or "new information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available" (Public Resources Code Section 21166(c)). "New information" refers only to information that becomes known after an EIR was certified for a project. Public Resources Code §21166(c); 14 California Code Regulations §15162(a)(3). However, new requirements such as the adoption of regulations or guidelines do not constitute new information under CEQA if the information about the underlying issue was known or should have been known at the time the original EIR was certified. *Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal.App.4th 1301, 1320. Therefore, information that was known at the time the EIR was prepared but was not addressed in the EIR does not require further review.

Specific Plan EIR Mitigation Measures that are applicable to the 101 Logistics Center Project and have been addressed in Development Agreement Negotiations

The following mitigation measures are part of an adaptive management mitigation program. The traffic improvements I-1 through I-34, inclusive, are intended to maintain Level of Service C with the development of the Project unless accepted by the City Council based upon the traffic modeling completed in February 2010 for the Specific Plan Draft EIR. Subsequent traffic studies required by the Specific Plan, as specific projects are identified, may change the number and type of improvements based upon phasing of development, traffic counts, and future travel behavior. The February 2010 traffic modeling did not consider the City's Intelligent Transportation Systems (ITS) project under construction in 2011[4]. Similar ITS projects have improved travel time and speed by 12 to 16 percent and decreased delay by 32 to 44 percent (City of Los Angeles 1994). Adaptive management allows consideration of such subsequent traffic studies in the implementation of the Transportation/Traffic mitigation measures to determine which ones still need to be implemented to achieve LOS C.

The action required by the implementation of the Transportation/Traffic mitigation measures shall be satisfied in full by:

1) The Developer's payment of applicable City and County traffic impact fees in the amount agreed to by the City, County and Developer, and/or
2) Fees negotiated by the June 2020 Development Agreement between the City of Oxnard and Sakioka Farms and AMS Craig LLC, or
3) Fees not covered by the Development agreement, but in the amount in effect at the time of issuance of a building permit, and.
4) Developers may also contribute additional funds towards the traffic improvements subject to reimbursement from the City in the form of credits against future City traffic impact fees or repayment by the City.

The following lists the original traffic mitigation measures identified in the Specific Plan EIR that would be addressed prior to completion of this Project. A significant change of use for the site could trigger additional traffic analysis to determine if any revised or additional mitigations would apply to future projects or phases of this Project.

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

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

MM I-3: Rice Avenue & Fifth Street: The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and developer towards implementing improvements to

[4] As of the date of this report, fiber optic cable has been installed throughout the city in support of the ITS project; the system remains under construction.

the Rice Avenue & Fifth Street intersection that adds a third southbound thru lane by removing the existing southbound right turn lane.

MM I-4: Del Norte Boulevard & US 101 Northbound Ramps: The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and developer towards providing signalization.

MM I-5: Del Norte Boulevard & US 101 Southbound Ramps: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to signalize and add a northbound right turn lane which would mitigate both Project and cumulative (2010 no Project) impacts.

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

Specific Plan EIR Mitigation Measures that are applicable to the 101 Logistics Center Project and have not been addressed through the Development Agreement Negotiations

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

Remaining Specific Plan EIR Mitigation Measures that are not applicable to the 101 Logistics Center Project but May Apply to Future Phases and/or Development Projects

Assumed Phase 2

MM I-6: Ventura Road & Wooley Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Ventura Road & Wooley Road

intersection that adds a third northbound thru lane and a third southbound thru lane which would mitigate both Project and cumulative (2010 no Project) impacts.

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

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

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

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

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

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

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

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

Assumed Phase 3

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

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

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

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

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

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

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

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

Assumed Phase 4

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

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

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

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

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

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

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

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

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

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

Buildout

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

Conclusions

Development of a light industrial building in Area 3 was anticipated as part of the Specific Plan EIR. Implementation of the Project would not result in any new or more severe impacts on Transportation and Circulation not already evaluated and disclosed in the Specific Plan EIR. Implementation of the Project would not result in any new, or more severe impacts Transportation and Circulation not already evaluated and disclosed in the Specific Plan EIR, and no new mitigation measures are required due to project changes. Therefore, further technical studies or environmental documentation related to Transportation and Circulation are not required.

3.16 Utilities & Energy

Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because it would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
Would the Project:			
1) Need new or expanded water supply entitlements that are not anticipated in the current Urban Water Management Plan?	Less than significant with mitigation	No	No
2) [Require] additional wastewater conveyance or treatment capacity to serve project demand and existing commitments?	Less than significant	No	No
3) Generate solid waste that would exceed the permitted capacity of a landfill serving the City?	Less than significant	No	No
4) Conflict with federal, State, or local statutes or regulations related to solid waste?	Less than significant	No	No
5) Involve wasteful, inefficient, or unnecessary consumption of energy during project construction, operation, maintenance, and/or removal?	Less than significant	No	No
6) Require additional energy facilities, the provision of which may have a significant effect on the environment?	Less than significant	No	No
7) Be inconsistent with existing energy standards?	Less than significant	No	No
8) Preempt future energy development or future energy conservation, or inhibit the future use of renewable energy or energy storage?	Less than significant	No	No

The Specific Plan EIR found that impacts to wastewater, solid waste, and energy would be less than significant. The Specific Plan EIR found that impacts to water supply would be less than significant with mitigation incorporated. Accordingly, the Project would implement MM N-1 through N-13 from the Specific Plan EIR. The lead agency has determined that since the certification of the Specific Plan EIR, details of certain mitigation measures are no longer relevant for reducing Specific Plan impacts related to water supply entitlements. Adaptive, comparable mitigation is provided herein and would be included as a condition of project approval. The Project proponent has agreed to the alternative mitigation provided herein and the implementation of the alternative mitigation measure would reduce the potential impact to water to less than significant levels, comparable to the findings of the Specific Plan EIR. The findings for the Project are consistent with the findings of the Specific Plan EIR.

Setting

Water

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 of Southern California (MWD), from which it purchases water from the State Water Project. The City's water system includes five blending stations where imported water is blended with local water. The City works to achieve a blending ratio of one part imported water to one part local water to balance quality and supply costs.

Water Supply Drought Management Plan

In 1999, MWD incorporated the water shortage contingency analysis required by the State as part of any urban water management plan into a separate, more detailed plan, called the Water Supply Drought Management Plan (WSDM). This 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" (MWD 1999). 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 integrates management actions taken during times of surplus and shortage and reflects MWD's approach that considers these actions are interrelated.

Water Conservation in Oxnard

The City of Oxnard's Groundwater Recovery Enhancement and Treatment (GREAT) Program is an innovative approach to maximize the benefits from local recycled and groundwater resources. An Advanced Water Purification Facility at the Oxnard Wastewater Treatment Plant processes wastewater and makes it available to agricultural users in the Oxnard Plain currently served by UCWD and other water districts (Western City Magazine 2006). The City receives groundwater credits from Fox Canyon Groundwater Management (FCGMA) and the program ensures over 20,000 acre feet per year (AFY) of additional water supply.

A detailed water demand model was developed as part of the 2005 UWMP and includes existing demand, demand from proposed build-out 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 was updated for build-out of the proposed 2030 General Plan Alternative B and to reflect recent changes in water supply and consumption, as accurately and as reasonably possible. The Specific Plan EIR indicates that these projections likely overestimate demand as the Oxnard City Council 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, which would include projects developed under the Specific Plan (City of Oxnard 2011b). The Project proponent has agreed to the mitigation provided herein and the implementation of the mitigation measures would reduce the potential impact to water demand to less than significant levels, comparable to the findings of the Specific Plan EIR.

Wastewater

The City of Oxnard Public Works Wastewater Division (PWWD) provides sewer conveyance infrastructure and wastewater treatment services to the Project area. The Specific Plan area 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). The nearest sewer lines to 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. 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. Currently, there are no sewer lines located onsite.

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 (City of Oxnard 2006).

Solid Waste

The City of Oxnard Solid Waste Division Municipal Haulers provides solid waste management, and currently collects, separates, and disposes in excess of 200,000 tons of refuse annually through the City-owned but privately operated Del Norte Regional Recycling and Transfer Station (City of Oxnard, 2020c). Del Norte Regional Recycling and Transfer Station (DNRRTS) includes waste transfer from the City, permitted haulers, and self-haulers throughout the region, and materials recovery, which is responsible for diverting material from the waste stream to prevent marketable recyclable material and divertible material from entering the landfill. The DNRRTS also includes the buyback center, responsible for accepting and dispensing payments to customers that redeem California Redemption Value material such as aluminum cans, plastic beverage containers and glass, and the Recyclable Household Hazardous Waste Center, which is responsible for accepting and recycling material from Oxnard residents that drop-off antifreeze, batteries, used motor oil, water-based paint, and electronic devices.

The California Integrated Waste Management Act of 1989 (AB 939) requires that local governments ensure that solid wastes are diverted from disposal. In addition, the CalGreen building standards mandate that 65 percent of construction and demolition materials be reused, recycled, composted or otherwise diverted from landfill disposal.

Solid waste that cannot be recycled is disposed of at the Toland Road Landfill east of Santa Paula and the Simi Valley Landfill north of Simi Valley. The Toland Road Landfill is a Class II municipal landfill operated by the Ventura County Sanitation District. It has a permitted capacity of 1,500 tons per day

(tpd) and 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 2033. The Simi Valley Landfill is a private facility operated by Waste Management, Inc. It 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 2023 and 2034.

Energy Consumption

The State Building Energy Efficiency Standards regulates energy consumption by new buildings in California, including electricity and natural gas. These standards are embodied in Title 24 of the California Code of Regulations. The efficiency standards apply to new construction of 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

Southern California Gas Company (SoCalGas) is the primary natural gas provider for Oxnard. SoCalGas serves the Specific Plan area through existing subterranean gas mains in the adjoining dedicated streets. Natural gas service is provided in accordance with SoCalGas's policies and extension rules on file with the California Public Utilities Commission at the time contractual agreements are made.

California 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. The availability of natural gas is based upon present conditions of gas supply and regulatory policies. As a public utility, SoCalGas is under the jurisdiction of the California PUC, but can be affected by the actions of federal regulatory 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 15 counties. SCE serves more than 15 million people, 5,000 large businesses, and 280,000 small businesses. The SCE power mix in 2010 (at the time of the Specific Plan EIR) included 6percent large hydroelectric, 7percent coal, 18percent renewable combined (e.g., biomass, geothermal, small hydro, solar, wind), 19percent nuclear, 37percent natural gas and 13percent unspecified sources of power. The SCE power mix in 2018 included 0percent coal, 4percent large hydroelectric, 6 percent nuclear, 17 percent natural gas, 36 percent renewable combined (e.g., biomass, geothermal, small hydro, solar, wind), and 37 percent unspecified sources of power.

Impact Discussion

1) Would the Project need new or expanded water supply entitlements that are not anticipated in the current Urban Water Management Plan?

Water service is currently provided to the Project area, inclusive of the Project site, by the City of Oxnard. As a part of the Specific Plan, a Water Supply Assessment (WSA) was prepared for the purpose

of identifying the total domestic water demand for the Specific Plan area. The WSA used a flow per unit acre approach to determine the demand for each land use.

Development of the Specific Plan is part of the overall planned water demand increase for Oxnard. The Specific Plan EIR found that projected water demand for Oxnard in 2030 with complete build-out of the Specific Plan, other future projects, and ambient growth would be approximately 40,980 AFY (an increase of 13,965 or 33 percent above existing demand in 2007). Thus, the Specific Plan area requirement of 1,025 AFY represents 2.4 percent of the projected demand and 7.4 percent of the projected increase from 2007 to 2030 (City of Oxnard 2011b: IV.N-30).

As shown in Table 14, the WSA prepared for the Sakioka Farms Specific Plan determined that water demand for all light industrial within the Specific Plan area would be 790 AFY for the 250.5 acres of light industrial uses. The Project occupies 41 acres of light industrial land use, which is 16.3 percent of the light industrial acreage, and an assumed correlation of 128.8 AFY (equal to 16.3 percent of 790 AFY).

Table 14. Sakioka Farms Business Park Water Demand

	Acre Feet per Year
Assumed Total Water Demand for Light Industrial Development	790
Assumed usage for Project area of 41 Acres	129.3
Remaining Water Supply for Light Industrial Development in Area 3	**660.7**

Source: Kimley Horn 2021a.

As the Project is calculated to use 65 AFY (Kimley Horn 2021a), as noted in Table 15, the water demand would be 63.6 AFY less than the water usage of 128.8.6 AFY assumed in the WSA for the Sakioka Farms Specific Plan for the equivalent development of light industrial buildings.

Therefore, the water demand for the proposed Project would be less than, or equal to, the allotted amount as determined by WSA.

The Project's projected peak domestic water demand would be 125 gallons per minute (GPM), which correlates with annual water usage (demand) of 65 acre-feet per year (AFY), respectively.

Table 15. Project Water Demand by Building

Building	Area (SF)	Area (Acres)	GPD	GPM	AFY
Building 1	149,800	3.44	9,630	25	15
Building 2	332,815	7.64	21,394	55	25
Building 3	162,240	3.72	10,429	25	15
Building 4	106,080	2.44	6,819	20	10
Total	**750,935**	**17**	**48,272**	**125**	**65**

Source: Kimley Horn 2021a

Water demand mitigation measures developed under the Specific Plan WSA remain applicable to the 101 Logistics Center Project and would be implemented for the water demand rate of 65 AFY as calculated by Kimley Horn (2021a).

According to the Preliminary Engineering Water Study (Kimley Horn 2021a), the proposed Project would have a water demand less than the water demand included and evaluated within the Specific Plan EIR and the conclusions outlined in the EIR are valid for the proposed Project. In addition, the Project would implement relevant mitigation measures from the Specific Plan EIR. Therefore, impacts would be less than significant with mitigation, consistent with the findings of the Specific Plan EIR.

2) Would additional wastewater conveyance or treatment capacity be required to serve project demand and existing commitments?

As indicated in Table IV.N-4 of the Specific Plan EIR, the Specific Plan is estimated to generate a total of up to approximately 860 AFY of wastewater. This translates to up to 767,759 gpd. New sewer facilities constructed onsite would connect to existing sewer lines in Rice Avenue and Del Norte Boulevard.

Since there are existing sewer lines adjacent to and nearby the Project site, with sufficient capacity to handle the flows from the Specific Plan (Kimley Horn 2022a), no offsite sewer line improvements are anticipated, other than the Specific Plan's connection. The OWWTP has a remaining capacity of 11.7 million gpd and the Specific Plan's flows of up to 767,759 gpd can be accommodated. At most, the Project would utilize 6.5 percent of the OWWTP's remaining capacity, and would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities. consistent with the Specific Plan EIR finding. Furthermore, 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 to ensure compliance with the Specific Plan EIR.

In addition, the mitigation measures required for potable water supply would further reduce the amount of wastewater generated by the entire Specific Plan. Therefore, the impact of the entire Specific Plan on sewer systems would be less than significant. The proposed Project does not change this finding.

The Specific Plan EIR found impacts related to wastewater to be less than significant. The 101 Logistics Center Project would implement waste management and recycling programs in order to decrease wastewater and solid waste on site. Additionally, the Project would connect to the business park sewer system and would not require additional conveyance or treatment capacity beyond what was projected in the Specific Plan EIR. Therefore, impacts related to wastewater would be less than significant, consistent with the findings of the Specific Plan EIR.

3) Would the Project generate solid waste that would exceed the permitted capacity of a landfill serving the City?

Construction

Construction activities generate a variety of waste, with most recyclables being wood waste, drywall, metal, paper, and cardboard. Construction of the Specific Plan projects could generate up to 33,084,450 pounds of solid waste over the construction period. 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.[5]

[5] (33,084,450 pounds of solid waste generated by the Specific Plan)/2 per AB 939.

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 Specific Plan build-out over a construction period of several years. Therefore, a less than significant impact associated with construction waste would occur. The proposed Project would not change this finding.

Operation

Operation of all the Specific Plan projects would result in ongoing generation of solid waste. Over the long term, all the Specific Plan would be expected to generate approximately 141,264 pounds per day. Solid waste generation rates are per employee for commercial, office, and industrial land usage.

All Specific Plan projects are 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 be 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 Specific Plan 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 of in local landfills.

The Project would generate less solid waste than the Sakioka Farms Business Park as a whole, as it is only one component of the Business Park. Therefore, the Project would not exceed the permitted capacity to the landfill serving the City or conflict with federal, State, or local statutes or regulations related to solid waste. Impacts would be less than significant, and would be consistent with the findings of the Specific Plan EIR.

4) Would the Project conflict with federal, State, or local statutes or regulations related to solid waste?

The response to this question is incorporated within the response to question three.

5) Would the Project involve wasteful, inefficient, or unnecessary consumption of energy during project construction, operation, maintenance, and/or removal?

The response to this question is incorporated within the response to question eight.

6) Would the Project require additional energy facilities, the provision of which may have a significant effect on the environment?

The response to this question is incorporated within the response to question eight.

7) Would the Project be inconsistent with existing energy standards?

The response to this question is incorporated within the response to question eight.

8) Would the Project preempt future energy development or future energy conservation, or inhibit the future use of renewable energy or energy storage?

Development of the Specific Plan would result in an increase in natural gas consumption. However, SoCalGas would be able to provide the increase in its portion of the volume of natural gas anticipated from development of the Specific Plan. As indicated in Table IV.N-9 of the Specific Plan EIR, the Specific Plan area is estimated to consume up to 776,082 cubic feet (cf) of natural gas per day. SoCalGas operates various medium and high pressure gas mains within the limits of the Specific Plan and will accommodate the natural gas needs from current supplies. Natural gas will be provided to the Specific Plan area through existing pressure mains in the adjoining streets.

The 101 Logistics Center Project would be responsible for paying any connection costs. Natural gas connection to the Project would not entail expansion of distribution infrastructure nor capacity enhancing alterations to existing facilities. Therefore, there would be a less than significant impact on natural gas supply systems, consistent with the Specific Plan EIR.

The Specific Plan was previously agricultural land use and has had minimal need for electricity. The proposed Project would result in increased electricity consumption, but SCE has indicated that the electrical loads of the entire Specific Plan are within the parameters of projected load growth. As indicated in Table IV.N-10 of the Specific Plan EIR, the Specific Plan area is estimated to consume up to a total of 264,999 kilowatt-hours of electricity per day at build-out. The proposed Project would consume less electricity than the Sakioka Farms Business Park as a whole, as it is only one component of the Business Park.

Title 24 of the California Code of Regulations establishes energy conservation standards for new construction, including residential and non-residential buildings. The Specific Plan 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 Project would be consistent with the State's energy conservation standards and, therefore, would not conflict with adopted energy conservation plans. Furthermore, as described in Section 1.5, *Project Description*, the Project has been designed to meet the 2022 Building Code that went into effect in 2023 and provides for energy reducing requirements greater than those required at the time the Specific Plan was adopted.

The proposed Project would be required to comply with Title 24, which establishes energy conservation standards for new construction, and would contribute minimally to the total assumed energy consumption for the Specific Plan area. Therefore, there would be a less than significant impact on electrical supply systems, consistent with the Specific Plan EIR.

Specific Plan EIR Cumulative Impacts

Water

Implementation of Specific Plan projects 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 (City of Oxnard 2011b). 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 Municipal & Industrial (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 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 million gallons per day (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, which is 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. The 2030 General Plan Program EIR is hereby incorporated by reference for the cumulative analysis of water impacts. The proposed Project would not change this finding.

Wastewater

At the time, the Specific Plan EIR was certified, the residential, commercial, and industrial projects that were proposed, recently approved, or under construction in the City had an estimated wastewater generation of approximately 1,176,835 gpd. This amount was further divided by the land usage associated with each type of project as listed below:

- Residential projects with 5,633 dwelling units generate 901,280 gpd.
- Commercial projects with 2,455,726 sf generate 196,457 gpd.
- Industrial related projects with 988,726 sf generate 79,098 gpd.

Build-out of cumulative projects in Oxnard would continue to increase demands on the OWTP. City general fund monies and wastewater treatment connection fees provide revenue for any necessary replacement or improvements to the OWTP. Cumulative development would also increase the demand on the wastewater conveyance system. 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 proposed Project would not change this finding.

Solid Waste

The Specific Plan EIR provided a list of residential, commercial, and industrial projects proposed, recently approved, or under construction in the City in its Appendix C. The estimated solid waste generation by the related projects would be approximately 131,937 pounds per day (66 tpd). This was divided further by the land usage associated with each type of related project, the estimates for which follow:

- Residential projects generate 68,980 lbs/day.
- Commercial projects generate 57,074 lbs/day.
- Industrial projects generate 5,883 lbs/day.

The commercial and industrial sections were generated based on numbers of employees estimated in the Population and Housing section of the Specific Plan EIR. Cumulative impacts were found to be less than significant in the Specific Plan EIR. The proposed Project would not change this finding.

Energy

Natural Gas

The Specific Plan EIR provided a list of residential, commercial, and industrial projects proposed, recently approved, or under construction in the City in its Appendix C. 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 as follows:

- Residential related projects consume 804,974 cf/day.
- Commercial related projects consume 231,587 cf/day.
- Industrial related projects consume 96,895 cf/day

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 California Code of Regulations (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 SoCalGas to aid in future planning and development of infrastructure. 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. The proposed Project would not change this finding.

Specific Plan EIR Mitigation Measures that are applicable to the 101 Logistics Center Project

No mitigation measures are required for impacts to wastewater, solid waste, or energy. The following mitigation measures apply to impacts to water for this individual Project. MM N-1, MM N-2, MM N 12.3-12.5, and MM N-13 are adaptive replacement mitigations adopted in May 2020 to provide in-lieu sustainability measures with equivalent or improved efficacy than the original 2012 EIR measures, reflecting the city's updated policy to develop the GREAT program as more effective at improving water supply than the previous recycled water program in place when the Specific Plan EIR was adopted.

MM N-1 (Adaptive Replacement Measure): The on-site domestic water system shall include the following:

- A public pipeline system which feeds into separate water meters for each ownership.
- 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 the Division of Occupational Health and Safety (DOHS) requirements for separation between water and recycled water/wastewater pipelines.
- The Project developer shall be responsible for payment of capital improvement/connection fees, including all related "installation fees."

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

MM N-2 (Adaptive Replacement Measure): This is an adaptive management mitigation measure. The Project developer shall provide a water system that serves all practical irrigated areas and which is: (1) constructed per the City's GREAT Program, (2) irrigated at night, and (3) properly signed once the system is fully operational.

The Project developer shall be responsible for appropriate Sakioka Farms Specific Plan Covenants, Conditions and Restrictions (CC&Rs) covering the water use for proper disclosures. The Project developer shall provide the City with any approvals necessary to dedicate to the City all FCGMA allocation associated with the Project site, on a phase-by-phase basis and upon the conversion of land from agricultural to urban uses.

MM N-3: This is an adaptive management mitigation measure. The Project developer shall, to the extent feasible, incorporate exterior water conservation features, as recommended by the State Department of Water Resources at the time of adoption or in common practice in the future, into the Project. These shall include, but are not limited to:

- Landscaping of common areas with low water-using plants,
- Minimizing the use of turf by limiting it to lawn dependent uses, and
- Wherever turf is used, installing warm season grasses.

MM N-4: This is an adaptive management mitigation measure. The Project 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.

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

MM 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 overspray onto walkways and streets.

MM N-10: The Project developer shall, to the extent feasible, install a "smart sprinkler" system to provide irrigation for the landscaped areas. Irrigation run times for all zones shall be adjusted seasonally,

reducing water times and frequency in the cooler months (fall, winter, spring). Sprinkler timer run times shall be automatically adjusted by a state-of-the-art system that relies on local weather forecasts.

MM N-11: The Project developer shall, to the extent feasible, install a "smart sprinkler" system to provide irrigation for the landscaped areas irrigation run times for all zones shall be adjusted seasonally, reducing water times and frequency in the cooler months (fall, winter, spring). Sprinkler timer run times shall be automatically adjusted by a state-of-the art system that relies on local weather forecasts.

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

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

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

MM N-12.3 (Adaptive Replacement Measure): The Project developer shall provide to the City permanent quantified water offsets in the form of water conservation measures that meet best practices and current City policies as determined at the time of application.

MM N-12.4 (Adaptive Replacement Measure): The Project developer shall provide to the City financial contributions towards City programs which generate in-City water conservation or conveyance. Dedication of water rights, purchase of City water, and other contributions to water conservation shall be considered at time of application and determined as part of Planning entitlement.

MM N-12.5: The Project developer shall participate in other similar programs which cumulatively result in an adequate water supply contribution.

MM N-13 (Adaptive Replacement Measure): The Project developer(s) of proposed and future uses in the Specific Plan area are expected to meet the water usage expectations of the 2012 EIR. Projects that demonstrate water usage commensurate, or less, than what was assumed under the 2012 EIR are not required to make additional off-sets. Proposed land uses that require water usage that exceeds the established 2012 EIR thresholds would require water demand mitigation to be determined on a project by project basis.

Remaining Specific Plan EIR Mitigation Measures that are not applicable to the 101 Logistics Center Project but May Apply to Future Phases and/or Development Projects

The following Specific Plan EIR mitigation measures reduce the impacts associated with the impacts to Utilities and Energy; however, these mitigation measures were addressed by the underlying 2020 Specific Plan Tract Map Phase One Improvements and do not apply to this individual Project:

MM 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.

MM N-7: The use of a 14-inch line would be feasible and should only be connected to mainlines of 14-inches or larger.**MM N-8:** Rice Avenue is planned to become a state highway; therefore, no new utilities shall be installed along this roadway.

Conclusions

Development of light industrial and office buildings in Area 3 was anticipated as part of the Specific Plan EIR. Implementation of the Project would not result in any new or more severe impacts on Utilities and Energy not already evaluated and disclosed in the Specific Plan EIR. Implementation of the Project would not result in any new, or more severe impacts to Utilities and Energy not already evaluated and disclosed in the Specific Plan EIR, and no new mitigation measures are required due to project changes. Therefore, further technical studies or environmental documentation related to Utilities and Energy are not required.

3.17 Wildfire

Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because it would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
Would the Project:			
1) Substantially impair an adopted emergency response plan or emergency evacuation plan?	This impact was not analyzed in the Specific Plan EIR	No new or substantially more severe significant impacts and no new mitigation measures are required	No
2) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	This impact was not analyzed in the Specific Plan EIR	No new or substantially more severe significant impacts and no new mitigation measures are required	No
3) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	This impact was not analyzed in the Specific Plan EIR	No new or substantially more severe significant impacts and no new mitigation measures are required	No
4) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	This impact was not analyzed in the Specific Plan EIR	No new or substantially more severe significant impacts and no new mitigation measures are required	No

In February 2019, the state's CEQA Checklist was updated to include questions related to fire hazard impacts for projects located in or near state responsibility areas or lands classified as very high fire hazard severity zones. The Project site is buffered from any wildfire risk areas depicted on the CAL FIRE forestry map (CAL FIRE 2022) for approximately six miles to the north, ten miles to the east, and eight miles to the south,

The Sakioka Specific Plan area lies south of US 101 in a flat area previously used for agriculture and is in the process of being re-developed with new urban/suburban uses, with new fire safety infrastructure consistent with Oxnard regulations as of 2020. There is no typical wildfire fuel of scrubland or brush, and the area has a history of being irrigated for agriculture. The most recent wildfire in the area was the Thomas Fire, which broke out in Ventura in December 2015. The southern perimeter of this wildfire was

approximately 11 miles north of the Project site, and the wildfire was contained north of US 101, which borders the northern perimeter of the Specific Plan area.

The local climate is typically California coastal, with long periods of marine layer, but is subject to Santa Ana winds at certain times of year. The Specific Plan area, in which the project is located, is surrounded by the suburban development of the City of Camarillo north of US 101, and the dense development of the City of Ventura to the northwest, the Pacific Ocean to the west, and the suburban development of Port Hueneme directly south.

Fire hazard significance thresholds were not included in the City's CEQA Guidelines released in May 2017. Because the State CEQA Guidelines for wildfires were implemented after the adoption of the Specific Plan, fire hazard impacts were not explicitly discussed in the Specific Plan EIR. Other discussions related to fire response and potential hazards in the Specific Plan area are included in Section G, *Hazards and Hazardous Materials*, and Section M.1, *Public Services - Fire*, of the Specific Plan EIR.

The analysis below analyzes the Project pursuant to the City's current CEQA Guidelines (2017) in assessing the risk of wildfire.

Impact Discussion

1) Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?

The Project is designed to accommodate the City's most current fire regulations for industrial and commercial use of hydrant spacing (every 300 feet) and fire access, and is part of the underlying Development Agreement that funds additional fire personnel for the area. The internal site circulation system would be designed to meet all necessary City emergency access standards with fire lanes, fire access roads, and secondary fire access routes having a clear width of 26 feet and a minimum vertical clearance of 13 feet 6 inches (City of Oxnard 2019). Any temporary circulation conditions would be subject to City approval and maintain emergency access requirements. The proposed Project would not impair implementation of or physically interfere with an adopted emergency plan or emergency evacuation. There would be no impact.

2) Would the Project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

The Specific Plan area is flat and located in the undeveloped area of vacant urban land that was formerly used for agriculture. The site is not forested.

The entire coastal southern California region is prone to large wildfires due to climate and vegetation characteristics. Santa Ana wind events could blow fires in the direction of the Project as the Project is to the south and southeast of the nearest Very High Fire Hazard Severity Zone (CAL FIRE 2022). Therefore, Project occupants may be exposed to pollutants from fire. However, the proposed Project components would not create a new or unique risk of pollutants. Due to the site context with current fire safety infrastructure and lack of typical wildfire fuel, and the approximate ten mile minimum distance from the nearest Very High Fire Hazard Safety Zone to the east, the Project would not be anticipated to exacerbate exposure to Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire, as the Project does not propose components that would exacerbate wildfire risk. Impacts would be less than significant.

3) Would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

The Specific Plan area, including the Project site, is not in or near a designated Very High Fire Hazard Severity Zone of l state, or federal responsibility according to the California Department of Forestry and Fire Protection map (CAL FIRE 2022). The Project is served by the infrastructure installed per the 2020 Specific Plan Phase One Improvements project including all utilities to the area. Implementation of the proposed Project would not exacerbate fire risk in the area. There would be no impact.

4) Would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The Specific Plan area and vicinity is flat and not located on soil that is unstable or that would become unstable as a result of the Project and potentially result in a landslide. Due to the flat nature of the site, development of the Project would not expose people or structures to significant risks of downslope or downstream flooding or landslides. The Specific Plan EIR found that flows from the site would not exceed current runoff amounts and therefore, would not increase off-site flows and erosion potential and that no streams or other natural water courses exist on-site. As mentioned above, surface water runoff through the Project site would be conveyed into the City's existing stormwater drainage system, which is part of the City of Oxnard's Master Plan of Drainage and the Ventura Countywide Stormwater Quality Management Program. Furthermore, the Project site 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 US Occupational Health and Safety Administration standards, thereby reducing the potential impact to a less than significant level.

Specific Plan EIR Mitigation Measures that are applicable to the 101 Logistics Center Project

No mitigation measures are required.

Remaining Specific Plan EIR Mitigation Measures that are not applicable to the 101 Logistics Center Project but May Apply to Future Phases and/or Development Projects

There are no mitigation measures that would apply only to future phases and/or development projects.

Conclusions

Development of light industrial and office buildings in Area 3 was anticipated as part of the Specific Plan EIR. Implementation of the Project would not result in any new, or more severe impacts that increase Wildfire risk not already evaluated and disclosed in the Specific Plan EIR, and no new mitigation measures are required due to project changes. Therefore, further technical studies or environmental documentation related to Wildfire risk are not required.

Section 4: Environmental Conclusion

In accordance with CEQA Guidelines sections 15168 and 15162 and as set forth in this Consistency Evaluation, the 101 Logistics Center Project at the Sakioka Farms Business Park would not have effects that were not examined in the Specific Plan FEIR because:

- No substantial changes are proposed in the Project and there are no substantial changes in the circumstances under which the Project would be undertaken, that would require major revisions to the FEIR, due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no new information of substantial importance as that term is used in CEQA Guideline Section 15162(a)(3).
- The Project proponent does not refuse to implement any mitigation measures that were previously infeasible but are now feasible, or any other mitigation measures, including mitigation measures considerably different from those in the FEIR, which would be necessary to substantially reduce significant environmental impacts.
- The Project proponent is required to comply with the applicable mitigation measures and regulatory programs identified in the FEIR and the Adaptive Management Mitigation Monitoring and Reporting Program dated May 2020.

Pursuant to CEQA Guidelines Section 15168(c)(4)-(5) and (e), and as demonstrated by the substantial evidence contained in the Consistency Evaluation and the associated administrative record, the 101 Logistics Center Project at the Sakioka Farms Business Park is covered by and within the scope of the program approved by the FEIR; the FEIR adequately describes the Project for purposes of CEQA; and no further environmental documentation is required. Furthermore, the 101 Logistics Center Project at the Sakioka Farms Business Park has no significant impacts to CEQA topics adopted by the City in 2017, and new mitigation measures are not required to address these topics.

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Attachment D
General Plan Consistency Table

Consistency with the 2030 General Plan is defined by the relationship between 2030 General Plan policies and the proposed Project. The three consistency classification levels are:

I. Direct Applicability to a Proposed Project or Program (full text of the policy and an explanation).

II. Related or Indirect Applicability to the Proposed Project or Program (policy title and an explanation for each or groups of related or indirectly related policies).

III. No or Distant Applicability to the Proposed Project or Program (all policies not listed as Level I and II are assumed to be consistent).

2030 General Plan		Level I	Level II	Rationale
Policy CD-1.10	***Jobs-Housing Balance*** Consider the effects of land use proposals and decisions on efforts to maintain an appropriate jobs-housing balance ratio.	X		The Project is estimated to add about 1,178 jobs to the workforce. The buildout of the underlying Project area was included in a Vacant Land Study conducted in 2008. The 2005 Oxnard jobs-housing balance (JHB) was 1.19 jobs per household. Between 2005 and 2035, the 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 (1.10 - 1.34 jobs per household).
Policy CD-5.1	***Industrial Clustering*** Encourage the clustering of industrial uses into areas that have common needs and are compatible in order to maximize their efficiency.	X		The Project site occupies several lots of approximately 40.87 acres within the larger 430-acre Specific Plan area that would develop up to 8.5 million square feet of commercial, business research, and light industrial uses. Municipal
Policy	***Available Services***	X		

CD-5.3	Encourage industrial activities to locate where municipal services are available including adequate storm drainage and water facilities, as well as easy access to multiple modes of transportation..			services are available to serve the development. The project site has access to the freeway / road infrastructure to handle goods movement without dividing existing neighborhoods. New roads are designed to support multi-modal transportation options. The Phase One improvements associated with the Specific Plan area subdivision addresses the Specific Plan EIR mitigations to install traffic improvements.
Policy CD-5.5	***"Green" Major Transportation Routes*** Guide industrial development to locate near transportation facilities capable of handling goods movements in an efficient manner without decreasing the level of service on the transportation network or dividing existing neighborhoods.	X		
Policy CD-8.5	***Impact Mitigation*** Ensure that new development avoids or mitigates impacts on air quality, traffic congestion, noise, and environmental resources to the maximum extent feasible.	X		Per CEQA Guidelines Section 15168(c)(2), the 2020 CEQA Consistency Evaluation finds the project is consistent with the previous analysis and findings of the 2012 Specific Plan EIR.
Policy CD-16.5	***Industrial and Commercial Development Standards*** Require high quality development standards that increase the efficient use of existing industrial and commercial development areas so as to preserve agricultural land and minimize adverse environmental impacts.	X		The Project is conditioned to be consistent with the Sakioka Farms Business Park Specific Plan which includes architectural and landscape standards suitable for industrial and commercial development.

Policy ICS-1.2	***Development Impacts to Existing Infrastructure*** Review development proposals for their impacts on infrastructure (i.e., sewer, water, fire stations, libraries, streets) and require appropriate mitigation measures to ensure that proposed developments do not create substantial adverse impacts on existing infrastructure and that the necessary infrastructure will be in place to support the development.	X		The Project will utilize the new public infrastructure associated with the Specific Plan subdivision. This project, and any future projects on the site will pay required impact fees to the City, County, and school districts for various public facilities. The underlying Development Agreement clause and adaptive replacement mitigation measure provide permanent funding for three additional fire personnel which would support this Project. Additionally, this project is subject to the Agreement Affecting Real Property (Operating Memorandum to Development Agreement) which includes funding to be used for the construction of additional fire department public facilities or to hire additional fire department employees to service the Sakioka Business Park, which includes the project site.
Policy ICS-1.3	***Funding for Public Facilities*** Continue to utilize developer fees, public facilities fees, and other methods (i.e., grant funding or assessment districts) to finance public facility design, construction, operation, and maintenance.		X	
Policy ICS-1.4	***Infrastructure Conditions of Approval*** New development should not be approved unless: • The applicant demonstrates adequate public services and facilities are available; • Infrastructure improvements incorporate a range of feasible measures that can be implemented to reduce all public safety and/or environmental impacts associated with the construction, operation, or maintenance of any required improvement; • Infrastructure improvements are consistent with City infrastructure master plans; and • Require infrastructure expansion needed for future development to be self-funding so current residents do not subsidize infrastructure needed for future growth.	X		
Policy ICS-2.3	***Connector Road(s) to Camarillo Feasibility*** Initiate a feasibility study for connecting Gonzales Road and/or	X		While the Project does not increase public circulation options, it benefits from the underlying map subdivision for

	Del Norte Boulevard eastward to Camarillo as an emergency route and as mitigation to offload traffic from State Highway 101 between the two cities.			the Specific Plan which has been designed to accommodate a future extension of Gonzales Road eastward to Camarillo.
Policy ICS-3.1	***CEQA Level of Service Threshold*** Require level of service "C" as the threshold of significance for intersections during environmental review.	X		
Policy ICS-3.3	***New Development Level of Service C*** Determine as part of the development review and approval process that intersections associated with new development operate at a level of service of "C" or better. The City Council may allow an exception to level of service "D" in order to avoid impacting private homes and/or businesses, avoid adverse environmental impacts, or preserve or enhance aesthetic integrity.	X		This Project will pay impact fees to the City for various traffic improvements.
Policy ICS-7.1	***Require Transportation Demand Management Programs (TDM)*** Consider requiring TDM programs with preferred parking, car pool and van pool vehicles, and ride sharing where feasible and appropriate.	X		The Project will develop a TDM program within one year of the certificate of occupancy. 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
Policy ICS-11.3	***GREAT Program Implementation*** Continue to implement the GREAT Program as the key program for the City's short and long term water supply	X		Project complies with the City's GREAT program and water sustainability policies. Project landscaping meets City and State water-conservation requirements.
Policy ICS-11.6	***Water Conservation and/or Recycling Connection as Mitigation*** Require the use of water conservation offset measures (efficient low flow fixtures and irrigation systems, drought tolerant landscaping, leak detection programs, water audits, and public awareness and	X		

	education programs) and/or proportional contributions to recycled water production and/or conveyance infrastructure related to the GREAT Program as mitigation for water supply shortage as determined by a Water Supply Assessment, CEQA documentation, or similar analysis as part of new or master plan development review.			
Policy ICS-11.7	***Water Wise Landscapes*** Promote water conservation in landscaping for public facilities and streetscapes, residential, commercial and industrial facilities and require new developments to incorporate water conserving fixtures (low water usage) and water-efficient plants into new landscaping.	X		
Policy ICS-12.6	***Timing of Future Development*** Impose conditions in order to ensure adequate wastewater capacity for proposed new development.	X		The underlying infrastructure project requires that 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.
Policy ICS-13.3	***Stormwater Detention Basins*** Design stormwater detention basins to ensure public safety, to be either visually attractive or unobtrusive, provide temporary or permanent wildlife habitats, and recreational uses where feasible in light of safety concerns.	X		Where feasible, Project meets City and Watershed Protection District requirements and incorporates LID features.
Policy ICS-13.4	***Low Impact Development*** Incorporate low impact development (LID) alternatives for stormwater quality control into development requirements. LID alternatives include: (1) conserving natural areas and reducing imperviousness, (2) runoff storage, (3) hydro-modification (to mimic pre-development runoff volume and	X		

	flow rate), and (4) public education.			
Policy ICS-20.5	***Fire Services to New Development*** Require new developments to fund a fair share extension of fire services to maintain service standards, including personnel and capital improvements costs.	X		The Project is designed to accommodate the most current fire regulations for hydrant spacing and fire access and is part of the underlying Development Agreement that funds additional fire personnel for the area. Additionally, this project is subject to the Agreement Affecting Real Property (Operating Memorandum to Development Agreement) which includes funding to be used for the construction of additional fire department public facilities or to hire additional fire department employees to service the Sakioka Business Park, which includes the project site.
Policy ICS-20.7	***Adherence to City Standards*** Ensure that water main size, water flow, fire hydrant spacing, and other fire facilities meet City standards.	X		
Policy ICS-20.8	***Development Review*** Review new development applications to assess potential impacts to existing fire protection services and the need for additional and expanded services.	X		
Policy ICS-20.10	***Adequate Emergency Access and Routes*** Require that new development provide adequate access for emergency vehicles, particularly firefighting equipment, and evacuation routes, as appropriate.	X		

ATTACHMENT E

Zoning Consistency with
The Sakioka Farms Business Park Specific Plan

BUILDING 1:

MASTER PLANNING STANDARD AREA 3	REQUIREMENT	PROPOSED	COMPLIES ?
Land Use	Warehouse-77 maximum acres	9.42 acres	Yes
Square footage	Light Industrial- 1.2 million square feet (Trip Generation Budget Assumption)	158,306 square feet	Yes
Trip Budget	Area 3: 849- AM; 863 -PM Total- 6,956		Yes
	All four lots: 849 AM 863 PM Total- 1,712	570 AM 645 PM Total-1,215	
Trip Reduction Measures	Implement Ventura County Congestion Management Program	TDM, Bike facilities	Yes
Landscaping	Sakioka Drive frontage Gravity Circle frontage	35 feet of landscaping 22 feet of landscaping	Yes
6.3 DEVELOPMENT REGULATIONS	**REQUIREMENT**	**PROPOSED**	**COMPLIES?**
Permitted Use (Area 3)	Warehouse and storage, related offices	Warehouse and related office	Yes
Minimum Lot Area	40,000 square feet	9.42 acres	Yes
Minimum Lot Frontage	200 feet	Greater than 450 feet	Yes
Minimum Lot Depth	200 feet	Greater than 900 feet	Yes
Maximum Height	175 feet (twelve stories) with 15 additional feet permitted for rooftop treatments to 65-foot maximum	40 feet and 6 inches to top of parapet	Yes
Maximum Intensity	1.0	0.4	Yes
Maximum Site Coverage	50%	41%	Yes
Minimum Setbacks	Front: 30 feet Street Side: 30 feet Interior Side: 10 feet Rear: 10 feet	Sakioka Dr 109 feet Gravity Cr 96 feet Interior Side: 75 feet Rear: 104 feet	Yes Yes Yes
Minimum Landscaping	10%	16.5 % for all four lots	Yes
Off-Street Parking (vehicle / square feet)	Warehouse first 20,000 square feet: 1/1,000 Warehouse second 20,000 square feet: 1/2,000 Warehouse over 40,000 square feet: 1/4,000 Office: 1/250	241 vehicle spaces	Yes

	Total required: 112 spaces Loading Spaces: (over 150,000 sqft) 5 Office: (0-50,000 sqft) 1 Total required: 6 loading spaces	35 truck loading docks	
Signs	Not a part of this application	N/A	N/A
Walls and Fences	10-foot maximum ornamental iron	6-foot wrought iron fence	Yes
5.1 SPECIFIC PLAN GUIDELINES	**GUIDELINE**	**PROPOSED**	**COMPLIES**
5.1 Site Planning Guidelines			
Site Layout	Clear, identifiable routing	Circulation plan, pedestrian path of travel	Yes
Building orientation	Building shall front onto adjacent street	Building fronts Gravity Circle and Sakioka Drive	Yes
Access	Turning radii, entry drives	Per City requirements	Yes
Parking areas	Compatible with site layout	Parking surrounding building	Yes
Trash loading and storage	Located in rear and/or side, shall be screened, and same architectural style	Trash enclosure located in rear corner, truck loading located on interior side	Yes
Exterior lighting	Consistent with design, City code, Title 24 and police requirements	Exterior lighting	Yes as conditioned
5.2 Architectural Guidelines			
Unifying and harmonious design	Basic theme governs design details	Unifying color and materials, elements, glass and painted articulation, defined entrances	Yes
Building Scale and Proportion	Variations in massing may be addressed with external treatment	Warehouse design, articulation provided with color and materials	Yes
Pedestrian sensitivity	Building design to make pedestrians comfortable, pedestrian scale amenities, defined entries	Pedestrian pathways, articulated front entrances	Yes
Screening of mechanical equipment	Screened from view from adjacent property	Screened with landscaping as conditioned	Yes
Green Building Design	Per established green building rating systems	Designed for California Building Code CalGreen requirements	Yes

Public Art	Included as part of large projects per Cultural Arts Committee	Payment of Arts fee	Yes
5.3 Landscape Guidelines			
Level of landscape design on keeping with master plan intent and planting theme.	Specific plan list of of varied species and plant materials by area, minimum 10% landscaping and maximum of 5 % total to be hardscape, and adherence to landscaping masterplan	Compliance with Specific Plan landscape setbacks, coverage and design, as conditioned. 16.5% landscaping, and hardscape as conditioned	Yes
Entry drives	Landscaped with adequate views of approaching pedestrians and vehicles	Landscaping to allow adequate views	Yes
Pedestrian Walkway System	Pedestrian site access to buildings , parking and site activity areas.	Pedestrian path of travel provided with walkways, tree planting for shade and defined safety path in parking areas	Yes
Entry Plaza	Focal point for employee uses	Employee entrances accessible via pathway from streets	Yes
Walls and Screening	Compatible with adjacent projects privacy screen, noise control	6 foot wrought iron fence and landscape screening	Yes
Water conservation, irrigation and maintenance	Xeriscape plant material and automatic drip irrigation, and clear maintenance tasks and responsibility. Compliance overseen by Parks Superintendent	Irrigation specifications and maintenance requirements included in project conditions	Yes
6.4 Performance Standards			
Various	Noise, smoke and particulates, toxic or noxious matter, odorous matter, glare or heat, vibrations, electricity and radio activities, liquid and solid wastes, fire and explosive hazards,	Per project conditions	Yes

BUILDING 2:

MASTER PLANNING STANDARD AREA 3	REQUIREMENT	PROPOSED	COMPLIES ?
Land Use	Warehouse-77 maximum acres	16.72 acres	Yes
Square footage	Light Industrial- 1.2 million square feet (Trip Generation Budget Assumption)	311,215 square feet	Yes

Trip Budget	Area 3: 849- AM; 863 -PM Total- 6,956 All four lots: 849 AM 863 PM Total- 1,712	 570 AM 645 PM Total-1,215	Yes
Trip Reduction Measures	Implement Ventura County Congestion Management Program	TDM, Bike facilities	Yes
Landscaping	Sakioka Drive frontage	35 feet of landscaping	Yes
6.3 DEVELOPMENT REGULATIONS	**REQUIREMENT**	**PROPOSED**	**COMPLIES?**
Permitted Use (Area 3)	Warehouse and storage, related offices	Warehouse and related office	Yes
Minimum Lot Area	40,000 square feet	16.71 acres	Yes
Minimum Lot Frontage	200 feet	Greater than 650 feet	Yes
Minimum Lot Depth	200 feet	Greater than 900 feet	Yes
Maximum Height	175 feet (twelve stories) with 15 additional feet permitted for rooftop treatments to 65-foot maximum	46 feet and 9 inches to top of parapet	Yes
Maximum Intensity	1.0	0.4	Yes
Maximum Site Coverage	50%	41%	Yes
Minimum Setbacks	Front: 30 feet Interior Side: 10 feet Interior Side: 10 feet Rear: 10 feet	Front: 164 feet Interior Side: 109 feet Interior Side: 125 feet Rear: 100 feet	Yes Yes Yes
Minimum Landscaping	10%	16.5 % for all four lots	Yes
Off-Street Parking (vehicle / square feet)	Warehouse first 20,000 square feet: 1/1,000 Warehouse second 20,000 square feet: 1/2,000 Warehouse over 40,000 square feet: 1/4,000 Office: 1/250 Total required: 150 spaces Loading Spaces: (over 150,000 sqft) 5 Office: (0-50,000 sqft) 1 Total required: 6 loading spaces	300 vehicle spaces 64 truck loading docks	Yes
Signs	Not a part of this application	N/A	N/A
Walls and Fences	10-foot maximum ornamental iron	6-foot wrought iron fence	Yes
5.1 SPECIFIC PLAN GUIDELINES	**GUIDELINE**	**PROPOSED**	**COMPLIES**

5.1 Site Planning Guidelines			
Site Layout	Clear, identifiable routing	Circulation plan, pedestrian path of travel	Yes
Building orientation	Buildng shall front onto adjacent street	Building fronts Gravity Circle and Sakioka Drive	Yes
Access	Turning radii, entry drives	Per City requirements	Yes
Parking areas	Compatible with site layout	Parking surrounding building	Yes
Trash loading and storage	Located in rear and/or side, shall be screened, and same architectural style	Trash enclosure located in rear corner, truck loading located on interior side	Yes
Exterior lighting	Consistent with design, City code, Title 24 and police requirements	Exterior lighting	Yes as conditioned
5.2 Architectural Guidelines			
Unifying and harmonious design	Basic theme governs design details	Unifying color and materials, elements, glass and painted articulation, defined entrances	Yes
Building Scale and Proportion	Variations in massing may be addressed with external treatment	Warehouse design, articulation provided with color and materials	Yes
Pedestrian sensitivity	Building design to make pedestrians comfortable, pedestrian scale amenities, defined entries	Pedestrian pathways, articulated front entrances	Yes
Screening of mechanical equipment	Screened from view from adjacent property	Screened with landscaping as conditioned	Yes
Green Building Design	Per established green building rating systems	Designed for California Building Code CalGreen requirements	Yes
Public Art	Included as part of large projects per Cultural Arts Committee	Payment of Arts fee	Yes
5.3 Landscape Guidelines			
Level of landscape design on keeping with master plan intent and planting theme.	Specific plan list of of varied species and plant materials by area, minimum 10% landscaping and maximum of 5 % total to be hardscape, and adherence to landscaping masterplan	Compliance with Specific Plan landscape setbacks, coverage and design, as conditioned. 16.5% landscaping, and hardscape as conditioned	Yes
Entry drives	Landscaped with adequate views of approaching pedestrians and vehicles	Landscaping to allow adequate views	Yes
Pedestrian Walkway	Pedestrian site access to buildings ,	Pedestrian path of travel	Yes

System	parking and site activity areas.	provided with walkways, tree planting for shade and defined safety path in parking areas	
Entry Plaza	Focal point for employee uses	Employee entrances accessible via pathway from streets	Yes
Walls and Screening	Compatible with adjacent projects privacy screen, noise control	6 foot wrought iron fence and landscape screening	Yes
Water conservation, irrigation and maintenance	Xeriscape plant material and automatic drip irrigation, and clear maintenance tasks and responsibility. Compliance overseen by Parks Superintendent	Irrigation specifications and maintenance requirements included in project conditions	Yes
6.4 Performance Standards			
Various	Noise, smoke and particulates, toxic or noxious matter, odorous matter, glare or heat, vibrations, electricity and radio activities, liquid and solid wastes, fire and explosive hazards,	Per project conditions	Yes

BUILDING 3:

MASTER PLANNING STANDARD AREA 3	**REQUIREMENT**	**PROPOSED**	**COMPLIES ?**
Land Use	Warehouse-77 maximum acres	7.98 acres	Yes
Square footage	Light Industrial- 1.2 million square feet (Trip Generation Budget Assumption)	168,392 square feet	Yes
Trip Budget	Area 3: 849- AM; 863 -PM Total- 6,956		Yes
	All four lots: 849 AM 863 PM Total- 1,712	570 AM 645 PM Total-1,215	
Trip Reduction Measures	Implement Ventura County Congestion Management Program	TDM, Bike facilities	Yes
Landscaping	Synergy Circle frontage	23 feet of landscaping	Yes
6.3 DEVELOPMENT REGULATIONS	**REQUIREMENT**	**PROPOSED**	**COMPLIES?**
Permitted Use (Area 3)	Warehouse and storage, related offices	Warehouse and related office	Yes
Minimum Lot Area	40,000 square feet	7.98 acres	Yes
Minimum Lot Frontage	200 feet	Greater than 500 feet	Yes

Minimum Lot Depth	200 feet	Greater than 650 feet	Yes
Maximum Height	175 feet (twelve stories) with 15 additional feet permitted for rooftop treatments to 65-foot maximum	46 feet and 6 inches to top of parapet	Yes
Maximum Intensity	1.0	0.4	Yes
Maximum Site Coverage	50%	41%	Yes
Minimum Setbacks	Front: 30 feet Interior Side: 10 feet Interior Side: 10 feet Rear: 10 feet	Synergy Cr 97 feet Interior Side: 100 feet Interior Side: 56 feet Rear: 61 feet	Yes Yes Yes
Minimum Landscaping	10%	16.5 % for all four lots	Yes
Off-Street Parking (vehicle / square feet)	Warehouse first 20,000 square feet: 1/1,000 Warehouse second 20,000 square feet: 1/2,000 Warehouse over 40,000 square feet: 1/4,000 Office: 1/250 Total required: 107 spaces Loading Spaces: (over 150,000 sqft) 5 Office: (0-50,000 sqft) 1 Total required: 6 loading spaces	210 vehicle spaces 20 truck loading docks	Yes
Signs	Not a part of this application	N/A	N/A
Walls and Fences	10-foot maximum ornamental iron	6-foot wrought iron fence	Yes
5.1 SPECIFIC PLAN GUIDELINES	**GUIDELINE**	**PROPOSED**	**COMPLIES**
5.1 Site Planning Guidelines			
Site Layout	Clear, identifiable routing	Circulation plan, pedestrian path of travel	Yes
Building orientation	Building shall front onto adjacent street	Building fronts Gravity Circle and Sakioka Drive	Yes
Access	Turning radii, entry drives	Per City requirements	Yes
Parking areas	Compatible with site layout	Parking surrounding building	Yes
Trash loading and storage	Located in rear and/or side, shall be screened, and same architectural style	Trash enclosure located in rear corner, truck loading located on interior side	Yes
Exterior lighting	Consistent with design, City code, Title 24 and police requirements	Exterior lighting	Yes as conditioned

5.2 Architectural Guidelines			
Unifying and harmonious design	Basic theme governs design details	Unifying color and materials, elements, glass and painted articulation, defined entrances	Yes
Building Scale and Proportion	Variations in massing may be addressed with external treatment	Warehouse design, articulation provided with color and materials	Yes
Pedestrian sensitivity	Building design to make pedestrians comfortable, pedestrian scale amenities, defined entries	Pedestrian pathways, articulated front entrances	Yes
Screening of mechanical equipment	Screened from view from adjacent property	Screened with landscaping as conditioned	Yes
Green Building Design	Per established green building rating systems	Designed for California Building Code CalGreen requirements	Yes
Public Art	Included as part of large projects per Cultural Arts Committee	Payment of Arts fee	Yes
5.3 Landscape Guidelines			
Level of landscape design on keeping with master plan intent and planting theme.	Specific plan list of of varied species and plant materials by area, minimum 10% landscaping and maximum of 5 % total to be hardscape, and adherence to landscaping masterplan	Compliance with Specific Plan landscape setbacks, coverage and design, as conditioned. 16.5% landscaping, and hardscape as conditioned	Yes
Entry drives	Landscaped with adequate views of approaching pedestrians and vehicles	Landscaping to allow adequate views	Yes
Pedestrian Walkway System	Pedestrian site access to buildings , parking and site activity areas.	Pedestrian path of travel provided with walkways, tree planting for shade and defined safety path in parking areas	Yes
Entry Plaza	Focal point for employee uses	Employee entrances accessible via pathway from streets	Yes
Walls and Screening	Compatible with adjacent projects privacy screen, noise control	6 foot wrought iron fence and landscape screening	Yes
Water conservation, irrigation and maintenance	Xeriscape plant material and automatic drip irrigation, and clear maintenance tasks and responsibility. Compliance overseen by Parks Superintendent	Irrigation specifications and maintenance requirements included in project conditions	Yes

6.4 Performance Standards			
Various	Noise, smoke and particulates, toxic or noxious matter, odorous matter, glare or heat, vibrations, electricity and radio activities, liquid and solid wastes, fire and explosive hazards,	Per project conditions	Yes

BUILDING 4:

MASTER PLANNING STANDARD AREA 3	**REQUIREMENT**	**PROPOSED**	**COMPLIES ?**
Land Use	Warehouse-77 maximum acres	6.77 acres	Yes
Square footage	Light Industrial- 1.2 million square feet (Trip Generation Budget Assumption)	111,758 square feet	Yes
Trip Budget	Area 3: 849- AM; 863 -PM Total- 6,956		Yes
	All four lots: 849 AM 863 PM Total- 1,712	570 AM 645 PM Total-1,215	
Trip Reduction Measures	Implement Ventura County Congestion Management Program	TDM, Bike facilities	Yes
Landscaping	Sakioka Drive frontage Synergy Circle frontage	48 feet of landscaping 28 feet of landscaping	Yes
6.3 DEVELOPMENT REGULATIONS	**REQUIREMENT**	**PROPOSED**	**COMPLIES?**
Permitted Use (Area 3)	Warehouse and storage, related offices	Warehouse and related office	Yes
Minimum Lot Area	40,000 square feet	6.77 acres	Yes
Minimum Lot Frontage	200 feet	Greater than 400 feet	Yes
Minimum Lot Depth	200 feet	Greater than 650 feet	Yes
Maximum Height	175 feet (twelve stories) with 15 additional feet permitted for rooftop treatments to 65-foot maximum	41 feet and 6 inches to top of parapet	Yes
Maximum Intensity	1.0	0.4	Yes
Maximum Site Coverage	50%	41%	Yes
Minimum Setbacks	Front: 30 feet Street Side: 30 feet Interior Side: 10 feet Rear: 10 feet	Synergy Cr: 97 feet Sakioka Dr: 138 feet Interior Side: 50 feet Rear: 61 feet	Yes Yes Yes Yes
Minimum Landscaping	10%	16.5 % for all four lots	Yes
Off-Street Parking (vehicle / square feet)	Warehouse first 20,000 square feet: 1/1,000		Yes

	Warehouse second 20,000 square feet: 1/2,000 Warehouse over 40,000 square feet: 1/4,000 Office: 1/250 Total required: 93 spaces Loading Spaces: (over 150,000 sqft) 5 Office: (0-50,000 sqft) 1 Total required: 6 loading spaces	172 vehicle spaces 18 truck loading docks	
Signs	Not a part of this application	N/A	N/A
Walls and Fences	10-foot maximum ornamental iron	6-foot wrought iron fence	Yes
5.1 SPECIFIC PLAN GUIDELINES	**GUIDELINE**	**PROPOSED**	**COMPLIES**
5.1 Site Planning Guidelines			
Site Layout	Clear, identifiable routing	Circulation plan, pedestrian path of travel	Yes
Building orientation	Buildng shall front onto adjacent street	Building fronts Gravity Circle and Sakioka Drive	Yes
Access	Turning radii, entry drives	Per City requirements	Yes
Parking areas	Compatible with site layout	Parking surrounding building	Yes
Trash loading and storage	Located in rear and/or side, shall be screened, and same architectural style	Trash enclosure located in rear corner, truck loading located on interior side	Yes
Exterior lighting	Consistent with design, City code, Title 24 and police requirements	Exterior lighting	Yes as conditioned
5.2 Architectural Guidelines			
Unifying and harmonious design	Basic theme governs design details	Unifying color and materials, elements, glass and painted articulation, defined entrances	Yes
Building Scale and Proportion	Variations in massing may be addressed with external treatment	Warehouse design, articulation provided with color and materials	Yes
Pedestrian sensitivity	Building design to make pedestrians comfortable, pedestrian scale amenities, defined entries	Pedestrian pathways, articulated front entrances	Yes

Screening of mechanical equipment	Screened from view from adjacent property	Screened with landscaping as conditioned	Yes
Green Building Design	Per established green building rating systems	Designed for California Building Code CalGreen requirements	Yes
Public Art	Included as part of large projects per Cultural Arts Committee	Payment of Arts fee	Yes
5.3 Landscape Guidelines			
Level of landscape design on keeping with master plan intent and planting theme.	Specific Plan list of of varied species and plant materials by area, minimum 10% landscaping and maximum of 5 % total to be hardscape, and adherence to landscaping masterplan	Compliance with Specific Plan landscape setbacks, coverage and design, as conditioned. 16.5% landscaping, and hardscape for all four lots	Yes
Entry drives	Landscaped with adequate views of approaching pedestrians and vehicles	Landscaping to allow adequate views	Yes
Pedestrian Walkway System	Pedestrian site access to buildings , parking and site activity areas.	Pedestrian path of travel provided with walkways, tree planting for shade and defined safety path in parking areas	Yes
Entry Plaza	Focal point for employee uses	Employee entrances accessible via pathway from streets	Yes
Walls and Screening	Compatible with adjacent projects privacy screen, noise control	6 foot wrought iron fence and landscape screening	Yes
Water conservation, irrigation and maintenance	Xeriscape plant material and automatic drip irrigation, and clear maintenance tasks and responsibility. Compliance overseen by Parks Superintendent	Irrigation specifications and maintenance requirements included in project conditions	Yes
6.4 Performance Standards			
Various	Noise, smoke and particulates, toxic or noxious matter, odorous matter, glare or heat, vibrations, electricity and radio activities, liquid and solid wastes, fire and explosive hazards,	Per project conditions	Yes

RESOLUTION NO. PZ 21-200-08 & 23-310-02

A RESOLUTION OF THE COMMUNITY DEVELOPMENT DIRECTOR OF THE CITY OF OXNARD APPROVING PLANNING AND ZONING PERMIT NOS. 21-200-08 (DEVELOPMENT DESIGN REVIEW) AND 23-310-02 (LOT LINE ADJUSTMENT) TO ALLOW FOR THE CONSTRUCTION OF FOUR WAREHOUSE BUILDINGS FOR A TOTAL OF 749,761 SQUARE FEET AND INFRASTRUCTURE IMPROVEMENTS ON FOUR SEPARATE LOTS FOR A TOTAL OF A 40.87 ACRES LOCATED WITHIN THE SAKIOKA FARMS BUSINESS PARK SPECIFIC PLAN PLANNING AREA 3 SOUTH OF HIGHWAY 101, NORTH OF SAKIOKA DRIVE, WEST OF GRAVITY CIRCLE, EAST OF SYNERGY CIRCLE, SUBJECT TO CERTAIN FINDINGS AND CONDITIONS. FILED BY NICK KREUTER OF STREAM REALTY, 3161 MICHELSON DRIVE, SUITE 100, IRVINE, CALIFORNIA 92162.

WHEREAS, the Community Development Director of the City of Oxnard has considered an application for Planning and Zoning Permit No. 21-200-08 and 23-310-02, Filed by Nick Kreuter, of Stream Realty, in accordance with Section 16-525 of the Oxnard City Code; and

WHEREAS, the project is within the Sakioka Farms Business Park Specific Plan (SFBPSP) area for which the City of Oxnard prepared an Environmental Impact Report (EIR No.2002071070), an Adaptive Management Mitigation Monitoring and Reporting Program, and a Statement of Overriding Consideration for the SFBPSP pursuant to the California Environmental Quality Act (CEQA). The SFBPSP EIR was adopted on June 12, 2012, and the Notice of Determination for the EIR was filed with the State on June 18, 2012. The SFBPSP EIR concludes that the SFBPSP would have significant and unavoidable cumulative impacts related to Agricultural Resources, Greenhouse Gas (GHG) emissions, and roadway Noise (City of Oxnard 2011b). The SFBPSP EIR also concludes that the SFBPSP would have less than significant impacts after mitigation with respect to Air Quality, Biological Resources, Hazards and Hazardous Materials, Population and Housing, Public Services, and Transportation, and a less than significant impact with respect to the remaining resources. As the SFBPSP intended development to proceed in phases over several decades, the SFBPSP EIR allows for adaptive mitigation measures, providing the lead agency the ability to modify mitigation measures to address current conditions at the time that development phases are evaluated and approved. Adapted mitigation measures must achieve either the same or a better final level of impact as was determined in the SFBPSP EIR; and

WHEREAS, the Adaptive Management Mitigation Monitoring and Reporting Program was updated in 2020 as part of the City Council's approval of a Development Agreement (Ordinance No. 2983; PZ 20-670-01) on June 30, 2020; and

WHEREAS, the City has discretionary approval over the Development Design Review Permit and therefore, these projects are subject to CEQA regulations. As the general concept and scope of the proposed project was envisioned in the adopted SFBPSP and studied in the 2012 SFBPSP EIR, the City is able to determine, per CEQA Guidelines §15168(c)(2), that the project is consistent with the previous analysis and findings of the original 2012 SFBPSP EIR and the adaptive replacement mitigation measures as adopted by the City Council in

June 2020. To ensure validity of the 2012 findings in relation to current conditions, the City has prepared an Environmental Consistency Evaluation pursuant to CEQA Guidelines §15162(a), which evaluates if the 2012 SFBPSP EIR addressed the potential environmental effects of the project adequately for current conditions, or whether supplemental or subsequent environmental documentation or technical studies are needed. This Consistency Evaluation includes the 2012 FEIR mitigation measures and 2020 adaptive replacement mitigation measures that are applicable and would be implemented by 101 Logistics Center; and

WHEREAS, pursuant to the provisions of the California Environmental Quality Act (CEQA-Public Resources Code, Section 21083 et. seq.) Guidelines Section 15168(c)(4)-(5) and (e), a Consistency Evaluation prepared for this project. The Consistency Evaluation finds that the scope, land use, size and design of this project are consistent with the uses analyzed in the approved 2012 SFBPSP EIR and 2020 replacement mitigation measures. The whole of the SFBPSP EIR anticipates the type of use proposed, and adequately describes the type of project for purposes of CEQA. As demonstrated by the analysis, substantial evidence contained in the Consistency Evaluation, and the associated administrative record prepared for this project, the project activities are covered by the analysis and mitigations approved by the previously certified EIR, and will not result in any additional impacts or significant effects. Therefore, the Community Development Director determined that the Project is consistent with the analysis and mitigations approved for the SFBPSP EIR and no additional analysis is required.

NOW, THEREFORE, BE IT RESOLVED BY THE COMMUNITY DEVELOPMENT DIRECTOR OF THE CITY OF OXNARD:

SECTION 1. Based on the entire record before the Community Development Director and all written and oral evidence presented, including the Development Design Review Staff Report and all attachments thereto, the Community Development Director finds:

1. **The proposed use is in conformance with the General Plan and other adopted policies of the City of Oxnard.**

   The applicant proposes the construction of four warehouse buildings with associated parking areas and related site improvements. The proposed warehouse buildings will consist of warehouse space and office space for a total size of 749,761 square feet. Additionally, the project includes appurtenant structures (i.e., trash enclosures), 923 vehicle parking spaces (which include 469 extra spaces), 50 bicycle parking spaces, 137 truck trailer loading docks, and associated landscaping and infrastructure improvements. Additionally, the project includes funding to be used for the construction of additional fire department public facilities or to hire additional fire department employees to service the Sakioka Business Park, which includes the project site. As conditioned, the warehouse facility has been designed to meet the required development standards identified in the SFBPSP. Therefore, the proposed use is in compliance with the 2030 General Plan and other adopted policies of the City of Oxnard.

2. **The proposed use will not adversely affect or be materially detrimental to the adjacent uses, buildings or structures or to the public health, safety or general welfare.**

   Pursuant to the 2030 General Plan land use designation "Light Industrial, Business/Research, Commercial, Office, Public Facility (Fire Station), Transitional Agriculture" the proposed use of the project site as a warehouse development with associated site improvements, is an allowed use. The surrounding uses are characterized by agricultural and light industrial uses and the underlying subdivision, approved June 16, 2020 (PZ 20-300-01, 20-650-01 & 20-670-01) allows for 8.5 million square feet of similar and related uses. Construction activities, anticipated uses, and development design are subject to standard construction requirements of the local Building, Fire, and Traffic Codes. Additionally, federal, state and local regulations provide controls for projects which include high fire hazard uses. Per existing regulations, the California Office of Emergency Services (OES) and the City of Oxnard Fire Department (Fire), including the Certified Unified Program Agency (CUPA), have regulatory authority over projects which include high fire hazard uses. The project has been preliminary reviewed by the Fire Department for consistency with CUPA requirements, and the applicant team has confirmed that potential high pile storage within the warehouses shall be designed to be consistent with federal, state and local regulations, and the development shall not have a substantial risk of an upset as defined by the criteria described in the 2017 City of Oxnard CEQA Guidelines (Section 8, Hazards and Hazardous Materials). As part of project implementation, the developer shall pay funding to the City to be used for the construction of a fire station in the SFBPSP area. Therefore, the proposed use and improvements will not adversely affect or be materially detrimental to the adjacent uses, buildings or structures or to the public health, safety or general welfare.

3. **The site for the proposed use is adequate in size and shape to accommodate the setbacks, parking, landscaping, and other City standards except as may be specifically excepted by the special findings and conditions of this Resolution.**

   As proposed and conditioned, the Project will meet the development standards of the SFBPSP to ensure that development is adequately proportional to the size of the property and served by public infrastructure. The project site includes four vacant lots for a total size of 40.87 acres. Pursuant to the SFBPSP, the Project has been designed to be consistent with the development and design standards included within the SFBPSP, including, but not limited to, maximum building height, front, side and rear setbacks, lot coverage, landscaping, parking standards, and equipment screening standards. The project site has frontages on Gravity Circle, Sakioka Drive, and Synergy Circle. The Project meets all SFBPSP Master Plan Concept requirements and guidelines. Pursuant to the SFBPSP the proposed development includes landscaping within the required steetside setbacks, preserving views along the roadways and meeting the SFBPSP standards for planting design and plant species. Given these circumstances, the site for the proposed use is adequate in size and shape to

accommodate the setbacks, parking, landscaping, and other City standards.

4. **The site for the proposed use will be served by streets and highways adequate in width and structure to carry the kind and quantity of traffic such use will generate.**

   The project will be accessed directly from Gravity Circle, Sakioka Drive, and Synergy Circle with driveways for both passenger vehicles and trucks. The parking areas provide parking for 923 vehicles (which include 469 extra spaces) and 137 truck loading docks. The proposed development is required to provide 462 parking spaces, based on a formula of 1 space per 250 gross square feet of building area for office use and the graduated requirements for warehouse structures over 40,000 square feet resulting in a calculation of 208 spaces for the office use and 254 spaces for the warehouse square footage. Since the project includes 461 extra parking spaces, the project is consistent with City parking requirements. The project has been conditioned to submit a draft Transportation Demand Management Plan (TDMP) that identifies means for encouraging the employee use of alternative transportation as well as additional conditions to make public transit improvements. The project also includes short and long term parking to support bicycle use. Therefore, the site will be served by streets, highways, transit and bike facilities adequate to provide access to the proposed building and its anticipated uses.

5. **The site for the proposed use will be provided with adequate sewerage, water, fire protection and storm drainage facilities.**

   The proposed Project is the third project to be developed in the SFBPSP area that is served by an underlying subdivision that provides infrastructure improvements, new streets, stormwater management and utilities commensurate with the intended development of the SFBPSP area. The project site will be served by the water and sewer lines that are being constructed to serve the Specific Plan area. Therefore, the site for the proposed use will be provided with adequate sewerage, water, fire protection and storm drainage facilities.

SECTION 2. The project is within a Specific Plan area for which the City of Oxnard prepared the Environmental Impact Report (EIR), an Adaptive Management Mitigation Monitoring and Reporting Program, and a Statement of Overriding Consideration for the Specific Plan pursuant to the California Environmental Quality Act (CEQA). The Community Development Director, in compliance with CEQA Guidelines, finds that the proposed project is not subject to additional environmental review pursuant to Sections §15168 and §15162 of the CEQA Guidelines. Pursuant to CEQA Guidelines §15168(c)(4)-(5) and (e), and as demonstrated by the substantial evidence contained in the Consistency Evaluation and the associated administrative record, the Community Development Director finds that the Consistency Evaluation found that the proposed projects are activities covered by and within the scope of the program approved by the 2012 SFBPSP EIR's adaptive mitigation measures and 2020 adaptive replacement mitigation measures;

the SFBPSP EIR adequately describes the project for purposes of CEQA; and further environmental documentation is not required.

Therefore, in accordance with CEQA Guidelines §15168 and §15162, the Community Development Director finds that the project would not have effects that were not examined in the Specific Plan EIR because:

i. No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken, that will require major revisions to the Specific Plan EIR, due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no new information of substantial importance as that term is used in CEQA Guidelines §15162(a)(3).
ii. The project proponent does not refuse to implement any mitigation measures that were previously infeasible but are now feasible, or any other mitigation measures, including mitigation measures considerably different from those in the Specific Plan EIR, that would be necessary to substantially reduce significant environmental impacts.
iii. The project proponent is required to comply with the applicable mitigation measures and regulatory programs identified in the Specific Plan EIR and the Adaptive Management Mitigation Monitoring and Reporting Program (May 2020).

SECTION 3. Pursuant to the provisions of the CEQA (Public Resources Code, Section 21083 et. seq.) Guidelines Section 15168(c)(4)-(5) and (e), a Consistency Evaluation was prepared for this project. The Consistency Evaluation finds that the scope, land use, size and design of this project are consistent with the uses analyzed in the approved 2012 SFBPSP EIR. The SFBPSP EIR anticipates the type of use proposed, and adequately describes the type of project for purposes of CEQA. As demonstrated by the analysis, substantial evidence contained in the Consistency Evaluation, and the associated administrative record prepared for this project, the project activities are covered by the analysis and mitigations approved by the previously certified SFBPSP EIR, and will not result in any additional impacts or significant effects. The Community Development Director determined that the Project is consistent with the 2012 approved SFBPSP EIR and a Consistency Checklist finds that the project is consistent with the 2012 SFBPSP EIR and no additional analysis is required.

SECTION 4. Based on the findings set forth herein and the Staff Report and all attachments thereto, the Community Development Director hereby approves Planning and Zoning Permit No. 21-200-08 (Development Design Review Permit) and 23-310-02 (Lot Line Adjustment), subject to the attached conditions of approval.

NOW, THEREFORE, BE IT RESOLVED that the Community Development Director of the City of Oxnard hereby approves Planning and Zoning Permit Nos. 21-200-08 (Development Design Review Permit) and 23-310-02 (Lot Line Adjustment), subject to the following conditions. The decision of the Community Development Director is final unless appealed in accordance with the provisions of §16-525 of the Oxnard City Code.

CONDITIONS OF APPROVAL FOR 101 LOGISTICS CENTER

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

DEPARTMENTS AND DIVISIONS			
CA	City Attorney	PL	Planning Division
DS	Dev Services/Eng Dev/Inspectors	TR	Traffic Division
PD	Police Department	B	Building Plan Checker
SC	Source Control	FD	Fire Department
PK	Landscape Design	CE	Code Compliance

GENERAL PROJECT CONDITIONS

1. This Project permit is granted for the plans dated July 24, 2023, (collectively, "the plans") on file with the Planning Division and approved pursuant to this Resolution. The Project shall conform to the plans, except as otherwise specified in these conditions or a modification is approved pursuant to the approval of the Community Development Director.

2. This Project permit shall automatically become null and void 36 months from the date of its issuance, unless Developer has diligently developed the proposed Project, as shown by the issuance of a grading, foundation, or building permit and the construction of substantial improvements, or as extended by a Development Agreement.

3. The on-site improvements for the Project as shown in the approved Project plans, including structures, paving, and landscaping, shall be completed prior to issuance of a final Certificate of Occupancy for the Project unless approved by the Community Development Director. All required off-site and on-site improvements for the project, including structures, paving, and landscaping, shall be completed prior to issuance of the Project's Certificate of Occupancy for the Project unless the Community Development Director allows the Master Developer or Developer to provide security or an executed agreement approved by the City Attorney to ensure completion of such improvements.

4. By commencing any activity related to the Project or using any structure authorized by this permit, Developer accepts all of the conditions and obligations imposed by this permit and waives any challenge to the validity of the conditions and obligations stated therein.

5. Developer agrees, as a condition of adoption of this resolution, at Developer's own expense,

to indemnify, defend and hold harmless the City and its agents, officers and employees from and against any claim, action or proceeding to attack, review, set aside, void or annul the approval of the resolution or any condition attached thereto or any proceedings, acts or determinations taken, done or made prior to the approval of such resolution that were part of the approval process.

6. Any covenants, conditions, and restrictions (CC&Rs) that are prepared and recorded in connection with the Master Project and that also are applicable to the Project shall be consistent with the terms of this Project permit and the City Code. If there is a conflict between the CC&Rs on the one hand and the City Code and this permit on the other hand, the City Code and this permit shall prevail.

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

8. At a minimum, the Developer shall provide off-street parking for the Project, including the number of spaces, stall size, paving, striping, location, and access, as required by the City Code.

9. Before placing or constructing any signs on the project Property, Developer shall obtain a sign permit from the City. Except as provided in the sign permit, Developer may not change any signs on the Project property.

10. Developer shall obtain a building permit for any new construction or modifications to structures, including interior modifications, authorized by this Project permit to the extent a building permit is required pursuant to applicable provisions of the City Code.

11. Developer shall not permit any combustible refuse or other flammable materials to be burned on the Property. The owner of the Property will be required to adhere to all applicable laws and regulations regarding the same.

12. Developer shall not permit any materials classified as flammable, combustible, radioactive, carcinogenic or otherwise potentially hazardous to human health to be handled, stored or used on the project Property, except as provided in a permit issued by the Fire Chief and any approved alternative means and methods, or unless otherwise handled in accordance with applicable laws and regulations. During Project operations, the owner of the Property will be required to adhere to all applicable laws and regulations regarding the same.

13. Prior to and during construction, Developer shall be required to satisfy all of the conditions of this Project permit as set forth herein. Once operational, the owner or tenant of the Property will be required to comply with any remaining applicable conditions of this Project permit and compliance therewith shall occur in accordance with any applicable Development Agreement and the City Code's standard enforcement proceedings.

14. Prior to the issuance of the first building permit for any portion of the Project, Developer shall record against the Project property that certain "Agreement Affecting Real Property (Operating Memorandum to Development Agreement)" between the Developer and the City (hereafter, the "OM"). The OM specifies, among other things, the payment of the Fire Fee (as defined in the OM), Additional Fire Mitigation (as defined in the OM), clarification of Project uses, and specific limitations on Additional Fire Mitigation."

PLANNING DIVISION CONDITIONS

15. Plans submitted by Developer with building permit applications shall show on the building elevation sheets all exterior building materials and colors, including product and finish manufacturer name, color name and number, and surface finish type (such as: stucco with sand finish, plaster with smooth finish) to be used in construction.

16. Any future application for a Minor Modification to the project shall be accompanied by four copies of plans reflecting the requested modification, together with applicable processing fees.

17. Before the City issues building permits, Developer shall include a reproduction of all conditions of this Project permit as adopted by resolution of the Community Development Director in all sets of construction documents and specifications for the Project.

18. Before the City issues building permits, Developer shall provide to the Planning Division Manager color photographic reductions (8 1/2" by 11") of full-size colored elevations and any other colored exhibit approved by the Community Development Director. Developer may retain the full-size colored elevations after the reductions are so provided.
19. Developer may not modify any use approved by this Project permit unless the Planning Division Manager determines that Developer has provided the parking required by the City Code for the modified use.

20. During the plan check review process, the Developer shall provide a lighting plan that provides design details (light standards, bollards, wall mounted packs, etc.) and illumination site information within alleyways, pathways, streetscapes, and open spaces proposed throughout the Project. An electrical engineer shall prepare the site lighting plan demonstrating that adequate lighting ranges will be provided throughout the Project without creating light spillover, light pollution, or conflicts with surrounding factors such as tree locations, off-site or adjacent lighting.

21. Prior to issuance of building permits, Developer shall demonstrate that light standards illustrated on conceptual lighting plan do not conflict with tree locations. Developer shall submit a plan showing both the lighting and landscape on the same sheet.

22. Project on-site lighting shall be of a type and in a location that does not constitute a hazard to vehicular traffic, either on private property or on adjoining streets. To prevent damage from vehicles, standards in parking areas shall be mounted on reinforced concrete pedestals or otherwise protected. Developer shall recess or conceal under-canopy lighting elements so

as not to be directly visible from a public street. Developer shall submit a lighting plan showing standard heights and light materials for design review and approval of the Planning Division Manager.

23. In order to minimize light and glare on the Project property, all parking lot and exterior structure light fixtures shall be high cut-off type that divert lighting downward onto the property and shall not cast light on any adjacent property or roadway.

24. Developer shall provide graphic site directories at principal access walkway points.

25. Public Services for the Project. When the Infrastructure Improvements called for by the Specific Plan and the mitigation conditions of the EIR for the Project have been completed, the City will have sufficient capacity in its existing infrastructure, services and utility systems for: traffic circulation; sewer collection, sewer treatment and sanitation service; water treatment, distribution and service; and drainage to accommodate the Project. The City has analyzed the existing and projected water needs for the areas served by the City and has determined that when the Master Developer has dedicated to the City the water rights associated with each phase of Project, the City will have the necessary water supplies available to properly serve that phase of the Project. To the extent that the City renders such services or provides the utilities referenced in this Section, the City hereby agrees to timely grant or issue hookups or service to all development in the Project after Developer has conveyed at no cost to the City the water rights associated with that portion of the Property associated each phase of the Project and Developer requests such hookups and services; provided, however, the City may delay the granting of requested additional water hookups for the Project provided that all of the following conditions precedent occur: (a) after a duly noticed public hearing, the City Council imposes a ban on all new water hookups in the City, except for a ban on emergency hookups, legally mandated hookups, hookups for essential public purposes, and pass-through hookups used solely to convey emergency water through the City to another public entity or public water provider; and (b) after a duly noticed public hearing, the City Council makes findings, which are supported by substantial evidence, that the granting of additional water hookups in the Project would have a significant adverse impact on the public health and safety.

26. Prior to issuance of building permits, Developer shall pay a document imaging fee for the planning files in an amount calculated by planning staff at the time of building permit review based on fees then in effect.

27. Developer shall recess or screen, to the extent feasible as approved by the Community Development Director, roof heating and cooling systems and other exterior mechanical equipment visible from adjoining property and public streets, as required by this permit. Plumbing vents, ducts and other appurtenances protruding from the roof of structures shall be placed so that they will not be visible, to the extent feasible as approved by the Community Development Director, from the front of the Property or other major public vantage points. Developer shall include a note on the construction plumbing drawings of exterior elevations to indicate to contractors that roof features shall be grouped and located in the described manner. Roof vents shall be shown on construction drawings and painted to match roof material color.

28. Developer shall install all roof and building drainpipes and downspouts inside building elements. These items shall not be visible, to the extent feasible as determined by the Community Development Director, on any exterior building elevations.

29. For any exterior utility meter panels, Developer shall paint such panels (if permitted by the utility provider) to match the structure upon which it is located. Such panels shall be located to take advantage of screening (e.g. landscaping or other building elements) from public right-of-ways, to the maximum extent feasible as determined by the Community Development Director.

30. For any and all electrical substations, transformers, generators, and similar exterior facilities, Developer shall locate said facilities to take advantage of screening established with this Project (e.g. landscaping or other building elements) from public right-of-ways to the maximum extent feasible to the satisfaction of the Community Development Director. Additional screening (e.g. additional landscaping, walls, and or covers, scalable to the facility) will be required to be consistent with the applicable Building and Fire Codes, the Sakioka Farms Business Park Specific Plan, and to the satisfaction of the Community Development Director. If these facilities are proposed during the 2020-2021 plan check, these facilities may be processed as part of the plan check and will not require an additional Minor Modification permit. Additionally, this permit allows for the use of temporary generators of amps to be located onsite for a period of 9 months after issuance of a temporary Certificate of Occupancy. The temporary generators shall be screened from public right-of-ways to the maximum extent feasible to the satisfaction of the Community Development Director, and the noise shall be attenuated to be consistent with the Oxnard City Code.

31. Before the City issues a sign permit, Developer shall submit and obtain approval in accordance with the Sakioka Farms Business Park Specific Plan Section 5.4 Signage Guidelines and City Code Chapter 16, Article IX. Advertising Signs.

32. No later than 30 days after issuance of a final Certificate of Occupancy, Developer shall remove all construction materials and vehicles from the Property or relocate behind screened enclosures; provided, however, the foregoing shall not apply to any remaining work associated with punch list items or tenant fixtures or as authorized by the Community Development Director.

33. Developer shall stripe loading zones placed partly or wholly within a structure for loading and unloading activities only and shall also post signage to indicate that storage or other non-loading activity within the loading zone is prohibited.

34. Prior to issuance of building permits, Developer shall submit two copies of landscape and irrigation plans, along with the appropriate permit application and fees, to the Development Services Division and obtain approval of such plans.

35. Prior to issuance of a Certificate of Occupancy, Developer shall install landscape and automatic irrigation systems that have been reviewed by Parks and Facilities Superintendent to ensure coordination with off-site landscape improvements as installed by Master

Developer.

36. Developer (or its successor, as relevant) shall properly maintain landscape planting and all irrigation systems on the Property as required by the City Code and as specified by this Project permit. Failure of Developer (or its successor, as relevant) to do so may result in enforcement proceedings against Developer (or its successor, as relevant) to ensure compliance pursuant to the City's Code applicable standard enforcement regulations which may result in the revocation of this permit and initiation of legal proceedings against Developer.

37. Prior to the issuance of a Certificate of Occupancy, Developer shall provide a watering schedule to the Project's building owner or manager and to Planning Division or designee that outlines the recommended watering required to allow the plants and trees to receive adequate water to thrive. The irrigation system for the Property shall include automatic rain shut-off devices, or instructions on how to override the irrigation system during rainy periods.

38. All trees planted or placed on the Property by Developer shall be at least 24-inch-box size. All shrubs and vines shall be at least five-gallon size, except as otherwise specified by this permit.

39. At the time of landscape plan check submittal, the landscape planting and irrigation plans shall comply with the current title 23 Model Water Efficient Landscape Ordinance (MWELO).

40. Developer agrees that the project has aesthetic impacts arising from conversion of undeveloped land to developed land, which the landscaping improvements for the project are intended to mitigate. Developer further agrees that the landscaping improvements must be maintained in order to continue to mitigate such impacts.

41. Developer shall install an irrigation system for the Project that includes a water sensor shut off device as a water conservation measure.

42. At time of submittal to the Building and Engineering Division for plan check, Developer's Landscape Architect or Architect shall provide the City with written confirmation that they have reviewed the civil engineering construction drawings and that the NPDES requirements are not in conflict with meeting the City's landscape requirements.

43. Developer shall include a note on the Landscape Plans submitted to the Building and Engineering Division for a building permit that "all landscaping and irrigation comply with Ordinance No. 2822, which adopted the City of Oxnard Landscape Water Conservation Standards, and applicable water conservation requirements of the State of California".

44. As necessary, applicant Landscape Architect to work directly with the City's Landscape Consultant, to clarify comments and ensure design compatibility, species selections and Specific Plan compliance.

45. Developer shall coordinate with the Master Developer's Landscape Consultant and City's

Landscape Consultant for purposes of confirming compatibility of the implementation of the Project final landscape plans with Phase One Off-site Landscape Improvements. Proposed plantings shall be consistent with the Sakioka Farms Specific Plan. Plans shall include the following:

a. Identify tree species, size, and location.
b. Show adjacent parkway plantings for reference.

46. A 36" high visual barrier shall be provided to screen, to the maximum extent feasible as determined by the Community Development Director, parked cars from City streets. Barrier may be a wall or earthen berm with additional planting to achieve 36" height as measured from the top of the parking lot curb. Suitable sight-distance shall be maintained at corners and driveways. Parking lot screen hedges adjacent to the roadway shall be 36" in height at time of planting.

47. Final construction planting and irrigation plans for the Project shall be reviewed by the City's landscape consultant to ensure:
    - Tree selections and placement are consistent with the approved plans;
    - Streetscape buffer planting consistency with specific plan
    - Final shrub and groundcover plant selections to include long-lived, low maintenance plants.
    - Screen plant selections to be of appropriate scale

48. Written confirmation shall be provided that the Landscape Architect has reviewed the civil engineer's construction drawings and that the NPDES requirements are not in conflict with meeting the City's landscape requirements.

49. Show locations of light standards on landscape plan and tree locations on lighting plan for the Project and coordinate with streetscape plans and resolve any conflicts for lighting safety and crime prevention to the satisfaction of the City's Police reviewer.

50. All hardware, equipment enclosures, trash enclosures, electrical vents, irrigation controllers, backflow devices, etc. in parking lot planters shall be completely screened with shrubs and/or vines, 5 gallon size minimum, to the maximum extent feasible as determined by the Community Development Director. Trash enclosure shall be screened with planting. Grading design shall provide adequate planting area.

51. Groundcover/grass plants shall be long-lived and low maintenance. Plants may be selected from the list below in addition to the Specific Plan list. Vinca, Juniper, Turf, Miscanthus, Oenothera on SP list are not to be used. Use of *native plants is encouraged.

    *Festuca sp. (F. californica, F. glauca, …)
    *Carex sp. (C. tumulicola, C. praegracilis, …)
    Lippia nodiflora / Kurapia
    *Achillea millifolia 'Moonshine' or Achillea sp.
    *Bouteloua gracilis 'Blonde Ambition'
    Myoporum parvifolium 'Fine Leaf Form'
    Gazania sp

52. Planting design shall be reviewed when all plants are identified on construction drawing:
    a. City "Statement of Compliance" signed by a California licensed Landscape Architect or Architect shall be required.

53. The irrigation system for the Project shall comply with the City of Oxnard and State MWELO. Construction document plans shall comply with the following:
    a. Show Irrigation water metering at point(s) of connection.
    b. Metering shall be coordinated with the City of Oxnard Water. Dedicated irrigation water meter(s) required per State MWELO. Also coordinate metering with the Civil utility plan.
    c. Per the Sakioka Farms TTM, projects in this area are not required to use purple pipe, but must address the City's GREAT implementation policies
    d. Master valve function and pipe types compatibility shall be confirmed with Landscape consultant and Public Works.
    e. Plans are to comply with the guidelines and/or requirements set forth by:
        i. City of Oxnard Water Efficient Landscape Ordinance #2822
        ii. City of Oxnard (water purveyor)
        iii. State of California Recycled Water- Statutes and Regulations ("The Purple Book")
        iv. California Code of Regulations Title 23, Division 2, Ch. 2.7 Model Water Efficient landscape ordinance (State MWELO)

54. Landscape Plans shall be consistent with Sakioka Farms Business Park Specific Plan. Plans shall demonstrate the following:
    a. Parking lots shall be planted at a rate of one (1) tree for every six (6) parking stalls for parking areas fronting public streets.
    b. Entry drives shall include a minimum of two (2) 36" box specimen trees.

55. Applicant shall deposit $15,000 prior to grading permit for conditions compliance, CEQA mitigation monitoring and reporting associated with development Project No. PZ 21-200-08 Additional funds will be required throughout construction deposited in $10,000 increments prior to issuance of building permit, and as needed to address field review and planning cost recovery related to construction monitoring. Funds will be requested periodically as deposits are depleted to less than $10,000 or as additional funds are needed as determined by the Community Development Director, and shall be capped at a total amount of $50,000 unless a larger cap is mutually agreed upon by the Developer and the Community Development Director.

56. Any wells that are located on the Property must be abandoned prior to acceptance of public improvements by the City.

    Development is not to impede access to wells on the property. Prior acceptance of public improvements, a covenant running with the land shall be executed by the property owner and recorded with the Ventura County Recorder's Office to serve as constructive notice to any successors in interest that the property contains any known wells onsite. The recorded covenant shall state and acknowledge that 1) future maintenance and/or repair of the wells

are the responsibility of the property owner, 2) the property owner shall notify the City of any future maintenance and/or repair of the wells in accordance with all applicable laws in place at the time of the maintenance and/or repair, and 3) appropriate authorities are to be alerted of soils discovered with significant levels or hydrocarbons and that those soils are disposed of in accordance with all applicable laws in place at the time of disposal. Said covenant shall be in a form acceptable to the City Attorney and approved by the City Community Development Director.

57. Subject to the applicable City of Oxnard standard conditions related to fees, these conditions of approval impose specific fees, dedications, reservations and/or other exactions in accordance with applicable laws and regulations. Pursuant to Government Code Section 66020, the 90-day period in which the Developer has to protest the imposed fees, dedications, reservations and/or other exactions shall begin as of the date of approval of the Project permit.

58. The Project shall utilize state of the art anti-reflective materials to reduce glare and the potential for bird collision-related deaths on the building. Before the City issues building permits, Developer shall include details of the anti-reflective materials in the construction documents.

59. Developer shall remove any and all graffiti from the project premises, within 96 hours of its appearance. The surface of such affected areas shall be matched to blend in with the underlying colors and/or design, and shall not look like a paint patch.

    Before the City issues building permits, Developer shall provide a Graffiti Deterrent Plan, subject to the approval of the Planning Manager. Such plan shall include such elements as clear film on windows and/or mirrors, as well as washable paint and sealers on the building and perimeter walls.

60. In accordance with City Council Resolution No. 14,124, Developer shall participate in the City's Public Art Program by paying a fee in the amount of approximately $0.30 per gross square foot of the proposed development to the City prior to issuance of the Project's final Certificate of Occupancy in accordance with the Public Art Element of the Sakioka Farms Business Park Specific Plan or Master Plan, the final fee shall be determined at time of payment.

61. The Design Development Permit (DDR) approval applies only to the warehouse facility use described herein and in the approved 101 Logistics Center plans. Any substantial changes in use or physical improvements may trigger additional review pursuant to applicable provisions of the City Code and Sakioka Farms Business Park Specific Plan, as determined by the Community Development Director, and may require additional environmental analysis and any associated fees in place at the time the changes are approved. Such potential substantial project changes include but are not limited to: project description, type of operation, building design, square footage, circulation, parking, access, or intensification of use.

62. Prior to issuance of any stockpiling or grading permit, plans shall be submitted that show required fencing, access and protection barriers associated with mitigations related to

hazardous conditions and habitat, as is applicable on and immediately adjacent to the project site.

63. This Project approval is granted for the Property and land or land use described in the application and any attachments thereto, and as shown on the site plan, floor plan and elevations dated July 24, 2023, Attachment "B" attached to the Director Hearing Staff Report and incorporated herein subject to refinements as authorized by the Oxnard City Code and the Project permit for Planning and Zoning Permit No. PZ 21-200-08 (DDR Permit) and 23-310-02 (LLA).

64. The location of all buildings, fences, parking areas, and other facilities for the Project or features shall be located and maintained substantially as shown on the plot plans for the above referenced Planning and Zoning Permit numbers.

65. Prior to the issuance of a Building Permit, the Applicant shall submit a draft Transportation Demand Management Plan (TDMP) to the Community Development Director for review and approval. The TDMP shall identify how the project is consistent with the Oxnard City Code Vehicle Trip Reduction (Sections 16-630 through 16-633) requirements. The TDMP shall describe the current and potential future project design to include the following:
    a) provide adequate transportation demand management and trip reduction measures as required by the City's Traffic Engineer;
    b) provide bicycle racks or other secure bicycle parking in accordance with the provisions of Oxnard City Code 16-623 and 16-637, including showers and locker rooms for employees;
    c) provide an adequate number of vanpool and carpool parking spaces as determined and required by the City's Traffic Engineer; and
    d) Prior to the issuance of a Certificate of Occupancy, the TDMP shall be approved by the Community Development Director in consultation with the City's Traffic Engineer. Developer to provide concrete boarding area on the north side of Sakioka drive west of the intersection with Synergy circle. The pad will be consistent with GCTDs Bus Stop Guidelines and shall be approved by the City Traffic Engineer. (Per correspondence with Gold coast transit, proof upon request.)

66. The proposed development shall provide a bulletin board, display case, or kiosk displaying transportation information including, but not limited to, the following: a) current maps, routes and schedules for public transit routes serving the site, b) ridesharing promotional material supplied by commuter-oriented organizations, c) telephone numbers for referrals on transportation information, including numbers for the regional ridesharing agency, dial-a-route, and local transit operators, and d) a listing of facilities and services available for carpoolers, vanpoolers, bicyclists, and public transit riders.

67. Before or during escrow for the sale of property, Developer shall give to the buyers a document disclosing, in large type, that:
    a. The property was formerly used for agricultural purposes, and is near or adjacent to, land that is currently used for agricultural operations; and
    b. The buyers may be subject to inconvenience or discomfort arising from agricultural operations on such nearby or adjacent land, including, but not limited to, frost

protection measures, noise, odors, fumes, dust, smoke, insects, operation of machinery (including aircraft) at any hour of the day or night, storage of equipment and materials necessary to the agricultural operations, slow moving farm equipment, and spraying or other application of chemical fertilizers, soil amendments (such as manure, compost materials and mulches) and pesticides (such as herbicides, insecticides and fumigants); and

c. If the buyers complete the purchase of the property, the buyers should be prepared to accept such inconvenience and discomfort as a normal and necessary aspect of living near or adjacent to agricultural operations.

68. To show that the buyers have read the document, Developer shall require the buyers to sign the document. Developer shall retain all such documents for at least three years and shall allow the City to inspect and copy all such documents upon request.

69. Developer shall record a notice to appear in all deeds of property that the project is within or proximate to the Camarillo Airport Sphere of Influence and inhabitants may be affected by the airport and aircraft operations. Before the City issues building permits, Developer shall provide evidence of recordation of such notice with the Ventura County Recorder's Office.

70. Developer shall grant to the County of Ventura an avigation easement that includes the elements of the Federal Aviation Administration's (FAA) Model Avigation Easement.

71. Developer shall file with FAA a Form 7460, "Notice of Construction or Alteration," that enables the FAA to review the development for any hazards to airport/aviation operations. The FAA's review shall result in a finding of "no objection."

72. The Developer shall adhere to any recommendations from the FAA for marking or lighting.

73. During construction, Developer shall water the area to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall be at least twice per day and shall penetrate sufficiently to minimize fugitive dust during grading activities.

74. The Permittee shall comply with the provisions of applicable VCAPCD Rules and Regulations, which include but are not limited to, Rule 50 (Opacity), Rule 51 (Nuisance), Rule 55 (Fugitive Dust), and Rule 55.1 (Removal of Visible Roadway Accumulations).

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

76. No building permit for the Project (101 Logistics Center) shall be issued until all of the following occurs: recordation of the Lot Line Adjustment (PZ 23-310-02), and copies of the recorded document have been filed with the Planning Division.

PLANNING DIVISION ENVIRONMENTAL IMPACT REPORT MITIGATION MEASURES

77. The following Mitigation Measures originally set forth in the Reporting/Monitoring Program, adopted for Sakioka Farms Business Park Specific Plan and Environmental Impact Report, approved on June 12, 2012 with the City of Oxnard, Lead Agency, shall be fully satisfied to the extent each applies to the Project, as set forth in detail in the Project's CEQA Consistency Checklist. The measures shall be included as conditions of required permit action to the extent each applies to the Project, and compliance shall result in potential impacts reduced to a level of less than significant and there shall be no residual impacts from the proposed Project. In the event of a conflict between the Project's CEQA Consistency Checklist and the below conditions, the former shall govern and control. Proposed mitigation for those impacts is as follows:

Cultural Resources

Mitigation Measure A-1:

This is an adaptive management mitigation measure. The Project developer and/or subsequent responsible parties shall contract with a qualified archaeologist to monitor initial grading and excavation in excess of three feet. In the event that an 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.

REPORTING/MONITORING PROGRAM:

Action: Provide contract and reporting if necessary.

Timing: Contract prior to grading permit, reporting during site grading

Monitoring and Enforcement: Planning Division and Engineering Division

Mitigation Measure A-2:

This is an adaptive management mitigation measure. The Project developer and/or subsequent responsible parties shall contract with a Native American monitor to be present during all subsurface grading, trenching, or construction activities in excess of three feet on the Project site. The monitor shall provide a monthly report to the Planning Division summarizing the activities during the reporting period. If any qualifying cultural materials are encountered during this phase of project construction, construction activities on the project site shall be halted immediately, and the Project developer shall notify the City. If any finds were determined to be significant by the Native American monitor, the City and the Native American monitor would meet to determine the appropriate course of action. A copy of the contract for these services shall be submitted to the Planning Division Manager for review and approval prior to issuance of any grading permits. A final monitoring report(s) shall be provided to the Planning Division prior to approval of final building certificate(s) of occupancy signature.

REPORTING/MONITORING PROGRAM:

Action: Contract

Timing: Prior to grading permit
Monitoring and Enforcement: Planning Division and Engineering Division

Agricultural

Mitigation Measure C-3:

This is an adaptive management mitigation measure. In order to buffer on- or off- site agricultural land uses and on-site non-agricultural uses either of the following measures may be undertaken to allow scheduled Restricted Materials applications by an on- or off-site farmer; 1) closure of the buildings during periods when restricted materials will be used on the adjacent farmland parcels or 2) notification, consistent with common-practice in Ventura County, of building occupants and/or building managers that normal farming activities will occur nearby from time to time which can include noise, mild dust, and odors; that inert and non-toxic substances are frequently used by farmers which should be of no concern to people nearby, and that actual chemical spray drift from farms is rare and should not be misperceived.

REPORTING/MONITORING PROGRAM:

Action: Publish Pamphlet

Timing: Prior to approval of Final Monitoring Program

Enforcement: Planning Division with invited review of the VC Agricultural Commissioner

Biological Resources

Mitigation Measure E-1:

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

REPORTING/MONITORING PROGRAM:

Action: If vegetation removal activities occur during the nesting season Sept 1-Feb 14th or as recognized by CDFG for species in this area, a qualified ecologist/biologist must be present to monitor the removal activities to ensure that no active nests will be impacted.
Timing: Prior to any grading permit.
Monitoring and Enforcement: Planning Division, Engineering or Public Works

Geotechnical Resources
Mitigation Measure F-1:

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

A. *Identification of unsuitable soils including expansive, corrosive,and collapsible soils,*
B. *Identification presence and extent of liquefiable soils,*
C. *Calculation of site-specific seismic design criteria,*
D. *A fault evaluation study to locate /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

REPORTING/MONITORING PROGRAM:
Action: Provide copies of geotechnical report
Timing: Prior to any grading permit
Monitoring and Enforcement: Engineering Division or Public Works.

Hazards and Hazardous Materials

Mitigation Measure G-2:

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

REPORTING/MONITORING PROGRAM:
Action: Provide site sampling reports
Timing: Prior to any grading permit
Monitoring and Enforcement: Engineering Division

Mitigation Measure G-5:

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

REPORTING/MONITORING PROGRAM:
Action: Provide site sampling reports
Timing:Prior to any grading permit
Monitoring and Enforcement: Engineering Division

Mitigation Measure G-6:

Padre Associates findings regarding residual soil contamination associated with the

historical operation of oil/gas extraction wells should be reviewed and appropriate remedial recommendations (if any) should be administered. In addition to recommendations provided by Padre Associates, the CalGEM well abandonment procedures shall be followed and formal verification of closure be sent to CalGEM.

REPORTING/MONITORING PROGRAM:

Action:Provide documentation to City and CalGEM (formally DOGGR)

Timing:Prior to any grading permits

Monitoring and Enforcement: Engineering Division and CalGEM

Mitigation Measure G-8:

This is an adaptive management mitigation measure. Consistent with the Airport Comprehensive Land Use Plan for Ventura County and the Specific Plan, commercial/industrial development is permitted within the Extended Traffic Pattern Zone subject to aviation easements and appropriate recorded disclosures.

REPORTING/MONITORING PROGRAM:

Action: Notes on Phase One Infrastructure Plans

Timing: Final Map

Monitoring and Enforcement: Planning Division

Air Quality

Construction Period Emissions

Mitigation Measure J-1:

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

A. *Minimize the area disturbed on a daily basis by clearing, grading, earthmoving, and/or excavation operations.*
B. *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.*
C. *All trucks shall be required to cover their loads as required by California Vehicle Code §23114.*
D. *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.*
E. *Material stockpiles shall be enclosed, covered, stabilized, or otherwise treated, to prevent blowing fugitive dust offsite.*

F. *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.*
G. *Signs shall be posted on-site limiting on-site traffic to 15 miles per hour or less.*
H. *During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties), all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard, either off-site or on-site. The site superintendent/supervisor shall use his/her discretion in conjunction with the VCAPCD is determining when winds are excessive.*
I. *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.*
J. *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.*

REPORTING/MONITORING PROGRAM:

Action: Included in construction documents

Timing: Any grading permit

Monitoring and Enforcement:Planning Division and Engineering Division

Mitigation Measure J-2:

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

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

REPORTING/MONITORING PROGRAM:

Action: Included in construction documents
Timing: Any grading permit
Monitoring and Enforcement:Planning Division and Engineering Division

Operational Emissions – Greenhouse Gas Emissions

Mitigation Measure J-3:

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

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

B. 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).

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

REPORTING/MONITORING PROGRAM:

Action: Included in construction documents
Timing: Any grading or building permit
Monitoring and Enforcement:Planning Division and Engineering Division

Mitigation Measure J-4:

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

REPORTING/MONITORING PROGRAM:
Action: Included in construction documents Timing:
Any grading or building permit
Monitoring and Enforcement:Planning Division and Engineering Division

Mitigation Measure J-5:

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

REPORTING/MONITORING PROGRAM:
Action: Included in construction documents
Timing: Any grading or building permit
Monitoring and Enforcement:Planning Division and Engineering Division

Mitigation Measure J-6:

This is an adaptive management mitigation measure. The Project developer shall contribute to a cumulative impacts mitigation "buy-down" fund managed by the City based on the Ventura County Air Pollution Control District fee schedule effective at the time a building permit is issued. The fee contribution shall be assessed and paid incrementally as individual buildings are developed. The fee is allocated based on each development's share of average daily trips (ADT) for the Project buildout. The ADT shall be recalculated annually by the City Traffic Engineer or upon request of the Project developer with a payment of a fee determined by the City Traffic Engineer that covers actual time and material costs to the City. The City shall consider transit and traffic demand management improvements and programs suggested by the Project developer, in excess of those otherwise required, as credits against the fee and/or to be funded from the fee fund.

REPORTING/MONITORING PROGRAM:
Action: Included in construction documents
Timing: Any building permit
Monitoring and Enforcement:Planning Division
and Engineering Division Population and
Housing

Public Services - Police and Fire

Fire - Operations

Adaptive Replacement Mitigation M-1.1

The parties agree that the formation of a Financing District that includes the obligation to pay for the annual cost of three firefighters (including benefits) is in lieu

of the Specific Plan's obligation for developer to dedicate a 1.5-acre site near Rice Avenue and the easterly extension of Gonzales Road for a new fire station site and that such obligation fully mitigates the impact of the Project upon the City's fire services. This is provided, however, that the parties acknowledge and agree that the development of the property with residential uses and/or schools, hospitals, nursing homes, explosive plants, refineries, high-rise buildings and other high life hazard or large fire potential occupancies will, subject to the Fire Chief's determination, trigger additional obligations above and beyond the obligations imposed by this section based upon the specific uses added to the property or any portion thereof.

REPORTING/MONITORING PROGRAM:

Action: Per Development Agreement

Timing: Approval of Final map

Monitoring and Enforcement Division:Planning Division

Police-Construction

Mitigation Measure M-2.1:

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

REPORTING/MONITORING PROGRAM:

Action: Temporary Use permit and/or fence

Timing: Building permit

Monitoring and Enforcement: Planning Division or Engineering Division or Public Works.

Police-Operations

Mitigation Measure M-2.2:

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

REPORTING/MONITORING PROGRAM:

Action: Incorporated intoBuilding Design:

Timing: Building permits

Monitoring and Enforcement: Planning Division

Schools

Mitigation Measure M-3.1

This is an adaptive management mitigation measure. The subsequent developer(s) under the specific plan would be required to pay all applicable school fees to offset the impact of additional student enrollment at schools. No other mitigation measures are required

as part of the environmental review process unless State Law changes so as to allow subsequent environmental reviews to identify appropriate feasible mitigations to reduce a significant impact on schools to a level below the significance threshold.

REPORTING/MONITORING PROGRAM:

Action: Provide CC and R's

Timing: Building Permit

Monitoring and Enforcement: Planning Division:

Utilities and Service Systems: Water Supply

Mitigation Measure N-1

(Adaptive Replacement Measure) The on-site domestic water system shall include the following:

A. *A public pipeline system which feeds into separate water meters for each ownership.*
B. *A separate water meter (1) for the common landscape areas that would be connected to the future recycled water system.*
C. *All domestic water pipelines shall adhere to the Division of Occupational Health and Safety (DOHS) requirements for separation between water and recycled water/wastewater pipelines.*
D. *The Project developer shall be responsible for payment of capital improvement/connection fees, including all related "installation fees."*
E. *The Project developer shall provide the City any approvals necessary to dedicate to the City all FCGMA allocation associated with the Project site, on a phase-by-phase basis and upon the conversion of land from agricultural to urban uses.*

REPORTING/MONITORING PROGRAM:

Action: Included in Phase One Improvements plans

Timing:Construction Documents

Monitoring and Enforcement:Planning Division, Engineering Division and Public Works

Mitigation Measure N-2

(Adaptive Replacement Measure) This is an adaptive management mitigation measure. The Project developer shall provide a water system that serves all practical irrigated areas and which is: (1) constructed per the City's GREAT Program, (2) irrigated at night, and (3) properly signed once the system is fully operational.

The Project developer shall be responsible for appropriate Sakioka Farms Specific Plan Covenants, Conditions and Restrictions (CC&R's) covering the water use for proper disclosures.The Project developer shall provide the City any approvals necessary to dedicate to the City all FCGMA allocation associated with the Project site, on a phase-by-phase basis and upon the conversion of land from agricultural to urban uses.

REPORTING/MONITORING PROGRAM:

Action: Included in landscape plans

Timing:Construction Documents

Monitoring and Enforcement:Planning Division, Engineering Division and Public Works

Mitigation Measure N-3:

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

REPORTING/MONITORING PROGRAM:

Action: Included in landscape plans

Timing:Construction Documents

Monitoring and Enforcement:Planning Division, Engineering Division and Public Works

Mitigation Measure N-4:

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

REPORTING/MONITORING PROGRAM:

Action: Included in landscape plans

Timing:Construction Documents

Monitoring and Enforcement:Planning Division, Engineering Division and Public Works

Mitigation Measure N-5:

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

REPORTING/MONITORING PROGRAM:

Action: Included in landscape plans

Timing:Construction Documents

Monitoring and Enforcement:Planning Division, Engineering Division and Public Works

Mitigation Measure N-9:

The Project developer shall ensure that the landscape irrigation system be designed, installed, and tested to provide uniform irrigation coverage. Sprinkler head patterns shall be adjusted to minimize overspray onto walkways and streets.

REPORTING/MONITORING PROGRAM:

Action: Included in landscape plans

Timing:Construction Documents

Monitoring and Enforcement:Planning Division, Engineering Division and Public Works

Mitigation Measure N-10:

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

REPORTING/MONITORING PROGRAM:

Action: Included in landscape plans
Timing:Construction Documents
Monitoring and Enforcement:Planning Division, Engineering Division and Public Works

Mitigation Measure N-11:

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

REPORTING/MONITORING PROGRAM:

Action: Included in building plans

Timing:Construction Documents for buildings not applicable for TTM Monitoring and Enforcement:Planning Division, Engineering Division and Public Works

Adaptive Replacement Mitigation Measure N-12:

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

A. *N-12.1 The Project developer shall provide to the City additional water rights of at least the shortage amount.*
B. *N-12.2 The Project developer shall provide to the City water supplies equal to the shortage amount until City supply is adequate.*
C. *N-12.3 (Adaptive Replacement Measure) The Project developer shall provide to the City permanent quantified water offsets in the form of water conservation measures that meet best practices and current City policies as determined at the time of application.*
D. *N-12.4 (Adaptive Replacement Measure) The Project developer shall provide to the City financial contributions towards City programs which generate in-City water conservation or conveyance. Dedication of water rights, purchase of City water, and other contributions to water conservation shall be considered at time of application and determined as part of Planning entitlement.*
E. *N-12.5 The Project developer shall participate in other similar programs that cumulatively result in an adequate water supply contribution.*

REPORTING/MONITORING PROGRAM:

Action: Included in Phase One Construction Documents and conditions
Timing:Final Map
Monitoring and Enforcement:Planning Division, Engineering Division and Public

Works

Mitigation Measure N-13

(Adaptive Replacement Measure) The Project developer(s) *of proposed and future uses in the Specific Plan area are expected to meet the water usage expectations of the 2012 EIR. Projects that demonstrate water usage commensurate, or less, than what was assumed under the 2012 EIR area not required to make additional off-sets. Proposed land uses that require water usage that exceeds the established 2012 EIR thresholds will require water demand mitigation to be determined on a project by project basis.*

REPORTING/MONITORING PROGRAM:

Action: Determines at Project Application Review Construction Documents and conditions Timing:Planning Analyses prior to Entitlement Construction Documents Monitoring and Enforcement:Planning Division, Engineering Division and Public Works

DEVELOPMENT SERVICES DIVISION ENVIRONMENTAL IMPACT REPORT MITIGATION MEASURES

78. Prior to issuance of a site improvement permit, Developer shall provide a written status report to the City for all mitigation measures indicated in the mitigation monitoring program as required prior to this point in the construction process.

FIRE DEPARTMENT CONDITIONS

79. Project is subject to the required mitigation measures as defined in the Sakioka Farms Specific Plan (SFSP).

80. Developer shall construct all vehicle access driveways on the project property to be at least 26 feet wide, exclusive of shoulders. Developer shall mark curbs adjacent to designated fire lanes in parking lots to prohibit stopping and parking in the fire lanes. Developer shall mark all designated fire lanes in accordance with the California Vehicle Code.

81. All roof covering materials on the project property shall be of non-combustible or fire retardant materials approved by the Fire Chief and in compliance with the City Code.

82. Before the City issues building permits, Developer shall obtain the Fire Chief's approval of a plan to ensure fire equipment access and the availability of water for fire combat operations to all areas of the project property. The Fire Chief shall determine whether or not the plan provides adequate fire protection.

83. At Developer's expense, Developer shall obtain two certified fire flow tests for the project property. The first test shall be completed before City approval of building plans and the second shall be completed after construction and prior to the issuance of a certificate of occupancy. The tests must be certified by a mechanical, civil, or fire protection engineer. Developer shall obtain permits for the tests from the Engineering Division. Developer shall send the results of the tests to the Fire Chief and the City Engineer.

84. All structures on the project property shall conform to the minimum standards prescribed in

Title 19 of the California Code of Regulations.

85. The project shall meet the minimum requirements of the "Fire Protection Planning Guide" published by the Fire Department.

86. At all times during construction, except from initial grading activities and up until the panelized roof structure begins installation, Developer shall maintain paved surfaces capable of handling loads of 76,000 pounds which will provide access for firefighting apparatus to all parts of the project property.

87. Developer shall identify all hydrants and fire protection equipment on the project property as required by the Fire Chief.

88. Developer shall install security devices and measures, including walkway and vehicle control gates, entrance telephones, intercoms and similar features, subject to approval of the Police Chief and the Fire Chief. Vehicle control gates shall be operable by City approved radio equipment.

89. Developer shall provide central station monitoring of the fire sprinkler system and all control valves.

90. The turning radius of all project property driveways and turnaround areas used for emergency access shall be approved by the City Traffic Engineering Department.

91. Developer shall provide automatic fire sprinklers as required by the City Code and shall contact the Fire Chief to ascertain the location of all connections.

92. Developer shall install in each structure in the project an alarm system with a central station monitor that will automatically notify the Fire Department in the event of a fire in the structure. The alarm system shall include a UL or State Fire Marshal approved device, which shall not exceed design specifications, that reports the location of the fire and provides floor by floor water flow monitoring and allows the central station monitor to inform the Fire Department.

93. Developer shall install 25% of the provided skylights will be designated with curb mounted Smoke hatches in each structure where automatic fire sprinklers are installed.

94. Developer shall comply with Certified Unified Program Agency (CUPA) requirements regarding the storage, handling and generation of hazardous materials or waste. Prior to the issuance of building permits, Developer shall contact the CUPA division of the Fire Department to ensure that such requirements are followed.

95. Areas designated by the Fire Marshal as Fire Lanes shall be identified by a red curb and signage per the California Department of Motor Vehicles.

96. All landscape on project property will coordinate with the fire protection features, to prevent access problems to fire protection features.

97. Fire hydrants shall be operational and accessible at all times. No parking, storage or staging of equipment/supplies shall be located within 15 feet on either side of fire hydrants. Prior to final inspection, blue reflective hydrant location markers shall be placed on the access roads in accordance with Fire Department standards.

98. Fire sprinkler coverage is required for:
    a. Patios, overhangs or any other projections that are 48" or more from the structure.
    b. Open areas beneath stairs that serve a habitable space or when that area is accessible for storage or has mechanical equipment.
    c. The protection of the forced air unit when located in the attic or other areas that are normally inaccessible.

99. Fire pump and backup generator are required.

100. Before the city issues a certificate of occupancy, the developer shall install a Knox key vault at a location to be determined by the Fire Department.

101. All overhangs over 4 feet are required to be sprinklered.

102. FDC is required to be within 50-feet of the fire hydrant and not across drive isles.

103. Vegetation clearance from structure(s) required prior to construction.

104. A minimum 20-foot clear width and 13 foot, 6 inch (13'-6") clear height emergency access shall be maintained free of obstructions at all times within the development once construction starts.

105. In compliance with section 510 of the California Fire Code, Developer shall allow installation of public safety radio equipment in the tower, steeple, roof or other elevated portion of the building at locations to be mutually agreed to by the Developer and City. Such equipment shall not conflict with the architectural design of the building, shall not impact or inhibit the operational and security requirements of the building's future occupants, and shall comply with zoning and planning requirements and conditions.

ENVIRONMENTAL RESOURCES DIVISION CONDITIONS

106. This property is required to comply with state mandated diversion laws (AB 939, AB 341, AB 1826 and SB 1383) and must make provisions to manage three material streams (organics, recycling, trash) in any waste enclosure(s) constructed.

107. The facility gate will be accessible to Oxnard Environmental Resources services vehicles by utilizing a Click-2-Enter system.

108. A Construction and Demolition Waste Management Plan ("C&D Plan") must be submitted to the Environmental Resources Division for review and approval prior to issuance of a building permit. The C&D Plan shall provide that at least 65% of the waste generated on the

project be diverted from the landfill.

109. After completion of construction and prior to a certificate of occupancy being issued, a Construction and Demolition Waste Management Report ("C&D Report") and provide legible copies of weight tickets, receipts, or invoices for materials sent to disposal or reuse/recycling facilities.

110. An Occupancy Plan ("Occupancy Plan") must be submitted to the Environmental Resources Division prior to issuance of a certificate of occupancy. The Occupancy Plan must clearly state how recyclable and organic material, including food waste, will be managed on site to be in compliance with applicable state laws (AB 939, AB 341, AB 1826, SB 1383); how property management staff will participate in the program; and how residents will be educated about the program and encouraged to participate. The Occupancy Plan must include what service provider(s) will manage/transport materials to appropriate facilities.

111. The location is required to adhere to applicable solid waste management ordinances, including future ordinance creation and/or revisions.

112. Any landscaping maintenance resulting in organic material needing disposal, if performed in-house or via a third party, should be disposed of in the City's organic materials bin.Organic materials bins are required as part of City of Oxnard Ordinance No. 3007 and SB1383, and therefore can be used for disposal of said material. If you choose to use a third-party hauler for organic material disposal, the third-party hauler contract/service agreement must stipulate this requirement and be verified through the Environmental Resources Division.

POLICE DEPARTMENT CONDITIONS:

113. A condition of approval requires compliance with the Outdoor Lighting Code & Guideline
    a. Outdoor lighting shall comply with Title 24, Part 6, of the California Code of Regulations: California's Energy Efficiency Standards for Residential and Nonresidential Buildings.
    b. Unless approved as a specific exception to this guideline, all outdoor lighting shall be flat lens, full cut-off fixtures with the light source fully shielded with the exceptions:
    c. Luminaires with a maximum output of 260 lumens per fixture, regardless of number of bulbs (equal to one 20-watt incandescent light), may be left unshielded provided the fixture has an opaque top to keep light from shining directly up.
    d. Luminaires that have a maximum output of 1,000 lumens per fixture, regardless of number of bulbs (equal to on 60-watt incandescent light) may be partially shielded provided the bulb is not visible, and the fixture has an opaque to keep light from shining directly up.
    e. Oxnard City Code 16-320: Lighting within physical limits of the area required to be lighted shall not exceed seven foot-candles, nor be less than one foot-candle at any point. A light source shall not shine upon, or illuminate directly any surface other than the area required to be lighted. No lighting shall be of a type or in a location that constitutes a hazard to vehicular traffic, either on private property or on the abutting streets. The height of light standards shall not exceed 26 feet. To prevent damage

from automobiles, standards shall be mounted on reinforced concrete pedestals or otherwise protected.

114. Exterior lighting of the site including parking areas shall be between 1 and 7-foot candles and shall be in harmony with existing adjacent lighting scheme.

115. All exterior lighting shall operate from dusk to dawn.

116. LED or similar in nature and spectrum (3,000K to 20,000K Correlated Color Temperature).

117. Lighting instruments shall be full cut-off and installed so that light does not directly illuminate property outside the project site. Instruments shall not create glare for motorists or pedestrians.

118. Outdoor lighting instruments shall not be placed in close proximity of parking lot trees. In the event outdoor lighting instruments and trees are in close proximity an additional sheet will be required illustrating light and tree placement showing trees with a 20-year maturity.

119. Integrated landscape/lighting/photometric plan shall be submitted illustrating a 20-year tree maturity. This plan shall include all outdoor areas as well as the parking facility. This is to ensure that tree growth will not adversely impact future lighting and therefore site safety as the project matures. Luminaires used in the photometric calculations shall only include those instruments mounted 8-feet or more above walking/driving surface. This plan shall be submitted to specialprojects@oxnardpd.org and approved prior to the issuance of building permits.

120. A Security Plan is required for this project. The applicant is encouraged to meet with the Police Department's CPTED Specialist to determine the optimal features your project should have to address security, safety, shrinkage and premise liability issues. For an appointment contact the PD DAC Representative or send an email to specialprojects@oxnardpd.org.

121. A Security Plan shall be submitted to and approved by the Police Department prior to the issuance of building permits. The submission shall be made in a PDF format and sent to specialprojects@oxnardpd.org. The email "subject line" shall have the 7-digit Planning "PZ" number and the site's address to identify the project. The plan shall include the location of the security features at the site consistent with the Security Plan Requirements document provided during the development review process. The Security Plan shall not be submitted with other development documents or plan sheets. This is done to maintain a level of confidentiality of the security features of the site between the developer/end user of the development and the Oxnard Police Department.

122. Security cameras shall be installed and operated 24 hours a day to monitor the business. The camera system shall comply with these minimum standards:
    a) Cameras and supporting equipment shall supply digital color images under normal lighting conditions. Greyscale images are expected for infra-red lighting.
    b) Cameras shall have low light capability.

c) The video system shall utilize a Digital Video Recorder (DVR) or a cloud based system. VHS and other formats are prohibited.
d) The video system shall allow recording, live viewing and playback of recorded video for a period of a period of at least 30 days.
e) Recorded images shall bear a date and time stamp that cannot be altered.
f) Cameras in domed casings are highly encouraged as their area of focus is not easily determined by a casual observer.
g) A camera shall be installed to monitor all persons entering the premises.

123. The alarm system shall be compliant with Oxnard City Code 11-95 through 11-100.

124. All vehicular entrances to the parking area shall be posted in compliance with California Vehicle Code 22658(a). Persons in lawful possession of the property may then cause the removal of a vehicle parked on the property to the nearest public garage if parked without the owner's permission.

125. The property management firm responsible for managing the site shall post a minimum of two signs, each visible from the public right of way, identifying the management company's name, phone number and email address dedicated to the specific site.

126. A sign shall be posted at or near the primary entrance to the site that identifies the management company name, phone number and the email address dedicated to the site management office.

DEVELOPMENT SERVICES DIVISION CONDITIONS:

127. Developer shall pay plan check and processing fees in effect at the time of construction plan submittal and shall pay development fees, encroachment permit fees, and other applicable fees in effect at permit issuance.

128. Developer's Engineer shall design parking lot structural sections based on an analysis of the soils R-value and a traffic index (T.I.) approved by the City Engineer. The minimum structural section for parking lots is two inches of asphalt on four inches of base material. Developer shall indicate the proposed structural section and design T.I. on the site improvement plans.

129. Developer shall have the site improvement plans prepared using standard Development Services Division format(s) by a civil engineer licensed in the State of California. The plans shall incorporate recommendations from soil engineering and geology reports. Prior to issuance of a grading permit, improvement plans must be approved by the City Engineer and ink-on-mylar plans filed with the Development Services Division.

130. Developer shall submit improvement plans and drainage calculations demonstrating that storm drain runoff from the project property and all upstream areas will be safely conveyed to an approved drainage facility. The design and conveyance route shall be compatible with the City's Master Plan of Drainage and shall be approved by the City Engineer prior to approval of improvement plans.

131. Developer shall protect building pads from inundation during a 1% chance (100-year) storm.

132. Developer shall replace all broken, uplifted, or missing curb, gutter, or sidewalk along the street frontage(s) of the project.

133. Each structure shall be served by separate sewer and water services in accordance with City Code.

134. Curb cut widths and design shall conform to City ordinances, standards, and policies in effect at the time City issues an encroachment permit.

135. Developer's site improvement plans shall include an on-site sewer plan.

136. Developer shall provide fire hydrants such that all points of all structures are within one hundred fifty (150) feet of a fire hydrant, or as otherwise approved by the Fire Department. Fire hydrant line improvements shall be designed in accordance with City standards and shown on the civil site improvement plans prior to issuance of a site improvement/grading permit. Developer shall provide the City with an easement over onsite waterlines using standard City format.

137. Developer shall install on-site and off-site electric, cable, telephone and similar utility service laterals underground in accordance with City ordinances in effect at the time City issues a building permit. Services shall be installed underground to the nearest suitable riser pole as determined by the appropriate utility service provider.

138. Developer shall enter into an agreement, approved as to form by the City Attorney, to install and construct all public improvements required by this permit and by the City Code. Developer shall post security satisfactory to the Finance Director, guaranteeing the installation and construction of all required improvements within the time period specified in the agreement or any approved time extension.

139. A California licensed civil engineer shall prepare the public improvement plans and documents for this project in accordance with City standards and shall submit all such plans to the City Engineer. Submittal shall include, but not necessarily be limited to, grading, street, drainage, sewer, water and other appurtenant improvement plans, construction cost estimates, soils reports, and all pertinent engineering design calculations. City will not approve a parcel map or final map nor issue a grading, site improvement or building permit until the City Engineer has approved all improvement plans.

140. Prior to issuance of a site improvement permit, Developer shall provide to the Development Services Division a compact Disc (CD) containing digital copies of all project maps, address map, and/or civil improvements drawings in DWG format. Prior to improvement bond release, Developer shall provide an updated CD containing all changes that occur during construction.

141. Developer shall provide all necessary easements for streets, highways, alleys, sidewalks, parkways, landscaping, utilities, drainage facilities, or other improvements as required by City. If such easements cannot be obtained from the property owner by negotiation, City may acquire them at the expense of Developer by exercise of the power of eminent domain. Developer shall bear all costs of eminent domain proceedings, including appraisal, acquisition, attorney's fees, and court costs. Before City issues a site improvement permit, Developer shall dedicate all required easements to City.

142. Developer shall remove graffiti from the project, including graffiti on offsite public infrastructure under construction by Developer, within 96 hours of its appearance. If the Developer fails to remove graffiti in accordance with this condition, the City may at the discretion of the Development Services Manager issue a stop work order until such time as the graffiti is removed.

143. The conditions of this resolution shall prevail over all omissions, conflicting notations, specifications, dimensions, typical sections, and the like, that may or may not be shown on the improvement plans.

144. Developer shall pay the cost of all inspections of on-site and off-site improvements.

145. Developer shall be responsible for all project-related actions of Developer's employees, contractors, subcontractors, and agents until City accepts the improvements.

146. Prior to beginning construction, Developer shall designate in writing an authorized agent who shall have complete authority to represent and to act for Developer. The authorized agent shall be available by phone at any time. If emergency work needs to be undertaken, Developer or the authorized agent shall make arrangements acceptable to City in order for the emergency work to be completed. When City gives written orders to the Developer or authorized agent to do work, based upon an Emergency, required for the convenience and safety of the general public because of inclement weather or any other cause, Developer or Authorized agent shall undertake all activities to resolve the emergency within 24 hours of receipt of written notice from the city to the developer or its authorized agent. If the work is not commenced within 24 hours of when the Developer or its authorized agent receive written notice from the city, then the City may do or have such work done by others at Developer's expense.

147. "Standard Specifications for Public Works Construction" latest edition (including modifications thereto by City) and applicable City Standard Plates and Design Criteria shall be the project specifications for all public facilities, except as noted otherwise on the approved improvement plans. City reserves the right to upgrade, add to, or revise these specifications and plans and all other City ordinances, policies, and standards. If the Public improvements required of this project are not completed within 24 months from the date of City's approval of the improvement plans, Developer shall comply with and conform to any and all upgraded, additional or revised specifications, plans, ordinances, policies and standards.

148. Prior to issuance of a grading/site improvement permit, developer shall obtain Development Services Director approval for any proposed construction phasing. The improvement plans

(and associated phasing plans) shall clearly indicate any interim or off-site improvements required by City.

149. Developer shall retain a California licensed Civil Engineer to ensure that the construction work conforms to the approved improvement plans and specifications and to provide certified "as-built" plans after project completion. Developer's submittal of certified "as-built" plans is a condition of City's final acceptance of the project and release of any associated security.

150. All grading shall conform to City's standard grading notes, City Code, and recommendations of Developer's soils engineer as approved by the City Engineer.

151. Developer shall construct sufficient drainage facilities concurrent with rough grading operations to mitigate any potential flooding or erosion affecting adjacent properties and public rights-of-way.

152. Storm drain, sewer and water facilities shall conform to applicable City Master Plans. Developer shall prepare plans for these facilities in accordance with City's engineering design criteria in effect at the time of improvement plan submittal. Developer shall submit plans with pertinent engineering analyses and design calculations for review and approval by the City Engineer prior to issuance of a site improvement permit.

153. Developer shall design project grading to convey stormwater to a street, alley, or approved drain so that there are no undrained depressions.

154. Developer shall dispose of sewage and solid waste from the project by City's wastewater and solid waste systems in a manner approved by the City Engineer.

155. Developer shall install water mains, fire hydrants and water services in conformance with City standard plates, design criteria and specifications as directed by the City Engineer.

156. Developer shall install adequately sized water services and meters to each lot or unit in accordance with City standards in effect at the time of building permit issuance. There shall be no interconnections between structures.

157. Developer shall install City approved backflow prevention devices for water connections if so ordered by the City Engineer.

158. Prior to designing the water system for the project, Developer shall have a certified fire flow test performed to determine existing water pressure and flow characteristics. The water system shall be designed to allow for a 10 psi drop in the static water pressure measured during the fire flow test. After construction and before City issues a certificate of occupancy, the City Engineer may require a second test. Developer shall obtain permits from the City Engineer prior to performing tests. Developer shall have all tests certified by a mechanical, civil, or fire protection engineer and provide written results of all tests to the City Engineer.

159. Developer shall install all water, gas, sewer, storm drain, electrical, cable television, and telephone lines before any paving is placed.

160. Developer shall submit a landscape irrigation plan prepared by a licensed professional, showing proper water meter size, backflow prevention devices, and cross-connection control.

161. Developer shall be responsible for and bear the cost of replacement of all existing survey monumentation (e.g., property corners) disturbed or destroyed during construction, and shall file appropriate records with the Ventura County Surveyor's Office.

162. Developer shall provide adequate vehicle sight distance as specified by CalTrans specifications at all driveways and intersections.

163. Developer, property owner or tenant shall participate in a Traffic Management Association (TMA) if one is formed and shall implement and participate in all programs and strategies established by the TMA. This condition shall be included in all leases and rental agreements for the project property.

164. Developer shall install bike racks in accordance with City standards at locations approved by City Traffic Engineer.

165. All traffic signal, pavement marking, and sign plans shall be prepared by a registered California Civil Engineer and approved by the City Engineer as part of the site improvement permit issuance.

166. In non-residential developments where fifty or more persons are employed, Developer shall include a transportation information center stocked with bus schedules, rideshare information, and related information on alternative methods of transportation. Developer or owner shall update such information at least once a month.

167. Developer's stormwater quality calculations shall include site specific analysis and recommendations from a geotechnical engineer, and if applicable, a landscape architect for design and implementation of stormwater treatment and infiltration devices. Geotechnical Engineering analysis and recommendations shall include, but not necessarily be limited to, determination of site specific soil infiltration rates, depth to permeable soil layers, methods to reach permeable soil layers, appropriate compaction rates, recommendations to enhance infiltration, and other requirements of the 2011 TGM. Landscape architectural recommendations shall include, but not necessarily be limited to, suggestions regarding appropriate vegetation and soil amendments for vegetated infiltration devices. Project plans shall implement approved design recommendations.

168. Using forms provided by the Development Services Division, Developer shall submit a stormwater quality control measures maintenance and operations plan ("the Plan") for this project. If the BMPs implemented with this project include proprietary products that require regular replacement and/or cleaning, Developer shall provide proof of a contract with an entity qualified to provide such periodic maintenance. The property owner is responsible for the long-term maintenance and operation of all BMPs included in the project design. Upon request by City, property owner shall provide written proof of ongoing BMP maintenance operations. No grading or building permit shall be issued until the Development Services Manager

approves the Plan and Developer provides an executed copy of the City's stormwater covenant with the Plan included as an exhibit for recordation by the City.

169. Developer's stormwater quality control measures maintenance and operations plan shall include: 1) Requirement to clean on-site storm drains at least twice a year; once immediately before the first of October (the beginning of the rainy season) and once in January. The City Engineer may require additional cleaning; 2) Requirement to maintain parking lots free of litter and debris. Developer shall sweep sidewalks, drive aisles, and parking lots regularly to prevent the accumulation of litter and debris. When swept or cleaned, debris must be trapped and collected to prevent entry into the storm drain system. Developer may not discharge any cleaning agent into the storm drain system; 3) Requirement to label all on-site storm drain inlets with the message "Don't Dump - Drains to Ocean" in accordance with City standards.

170. Developer's engineer shall submit written confirmation that the project landscape drawings comply with the landscape requirements of the Technical Guidance Manual for Stormwater Quality Control Measures for all landscape based stormwater quality best management practices.

171. Prior to issuance of a grading, building or demolition permit and prior to commencement of any clearing, grading or excavation, Developer shall provide evidence of assignment of a permit identification number by the California State Water Resources Control Board indicating submittal of a Notice of Intent (NOI) by the Developer in accordance with the NPDES Construction General Permit. Developer shall comply with all requirements of the General Permit and the Ventura Countywide MS4 Permit, including preparation of a Stormwater Pollution Prevention Plan (SWPPP). Developer shall keep the SWPPP updated to reflect current site conditions and a copy of the SWPPP shall be kept onsite and available for City or designated representative to review upon request.

172. Developer shall construct proposed walkways that cross vehicular drive aisles of colored enhanced concrete. The concrete color shall contrast with the parking lot paving material to clearly identify pedestrian areas.

173. Developer shall pay to the County of Ventura a road mitigation fee in accordance with the agreement between the City and the County of Ventura. Proof of payment shall be provided to the Development Services Division prior to issuance of a building permit

174. Drainage from the project shall be designed to adhere to the Sakioka Phase 1 Stormwater Master Plan, Tract 5996-1. For each connection to the Sakioka Phase 1 backbone drainage system, the stormwater discharge flow rate from the project site shall not exceed the amount at each connection as designated by Tract 5996-1.

175. Stormwater runoff from this project shall be limited and onsite detention shall be provided that results in a maximum discharge of 1 cfs/acre during a 1% (100-year) chance storm event. Developer shall provide a drainage and flood control analysis demonstrating compliance with this standard prior to the issuance of grading/site improvement plans. The detention basin(s) shall be designed in accordance with Public Works Standards and policies. Owners of all lots containing detention facilities shall provide a city standard Declaration of Restrictive

Covenant and Deed Restriction for Detention Basin Perpetual Maintenance executed by the property owner prior to approval of the grading/site improvement plans.

176. Developer shall design the proposed detention basin to maintain a minimum one (1%) percent longitudinal slope at flow lines within the basin for pervious surfaces and 0.5% for impermeable surfaces, unless an alternate design is approved by the City Engineer. Detention basins shall be constructed with a maximum side slope of four (4) horizontal to one (1) vertical with the floor of the basin located a minimum of 3-feet above the water table. Walls and fences within the basin shall be set back a minimum of 2-feet from the top of basin slope.

177. Developer shall design detention basins for easy access for maintenance vehicles. Detention basins deeper than 4-feet deep shall include a ramp for vehicular access.

178. Developer shall construct perimeter walls or fences around all detention basins that are designed to detain water at a depth greater than 18-inches deep.

179. All detention basin sites shall be provided with a minimum of two (2) signs identifying the use of the lot as a detention basin. The signs shall have a minimum area of four (4) square feet and shall contain the following message: "WARNING This area has been designed as a stormwater detention pond and is subject to periodic ponding to a depth of ____ inches." The material, design, size, and number of signs are subject to the review and approval of the City Engineer. Signs and posts shall be constructed of metal or other long-lasting material. All information regarding required detention basin signage shall be included on the grading/site improvement plans.

180. This development is located within the Sakioka Farms Business Park Specific Plan which under the Regional Water Quality Control Board Order R4-2010-0108 meets exemption criteria (grandfathering), allowing the project to provide stormwater quality treatment in accordance with the requirements of the July 2000 Municipal Separate Storm Sewer System (MS4) and associated 2002 Technical Guidance Manual ('TGM') based on the exception criteria included in the 2010 MS4 permit and associated 2011 TGM. Site improvements shall be designed to intercept and effectively prevent pollutants from discharging to the public storm drain system or other offsite conveyance systems. The stormwater quality system design shall be approved by the City Engineer prior to the issuance of an infrastructure improvement permit.

181. In compliance with requirements of the 2000 MS4 permit and associated TGM, Developer shall design and implement a plan to promote stormwater infiltration for this project. Proprietary stormwater quality treatment devices will not be accepted unless the Developer can demonstrate technical infeasibility to the satisfaction of the City Engineer. Where permitted by the City Engineer, propriety stormwater treatment devices shall be designed to remove a minimum of 80% of 50-micron particles to be considered adequate treatment.

182. If landscape-based Stormwater Quality Best Management Practices ("BMPs") are incorporated into the project, Developer's engineer shall submit written confirmation that they have reviewed the landscape construction drawings within the BMPs and that the proposed landscaping conforms to applicable TGM standards for such improvements.

183. Developer shall install 'Full Capture System Devices' ("Devices") certified by the State Water Resources Control Board Executive Director in compliance with the Statewide Trash Amendments ("Amendments") to treat all stormwater runoff from this site that meets the definition of 'Priority Land Use' as defined by the Amendments at the time of issuance of a grading/site improvement permit. The Devices shall be sized and designed in accordance with the requirements of the Amendments and the Technical Guidance Manual for Stormwater Quality Control Measures.

184. Developer shall provide proof of recordation of Covenants, Conditions, and Restrictions (CC&Rs) or similar document that provides evidence of reciprocal vehicular access, parking, drainage, stormwater mitigation, and utility services between the affected lots. The CC&Rs shall assign maintenance responsibilities and are subject to the approval of the City Engineer.

185. Developer shall list all grading or air quality-related environmental mitigation measures on the grading plan cover sheet. Developer shall cause all project contractors to comply with these mitigations during all phases of construction.

186. Developer shall design and construct all slopes steeper than 5 (horizontal) to 1 (vertical) with a minimum 2-foot wide level area (at both top and bottom of slope) where it adjoins any property line, wall, sidewalk, curb, or similar improvement.

187. Developer shall supply wastewater generation calculations demonstrating that the project discharge rate will not exceed the discharge rate established in the Sakioka Phase 1 Sewer Master Plan, Tract 5996-1. If the calculations demonstrate that the sewer discharge rates will exceed the Tract design assumptions, the Developer shall update the entire Sakioka Phase 1 Sewer Master Plan document and provide evidence that sufficient downstream capacity exists for the exceedance amount.

188. Developer shall submit a water study demonstrating water consumption from the project will not exceed the water allocations and/or consumption rates established by the Sakioka Phase 1 Water Master Plan, Tract 5996-1, subject to review and approval by the City Engineer.

189. Developer shall provide a 15-foot wide waterline easement to the City for the onsite public water system. The City Engineer may approve specific locations at point constrictions where the waterline may be located a minimum of 5-feet (both sides) horizontally from the foundation of walls, other structures, or tree trunks. In no case shall the clearance be less than 5-feet.

190. Developer shall design the proposed onsite utilities to eliminate the placement of parallel underground utilities within the proposed City waterline easement. Modifications to this condition can be approved by the City Engineer upon the determination that there are no practical alternatives.

191. Developer shall construct a triple-bin trash enclosure, or larger if required by Environmental Resources Division, with a solid non-combustible roof (8-foot minimum clearance) that prevents stormwater from entering the refuse bins. Developer shall construct all other

components of the trash enclosure in accordance with the approved City Standard Plan. Developer shall finish the trash enclosure to match the major design elements of the main structure subject to approval by the Planning Division. The location and configuration shall be approved by the Environmental Resources Division. All site refuse bins shall be stored in the approved enclosure. No objects other than refuse bins may be stored in the enclosure without the written permission of the Environmental Resources Division.

192. Developer shall construct a concrete apron along the length of the trash enclosure opening that extends a minimum of 15-feet from the face of the enclosure.

193. Prior to site improvement permit issuance, Developer shall provide the City Engineer with a 100-scale base map for addressing purposes on 18-inch by 24-inch mylar per City Standards.

194. Prior to site improvement issuance, Developer shall provide evidence of recordation of lot merger/lot line adjustments that are needed for this project as determined by the City Engineer. Documentation shall include copies of associated deeds transferring the property as required to complete the lot merger/lot line adjustment.

195. On the improvement plans, Developer shall show a 2-inch grind overlay curb to curb on public streets affected by utility trenching. At the discretion of the City Engineer and based on site conditions, the limits of the overlay may be reduced to the farthest affected traffic lane. The width of the grind and overlay, measured in the direction of travel, shall be 8-feet minimum and a maximum of 16'.

196. Prior to permit issuance, Developer shall provide an executed recorded reciprocal access, parking, drainage, and maintenance agreement or Declaration of Covenants, Conditions, and Restrictions (CC&Rs) for the drainage, stormwater quality treatment, access, and shared parking between all of the affected lots within the proposed project.

197. Prior to issuance of a site improvement permit, Developer shall provide a written status report to the City for all mitigation measures indicated in the mitigation monitoring program as required prior to this point in the construction process.

TRAFFIC DIVISION CONDITIONS:

198. Developer shall install appropriate signage and pavement markings at the proposed driveways along Sakioka Drive, Gravity Circle, and Synergy Circle in accordance with the intended traffic circulation operation. Final signing and striping shall be approved by the City Traffic Engineer.

199. Developer shall provide a transportation information center stocked with bus schedules, rideshare information and related information on alternative methods of transportation at the proposed building lobby. Developer or owner and its tenants shall update such information at least once a month.

200. Developer shall move the street lights along Synergy Circle and Gravity Circle to accommodate driveways. Final specifications of the LED acorn top fixtures shall be approved by the City Traffic Engineer.

201. Developer shall install regulatory parking signs along Gravity Circle and Synergy Circle. The signs shall be CA MUTCD R28D (CA) modified for vehicles over 8'high.

202. Developer shall install early suppression fast response (ESFR) sprinklers in the buildings.

PASSED AND ADOPTED by the Community Development Director of the City of Oxnard on this July 24, 2023.

_____ _____

Date

Maureen Tamuri,
Interim Community Development Director

RECORDING REQUESTED BY:

City of Oxnard

WHEN RECORDED MAIL TO:

John C. Condas, Esq.
Allen Matkins Leck Gamble Mallory & Natsis LLP
2010 Main Street, Suite 800
Irvine, CA 92614

(FOR RECORDER'S USE ONLY)

AGREEMENT AFFECTING REAL PROPERTY

(OPERATING MEMORANDUM TO DEVELOPMENT AGREEMENT)

THIS AGREEMENT AFFECTING REAL PROPERTY (OPERATING MEMORANDUM TO DEVELOPMENT AGREEMENT)("**OM**") is made this ___ day of ____, 2023 ("**Effective Date**"), by and between the City of Oxnard ("**City**"), a California municipal corporation, and Stream SRPF C/101 LOGISTICS CENTER, L.L.C., a Texas limited liability company ("**Stream**"). The City and Stream are collectively the "**Parties**" and individually, each is a "**Party**".

RECITALS

The City and Stream (collectively, the "**Parties**") have entered into this OM with reference to the following:

A. On June 30, 2020, the City approved and adopted a Development Agreement. The Development Agreement was recorded in the Official Records of Ventura County, California, as Instrument No. 20200729-00112411-0 1/48 ("**Development Agreement**") on July 29, 2020, encumbering property located in the City more fully described in Exhibit A to the Development Agreement ("**Property**"). The parties to the Development Agreement were the City, Sakioka Farms and AMS Craig, LLC.

B. On June 15, 2022, Sakioka Farms and AMS Craig, LLC, conveyed fee interest of a portion of the Property to Stream (hereafter, the "Stream Property"), assigned a portion of their interest in the Development Agreement to Stream, and therefore, Stream now is a party to the Development Agreement. The Stream Property is more fully described in the legal description in Exhibit A, which is attached hereto and incorporated herein by this reference.

C. Stream has submitted development applications to the City in order to develop and construct four buildings with a total of 749,671 square feet of development ("**Project**").

D. Section 6.3 of the Development Agreement establishes limitations upon certain uses of the Property and requires the formation of a Financing District to encumber the Property to provide additional fire protection for the Property and for residents of the City ("**Fire Mitigation**").

E. The Parties agree that clarifications regarding the obligations established in the Development Agreement are necessary and appropriate: (i) to forward the purposes of the Development Agreement; (ii) to provide the City with further fire mitigation; and (iii) to provide Stream with more certainty regarding the provision of the fire mitigation and development and operation of the Project.

F. This OM shall be recorded against the Property and recorded in the Official Records of Ventura County.

G. The Parties agree that, as of the date of this OM, the Development Agreement is in full force and effect and the provisions of this OM only apply to the Stream Property and the Project.

NOW, THEREFORE, by entering into this OM, the Parties hereby set forth the following operating clarifications and understandings pertaining to the performance of certain obligations under the Development Agreement and hereby agree to be bound by the following terms:

1. **Payment of Fire Fee**. Stream shall pay the City Two Million Dollars ($2,000,000), solely to be used to construct additional fire department public facilities or to hire additional fire department employees ("**Fire Fee")** that would service the Sakioka Farms Business Park, including the Project**.** The Fire Fee shall be paid by Stream in multiple payments, prior to issuance of each Project building's Certificate of Completion, in amounts pro-rated by the amount of building square footage proposed to receive the Certificate of Completion as compared to the total square footage approved for the Project. Notwithstanding the foregoing, in its sole and absolute discretion, Stream may choose to accelerate the payment of the Fire Fee to the City.

2. **Additional Fire Mitigation**. In connection with the shell construction of each of the Project buildings, Stream shall provide the following additional fire safety features: (i) electric fire pumps with backup diesel generators; (ii) 25% of the provided skylights will be designated curb mounted Smoke hatch Skylights. The smoke and heat vent operations shall comply with the California Fire Code § 910.3; (iii) smoke detection systems by means of either a linear system, laser-based system or beam detection system; and (iv) enhanced fire sprinkler system by providing Early Suppression Fast Response (ESFR) fire sprinklers in lieu of the Fire Code required control mode fire sprinklers. Additionally, the ESFR fire sprinkler system will be further enhanced by expanding the design area by hydraulically calculating 15 ESFR sprinkler heads on four branch lines instead of the required 12 on three branch lines (collectively, "**Additional Fire Mitigation**").

3. **Clarification of Project Uses**. The City acknowledges and agrees that it shall not impose any additional limitations on the Project's permitted uses beyond what is specified in Exhibit 6.1 of the Sakioka Farms Specific Plan and Exhibit B to the OM, which is attached hereto and incorporated herein by this reference. Notwithstanding the foregoing, if a tenant or buyer of any portion of the Project or Property (collectively "**End User**"**)** requests to store materials or

operate a use specified in Exhibit B, the City may consider imposing additional mitigation measures or building enhancements ("**Fire Enhancements**") prior to issuing the End User a Temporary Certificate of Occupancy or permanent Certificate of Occupancy. Such Fire Enhancements shall not include the City imposing any additional mitigation fee, as Stream's payment of the Fire Fee shall constitute the sole fee related to fire mitigation that shall be imposed on the Project (other than the ongoing assessments imposed by Community Facilities District No. 8 (Sakioka Farms Business Park)). The City acknowledges and agrees that if Stream or its End User complies with all applicable City rules, regulations and policies, the Development Agreement, this OM and the applicable conditions of approval, the City shall issue to Stream or its End User a Certificate of Completion for shell construction, any requested Temporary Certificate(s) of Occupancy, and a Certificate(s) of Occupancy, even if the End User requests to operate a use specified in Exhibit B.

Notwithstanding any language in this Section 3 to the contrary, the City shall not be required to issue a temporary or permanent Certificate of Occupancy for the following uses if the City does not agree to approve such use or if the End User does not agree to comply with the additional fire mitigation measures imposed by the City on such proposed use(s):

1. Group A – Assemblies (CBC § 303) that are not accessory to the primary occupancies.
2. Group E – Educational (CBC § 305)
3. Group I – Institutional (CBC § 308)
4. Group R – Residential (CBC § 310)
5. Group H- High Hazard (CBC §307)
6. Ammonia Refrigeration.

4. **No Additional Fire Mitigation**. Subject to Section 3.4 of the Development Agreement and Section 3 of this OM, and Exhibit B to this OM based upon Stream's obligation to pay the Fire Fee and the Additional Fire Mitigation, the City shall not impose any additional requirements on the Project to require further fire mitigation, including, without limitation, requiring the construction or funding of new facilities or the funding of new fire department employee positions. Such prohibition precludes the City from requiring Stream or any End User to make any additional payment of funds, dedication of real property interests, or construction of additional public fire improvements.

5. **Estoppel**. The City and Stream each acknowledge and represent that, to their knowledge and as of the date of this OM: (i) the Development Agreement has been duly approved, executed, and recorded by the City; (ii) the Development Agreement is in full force and effect; (iii) the obligations of the City and Stream under the Development Agreement as it relates to the Stream Property are valid and binding; (iv) there have been no modifications, amendments, or additions to the Development Agreement; (v) there exists no breach, default, event, or condition that would constitute a breach or default under the Development Agreement as it relates to the Stream Property; (vi) there are no existing claims, defenses, or offsets that would suspend performance obligations under the Development Agreement by either the City or Stream; and (vii) the Development Agreement and the OM constitute the entire agreement between the City and Stream regarding the Project.

6. **Authority**. Each of the signatories to the OM represents and warrants, each to the other, that he/she has full power and authority to execute the OM and to bind the respective Parties to the provisions of the OM.

IN WITNESS WHEREOF, the City and Stream have executed this OM as of the dates set forth below.

CITY OF OXNARD,
a California municipal corporation

Date: _____

By: _____
City Manager

APPROVED AS TO FORM

_____
City Attorney

SRPF C/101 LOGISTICS CENTER, L.L.C., a Texas limited liability company

Date: _____

By: _____

Exhibit A
Legal Description of Stream Property

All that certain real property situated in the County of Ventura, State of California, described as follows:

Lots 22 through 30, inclusive, of Tract No. 5996-1, in the City of Oxnard, County of Ventura, State of California, as per Map recorded in Book 169, Pages 16 through 28, inclusive, of Miscellaneous Records (Maps), in the office of the County Recorder of said County.

EXCEPTING therefrom all oil, gas, petroleum, hydrocarbons and mineral substances lying in, on, or under said land, but without the right to enter upon and use the surface and the subsurface of said land to a depth of 500 feet below the surface except upon those certain drill site easements and easements for ingress and egress and for utility and pipeline purposes as particularly described in those certain agreements executed by Frances M. Conway, et al., and by Xerox Corporation recorded December 22, 1969 as Document No. 66767 in Book 3596 Page 320 of Official Records, December 22, 1969 as Document No. 66768 in Book 3596 Page 354 of Official Records, December 22, 1969 as Document No. 66769 in Book 3596 Page 380 of Official Records, December 22, 1969 as Document No. 66770 in Book 3596, Page 413 of Official Records, December 22, 1969 as Document No. 66771 in Book 3596 Page 447 of Official Records and December 22, 1969 as Document No. 66772 in Book 3596 page 483 of Official Records.

APN: 216-0-250-105; 216-0-250-115; 216-0-250-135; 216-0-250-145

Exhibit B
Occupancies and Uses

High Pile Storage ("HPS"), Class I, II, III, and IV shall be permitted pursuant to the requirements set forth in the California Building Standards Codes in effect at the time of building permit application, NFPA 13, and the Oxnard City Code.

In the event that a potential End User is identified with a use classified as "HPS High Hazard" in occupancy or commodity type according to applicable codes, the City agrees to consider approval subject to the Fire Chief's approval of a Fire Hazard Mitigation Assessment ("FHMA") prepared by a licensed Fire Protection Engineer, who is approved in advance by the Fire Chief. All costs associated with the review of the FHMA, including City staff time and 3rd party peer review, shall be borne by the End User via a deposit account. The FHMA shall demonstrate that the specific hazards proposed by the End User have been adequately mitigated in consideration of California Building Standards Codes, the Oxnard City Code, available firefighting resources specific to the commodity hazard, response times, and the general hazards to the surrounding community associated with the End User's proposed use. Notwithstanding any other language in Section 3 to the contrary, Fire Enhancements specific to "High Hazard" HPS that the City may require can include, but are not limited to, commodity and/or building area limitations, enhanced active or passive fire protection systems, and/or payment of costs for firefighting related equipment reasonably related to the hazards associated with the proposed use as determined by the Fire Chief of the City of Oxnard.

The following occupancies and uses can be approved on a case by case basis if the City agrees to consider additional fire mitigation measures:

1. Group A – Assemblies (CBC § 303) that are not accessory to the primary occupancies.
2. Group E – Educational (CBC § 305)
3. Group I – Institutional (CBC § 308)
4. Group R – Residential (CBC § 310)
5. Group H- High Hazard (CBC §307)
6. Ammonia Refrigeration.