



SAKIOKA FARMS BUSINESS PARK

OXNARD, CALIFORNIA

**SPECIFIC PLAN
JUNE 2012**

SAKIOKA FARMS
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OXNARD, CALIFORNIA

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The Sakioka Farms Specific Plan is intended to encourage and guide future projects within this important gateway to the City of Oxnard. The Specific Plan presents a Master Plan for orderly development with new guidelines and regulations, intended to implement the objectives of the Specific Plan. The following is a summary of the major objectives of the Sakioka Farms Specific Plan.

SUMMARY OF OBJECTIVES

Purpose and Intent

- To establish the planning concept, design theme, development regulations and administrative procedures necessary to achieve an orderly and compatible development of the project area.
- To implement the goals, policies and objectives of the Oxnard 2030 General Plan.
- To provide the framework and guidelines for a well planned phased business park development and achieve a high level of quality design.

Development Concept

- To prepare a development concept which provides for a large master planned industrial/business park complex.
- To establish the general type, location, parameters and character of all development within the site boundaries, while allowing for creative design ideas on individual projects consistent with an overall concept.
- To achieve flexibility in future project development and maintain consistency with the General Plan
- To allow for development in a manner that is both flexible and compatible with the surrounding neighborhood. The development concept approach recognizes that the area will be incrementally developed in phases over an extended period of time and provide an opportunity for a variety of quality uses.

Planning Areas

- To divide the site into seven Planning Areas. The purpose of identifying separate Planning Areas is to create distinct clusters of activities and allow for individual project development to occur in a manner consistent with the overall Master Plan Concept.

Master Plan

- To prepare a Master Plan that establishes the direction under which the Specific Plan will be developed. While land use flexibility is permitted, only one Circulation Plan is proposed. The Circulation Plan will be one of the primary controlling factors in the ultimate development of the project area.

- To prepare a Master Plan that permits a great number of options regulated through the comprehensive Specific Plan guidelines and standards.
- To prepare a Master Plan that recognizes the area adjacent to the Ventura Freeway as a gateway to the City and suggests a series of high profile, high quality office buildings.
- To implement the goals and policies of the Oxnard General Plan by defining the physical development of the Sakioka Farms Business Park site.
- To identify sufficient infrastructure and public facilities to adequately and efficiently support anticipated land uses and activities.

Circulation Plan

- To accommodate a number of different development scenarios. The overall circulation concept relies on a hierarchy of circulation features ranging from major arterials to local streets. The system is designed to accommodate traffic to the project area and around the project area while discouraging through traffic intrusion into individual Planning Areas.
- To provide for a phasing of street improvements to correspond to the phased development in each Planning Area.

Landscape Concept

- To create a unique character and identity for the project and community which reinforces the planning and architectural concepts.
- To create a hierarchy and organization of the landscape which assists in way-finding and imaging of the project while providing a visual asset to the community.
- To create a project area that:
 - Reflects the "macro-image" of the site through all levels of the project and acts as a unifying element that ties the individual plans together and weaves through the architecture and infrastructure.
 - Develops a pleasant "walkable" streetscape.
 - Creates a memorable vision of the project area and meets or exceeds the expectations of tenants and visitors.
 - Develops a hierarchy of spaces to assist in visitor and tenant way-finding and identification.
 - Ensures the long-term sustainability of the landscape through water conservation irrigation practices, use of drought -tolerant and low water usage materials, and through the limiting of turf use.
 - Ensures that individual project landscape proposals are feasible and compliment the public landscape areas.

- Considers long-term maintenance viability
- Provides shade and wind screening for pedestrian use areas
- Reduces the scale of buildings
- Becomes a visual asset to the community
- To establish a "California" theme, that includes an eclectic mix of indigenous plant and local materials which reflect the historical and cultural background of the area.

Public Facilities

- To identify existing and proposed infrastructure, including water, sewer, storm drain system and facility improvements to serve development within the Specific Plan area.

Phasing Plan

- To accommodate the anticipated intermittent development patterns, all required circulation, infrastructure and community improvements to accommodate each new development of the Specific Plan shall be completed prior to, or simultaneous with, individual projects.

Project Area Character

- To create Design Guidelines which establish the character and style for the development of a business park complex with buildings and streetscapes that have a distinct visual identity.
- To accommodate individual development identities and promote interrelationships between complementary land uses and community features
- To promote a high level of design quality while encouraging creativity on the part of individual project designers.

Site Planning Guidelines

- To create the measure by which basic concepts for coordinated site planning can be realized.
- To establish a strong outline and framework for guiding future individual development projects and to create a unique high quality business park.

Architectural Guidelines

- To establish a comparable character, style and quality for all development projects within the Sakioka Farms Business Park.
- To establish an architectural theme that reflects a contemporary research and development complex..

- To establish policies that create:
 - A unifying theme or common denominator that will be used in the various components of design.
 - Harmonious design elements that complement each other and are common to all projects.
 - Building designs shall reflect an industrial/business office park theme.
 - Building scale, location massing and orientation on the individual sites, shall provided a balance in form and composition
 - Building proportions and inner relationships shall be designed with consideration to adjust projects and activities. Special attention shall be given to maintain the highest quality design harmony and compatibility, especially between new proposals and existing activities.
 - Rhythm and balance in building design shall be obtained through site layout and clustering of activities.
 - Building material chosen should be consistent with the architectural style and theme for the area, and may be a combination of materials.
 - Building finishes and colors shall be chosen form a palette of subtle tones; projects are encouraged to use color accents. The selected finishes should respect the architectural style of the building and surrounding development.
 - Pedestrian sensitivity needs to be carefully considered when designing street level activities.
 - Mechanical equipment shall be screened from view of adjacent property. Mechanical equipment shall not be exposed on the wall surface or roof of a building.
 - Sustainable green building design, construction and operation of developments within the Specific Plan are encouraged.
 - Public art shall be included as part of all large projects within the Specific Plan area, smaller projects may contribute to the establishment and maintenance of a public art program within the common areas.

Landscape Guidelines

- To provide uniformity to the site and establish a "Sense of Place" with both aesthetic and functional considerations. The Landscape Guidelines establish the design and visual qualities for individual development in the project areas.
- To accommodate individual development identities and promote inter-relationship between complementary land uses and community features.
- To promote a high level of design quality while encouraging creativity on the part of individual project designers.
- To propose a continuation of the landscape and streetscape patterns currently surrounding the individual project areas. To develop a consistent and continuous streetscape design where all streets are improved and there are no gaps or areas without landscape improvements.

Signage Guidelines

- To provide a framework for the design and implementation of all exterior signage within the project. The Signage Guidelines contribute to the overall project design theme by requiring consistent solutions to the various categories of signage.
- To create and promote a quality visual environment by allowing only signs which are compatible with their surroundings and which effectively communicate their message.

Purpose and Intent

- To provide specific development regulations and standards that will be applied to individual development projects in each Planning Area of the Specific Plan. The Sakioka Farms Business Park will be the zoning for the project area.

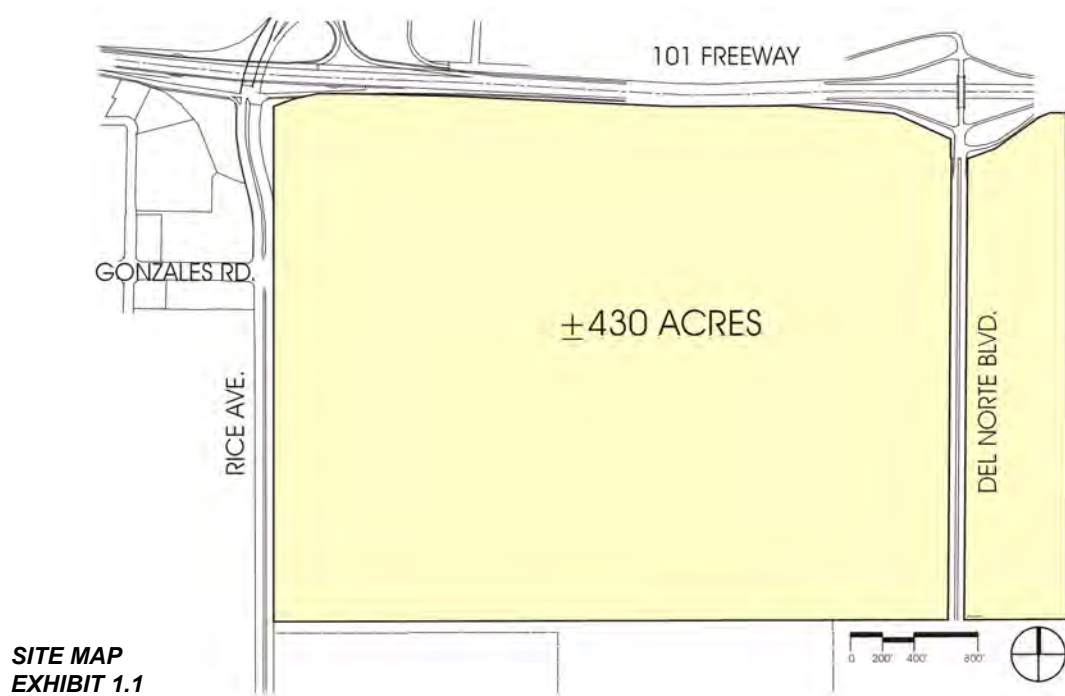
Development Standards

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

Performance Standards

- To identify maximum permitted levels of operational characteristics resulting from any activity shall be called performance standards. Continued compliance with the performance standards as outlined in the Specific Plan shall be required of all permitted uses.





1.0 PURPOSE AND INTENT

The Sakioka Farms Business Park Specific Plan establishes the planning concept, design theme, development regulations and administrative procedures necessary to achieve an orderly and compatible development of the project area; and to implement the goals, policies, and objectives of the Oxnard 2030 General Plan. The intent is to provide the framework and guidelines for a well planned phased business park development and achieve a high level of quality design.

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

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

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

1.1 AUTHORITY AND PROCEDURE

California State law authorizes cities with complete General Plans to prepare and adopt Specific Plans (Government Code Sections 65450 et. seq.). Specific Plans are intended to be a bridge between the local General Plan and individual development proposals. Specific Plans contain both planning policies and regulations, and may combine zoning regulations, capital improvement programs, development standards and other regulatory methods into one document which can be tailored to meet the needs of a specific area.

Local planning agencies or their legislative bodies may designate areas within their jurisdiction as ones for which a Specific Plan is "necessary or convenient" (Government Code Section 65451). A Specific Plan may either be adopted by ordinance or resolution (Government Code Section 65507). Adoption by ordinance is common when the Specific Plan amends a development code, zoning ordinance, or other code, when specific regulatory measures are included and when local charters require adoption by ordinance. Resolutions are commonly used when the plan is more of a policy document. Should the legislative body wish to change a proposed Specific Plan recommended by the Planing Commission, the change must first be referred back to the Commission for consideration, if not previously considered (Government Code Section 65504).

Adoption or amendment of a Specific Plan constitutes a project under the California Environmental Quality Act (CEQA) and the State's Environmental Impact Report (EIR) guidelines. If the initial environmental review shows that the proposed or amended plan could significantly affect the environment, the jurisdiction must prepare an EIR and submit it in draft form for public review. The need for an EIR in a particular case is determined by the local government.

The preparation, adoption and implementation of the Sakioka Farms Business Park Specific Plan by the City of Oxnard is authorized by the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Section 65450 through 65457.

The City of Oxnard 2030 General Plan was adopted by the City Council in October 2011. The General Plan designates the project area for industrial activities with a mixed-use overlay. The Sakioka Farms Business Park Specific Plan is consistent with the goals and policies of the Oxnard General Plan.

1.2 SCOPE AND FORMAT

The Sakioka Farms Business Park Specific Plan is divided into seven sequential sections.

Section One is the Introduction and describes the purpose and intent of the document along with a brief explanation of Specific Plan procedures and authorization.

Section Two is the Project Area Description and outlines the reasons why the Specific Plan process is logical and necessary for this portion of the City. This section presents a general description of the Specific Plan area including designated land uses, existing zoning and current activities.

Section Three is Implementation and discusses the process by which individual projects will be reviewed and approved. This section outlines the division of land and project entitlement procedures. This section also describes the methods by which the Specific Plan can be modified or amended.

Section Four describes the Master Plan Concept. The Master Plan evolves from the objectives outlined in Section One and the existing conditions discussed in Section Two, along with input from numerous meetings and special studies conducted by the property owner and the City. This section presents the development options proposed for various sites and the circulation, public facilities,

infrastructure and landscaping which will support the Master Plan concept and reinforce the design theme. In addition, a Phasing Plan has been prepared as part of this section.

Section Five establishes Design Guidelines for the entire project area and for individual project development. This section identifies and describes the intended character for the area and provides a framework for project implementation.

Section Six presents a detailed description of the Development Regulations which are necessary to guide and control new projects and carry out the goals and policies of the Specific Plan and the City's General Plan.

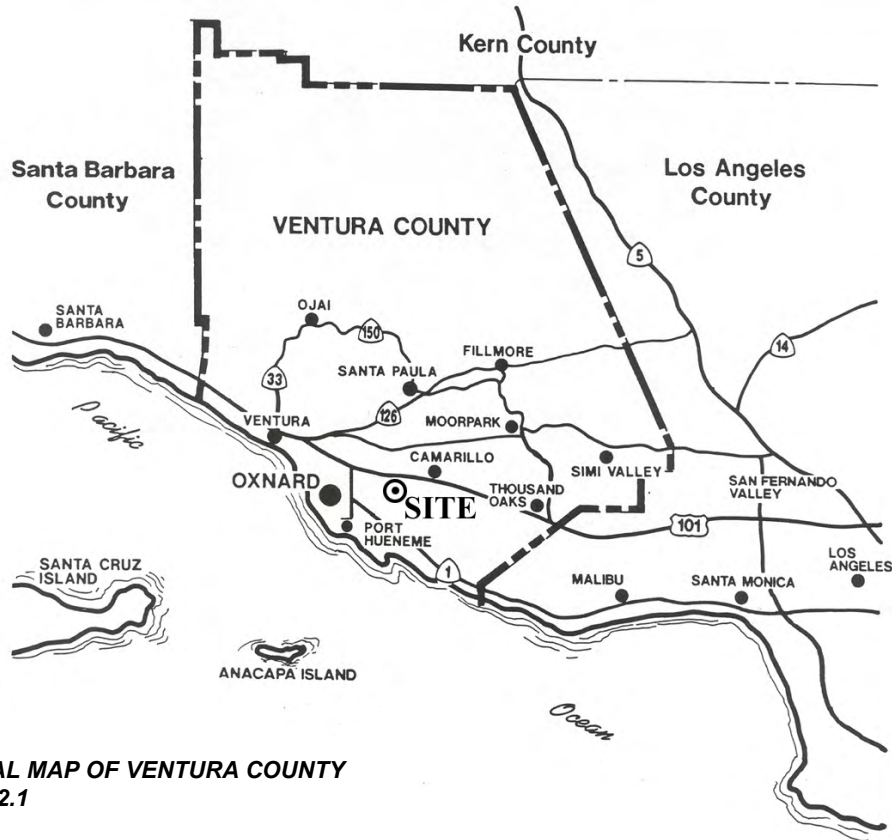
Section Seven incorporates by reference the Adaptive Mitigation and Monitoring Plan.

An **Appendix** will be compiled that will contain special studies and reports which have contributed to the formation of the Specific Plan. The Appendix will also include the Legal Description of the site, a General Plan Consistency Analysis and any Mitigation Measures identified in the Environmental Impact Report.



2

SECTION TWO



**REGIONAL MAP OF VENTURA COUNTY
EXHIBIT 2.1**

2.0 LOCATION

The City of Oxnard, California is located midway between Santa Barbara and Los Angeles, in the southern portion of Ventura County on a coastal plain of alluvial deposits, fronting the Pacific Ocean. The mild year-round temperature, clear air and open spaces provide the 200,000 residents with a relaxed seaside atmosphere and active business community environment. The City's economic base is very healthy, as demonstrated by a strong growth rate and a rapidly developing industrial community.

The Sakioka Farms site covers approximately 430 acres located in the northeastern portion of the City of Oxnard. The site is bounded on the north by the Ventura Freeway (U.S. Route 101); on the east by the Oxnard-Camarillo Greenbelt (agricultural preserve); on the south by the existing Procter & Gamble plant and portions of the McInnes Ranch Business Park, and on the west by Rice Avenue.



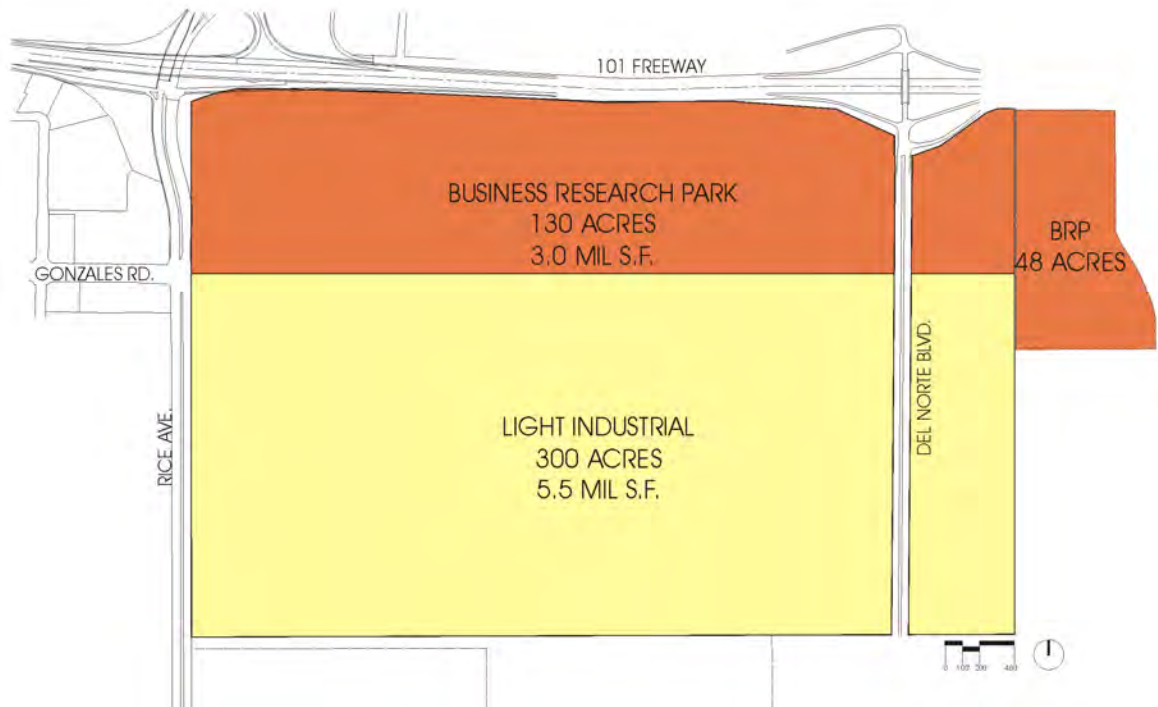
**CITY SPECIFIC PLAN MAP
EXHIBIT 2.2**

2.1 GENERAL PLAN DESIGNATION

In 2011, the City adopted the 2030 General Plan. The General Plan was carefully formulated over several years to reflect the City’s vision to enhance the quality of life and build a strong financial base for the future. The General Plan was developed to assure the residents that the quality of services, public facilities and amenities, state of the economy, living environment and overall City image will remain strong. The General Plan is intended to guide each

development project to assure that they contribute to the City’s desires and become a source of pride for the community.

The General Plan sets in motion a logical sequence of specific actions to implement identified goals, policies and programs. Specific Plans augment The General Plan and are incorporated by reference to The General Plan.



**2030 GENERAL PLAN LAND USES
EXHIBIT 2.3**

The Sakioka Farms site is primarily surrounded by existing industrial/industrial-related uses and is designated for future Business and Research Park and Light Industrial use; an easterly extension of Gonzales Road divides the two designations in the City’s General Plan.

The Sakioka site consists of approximately 430 acres of land, 300 acres are designated for Light Industrial activities and 130 acres for Business Research Park, all under a single ownership. Adjacent to the northeastern corner of the Sakioka Farms property is a forty-eight (48) acre area,

owned by others, designated for Business Research Park (BRP) uses and is partially developed in that fashion. This property is not considered part of the area regulated by the Specific Plan.

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

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

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

The Specific Plan, as presented with industrial, office and support commercial uses, is intended to be consistent with the City's adopted General Plan.

2.2 ZONING REGULATIONS

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

2.3 2012 LAND USES

As of early 2012, The Sakioka Farms site consists of 430 acres of agricultural activities. There are no existing developments, the entire site is vacant, with the exception of a few farming related structures. No subdivision of the project area land has occurred. Although the City's General Plan contains policies to preserve agricultural lands it also recognizes the role these areas will play to enable Oxnard to achieve a better balance of community activities. New private developments have occurred over time on sites surrounding the project area, replacing the agricultural operations of the past.






**THE NORTHEAST INDUSTRIAL AREA MAP
EXHIBIT 2.4**



THE NORTHEAST INDUSTRIAL AREA

LEGEND

- 1,389 total acres
- 806 acres light industrial (zoned – M.1)
- 300 acres limited industrial (zoned – M.L.(245 ac.) and zoned – BRP (45 ac.)
- 280 acres business and research park (zoned – BRP)
- Anticipated Total Development:
18.2 million sq. ft. of industrial uses
- 6.2 million sq. ft. of business & research uses

-  PACIFIC COMMERCE CENTER BOUNDARY
-  NORTHEAST INDUSTRIAL AREA ASSESSMENT DISTRICT
-  SAKIOKA PROJECT SITE
-  MCINNES RANCH BUSINESS PARK
-  NORTHFIELD / SEAGATE BUSINESS PARK

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

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

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

2.4 PLANNING HISTORY

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

The Northeast Industrial Area consists of approximately 1,400 acres of property designated for Limited Industrial, Light Industrial and Business and Research Park uses. Originally part of a larger area referred to as the Pacific Commerce Center. The Northeast Industrial

Area began development in 1985.

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

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

2.5 STATE MANDATED REQUIREMENTS

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



3.0 ADMINISTRATION

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

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

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

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

by the City.

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

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

3.1 DEVELOPMENT PHASING

The Sakioka Farms Business Park Specific Plan area is designed for maximum flexibility and anticipates that individual development projects will be constructed over a period of years, with no specific target date for completion. Development starts and occupancy will be dictated by market forces and phased accordingly.

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

3.2 METHODS AND PROCEDURES

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

3.3 MASTER PLAN

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

3.4 SUBDIVISION

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

3.5 PROJECT PLAN REVIEW

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

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

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

The Development Services Director or designee has the authority to approve, conditionally approve, or deny a Development Design Review Permit. The application may also require analysis and comments from various other departments of the City. Project denial shall be limited to finding of inconsistency with the Specific Plan. Applicants have the right of appeal through the normal City process.

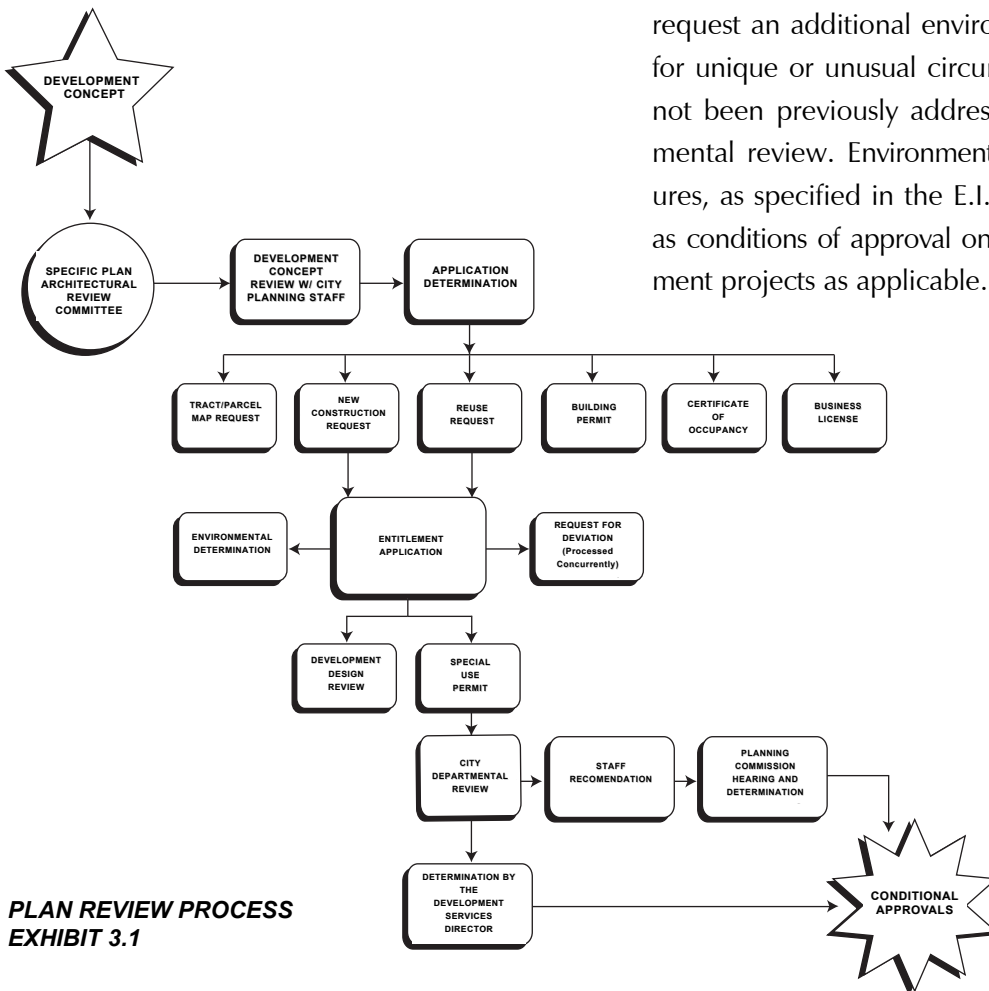
3.6 REUSE / CHANGE OF USE REVIEW

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

3.7 ENVIRONMENTAL DETERMINATION

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

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



PLAN REVIEW PROCESS
EXHIBIT 3.1

3.8 REQUEST FOR MODIFICATION

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

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

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

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

The Development Services Director or designee may approve the Request for Modification in whole or in part upon making the following findings:

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

3.9 MINOR EXPANSIONS

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

3.10 SPECIFIC PLAN AMENDMENTS

Specific Plan Amendments, other than a minor modification as previously described, shall be subject to consideration and approval of the Planning Commission and City Council in accordance with the provisions of the City's Zoning and Subdivision Ordinance. Amendments may include changes to the Master Plan Concept, Design Guidelines policies and the introduction of alternative Development Regulations.

3.11 CERTIFICATE OF OCCUPANCY

Application for a Certificate of Occupancy shall be made for any new use, or expansion of any permitted use. The Building Department may issue the Certificate only after approval of the new buildings and uses by the Planning Department. Any subsequent modification, change or changes in the use permitted by a Certificate of Occupancy shall occur only after the holder of such certificate has obtained an amendment from the Development Services Department allowing such change or changes. A Certificate of Occupancy may be revoked by the City Council, after a public hearing, if the Council finds that the holder of the Certificate has failed to comply with the conditions of approval.

3.12 SEVERABILITY

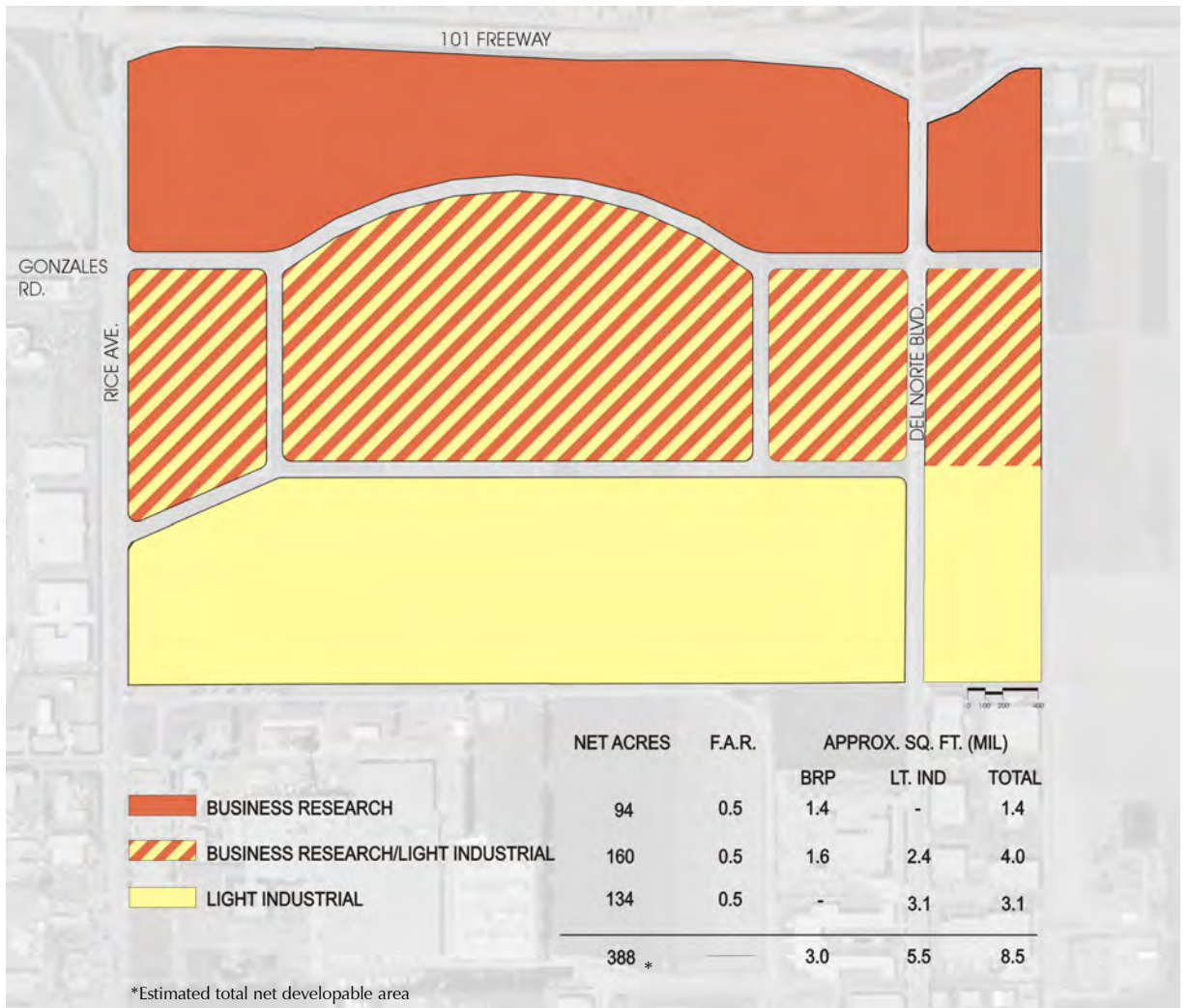
If any section, subsection, sentence, clause, phrase, or portion of this Specific Plan, or any future amendments or additions hereto, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Specific Plan, or any future amendments or additions hereto. The City hereby declares that it would have adopted these titles and each sentence, subsection, clause, phrase, or portion or any future amendments or additions thereto, irrespective of the fact that any one or more sections, subsections, clauses, phrases, portions or any future amendments or additions thereto may be declared invalid or unconstitutional.

3.13 COMMUNITY FACILITIES DISTRICT / PROPERTY OWNERS ASSOCIATION

A Community Facilities District and/or Property Owners Association may be established to ensure appropriate maintenance and/or replacement as needed of common facilities such as, but not limited to, private streets, storm water retention and treatment facilities, and common area landscaping.

If a Community Facilities District and/or Property Owners Association is established, all property owners, individual project developers and tenants within the Specific Plan area shall participate, to the extent specified by the City with any subsequent approval.



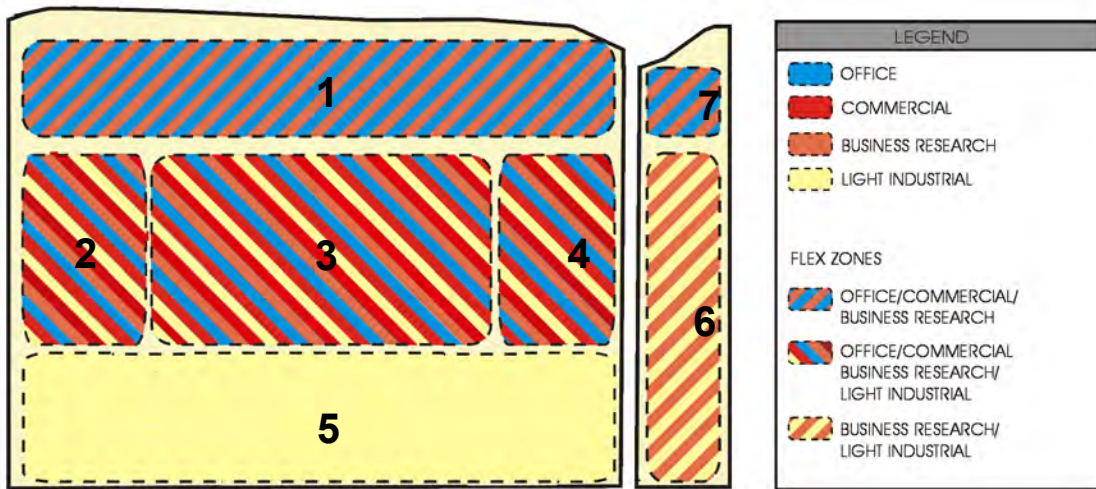


**FLEX LAND USE PLAN
EXHIBIT 4.1**

4.0 DEVELOPMENT CONCEPT

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

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



**CONCEPT PLAN APPROACH
EXHIBIT 4.2**

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

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

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

The Specific Plan will provide for a range of employment opportunities in the professional, retail, service and industrial fields; and will widen the employment base of the community.

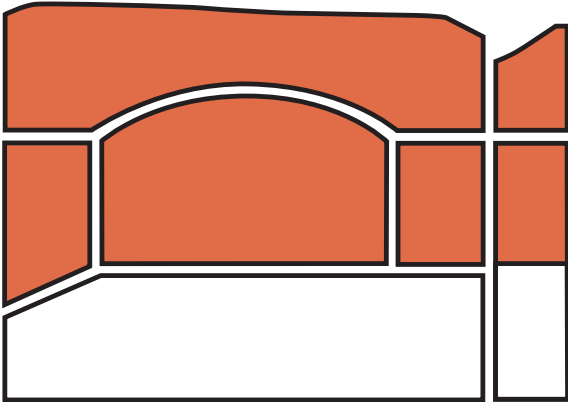
Approximately 42 acres are planned for the extension of Gonzales Road and interior streets.

CONCEPT LAND USE SUMMARY
EXHIBIT 4.3

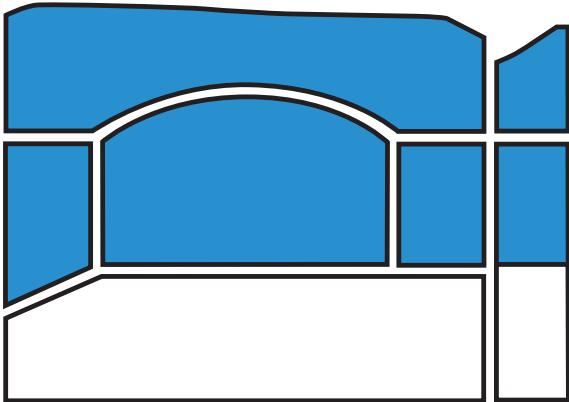
BUSINESS/ RESEARCH		OFFICE		INDUSTRIAL		COMMERCIAL		TOTAL	
SQ. FT.	AC	SQ. FT.	AC	SQ. FT.	AC	SQ. FT.	AC	SQ. FT.	AC
2.5 million	254	0.4 million	254	5.5 million	294	0.1 million	171	8.5 million	388*

*Estimated total net developable area

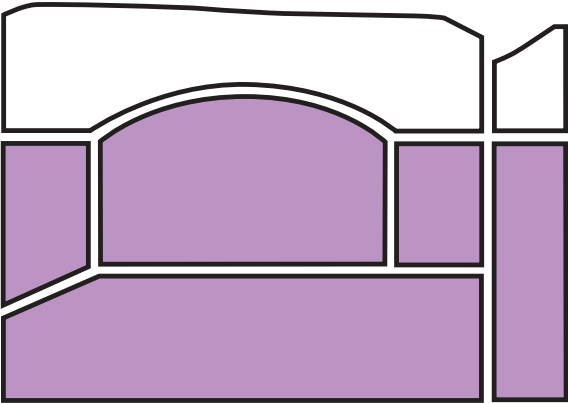
LAND USE AREA MAPS
EXHIBIT 4.4



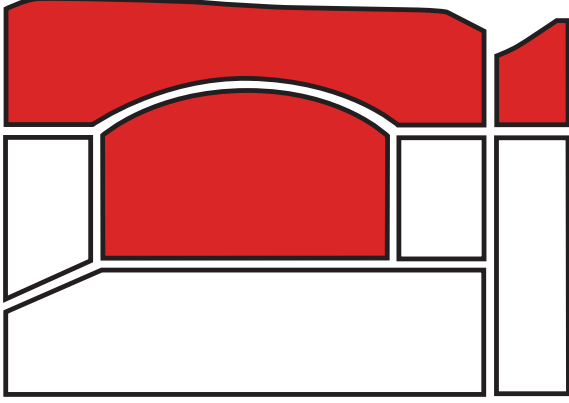
BUSINESS RESEARCH



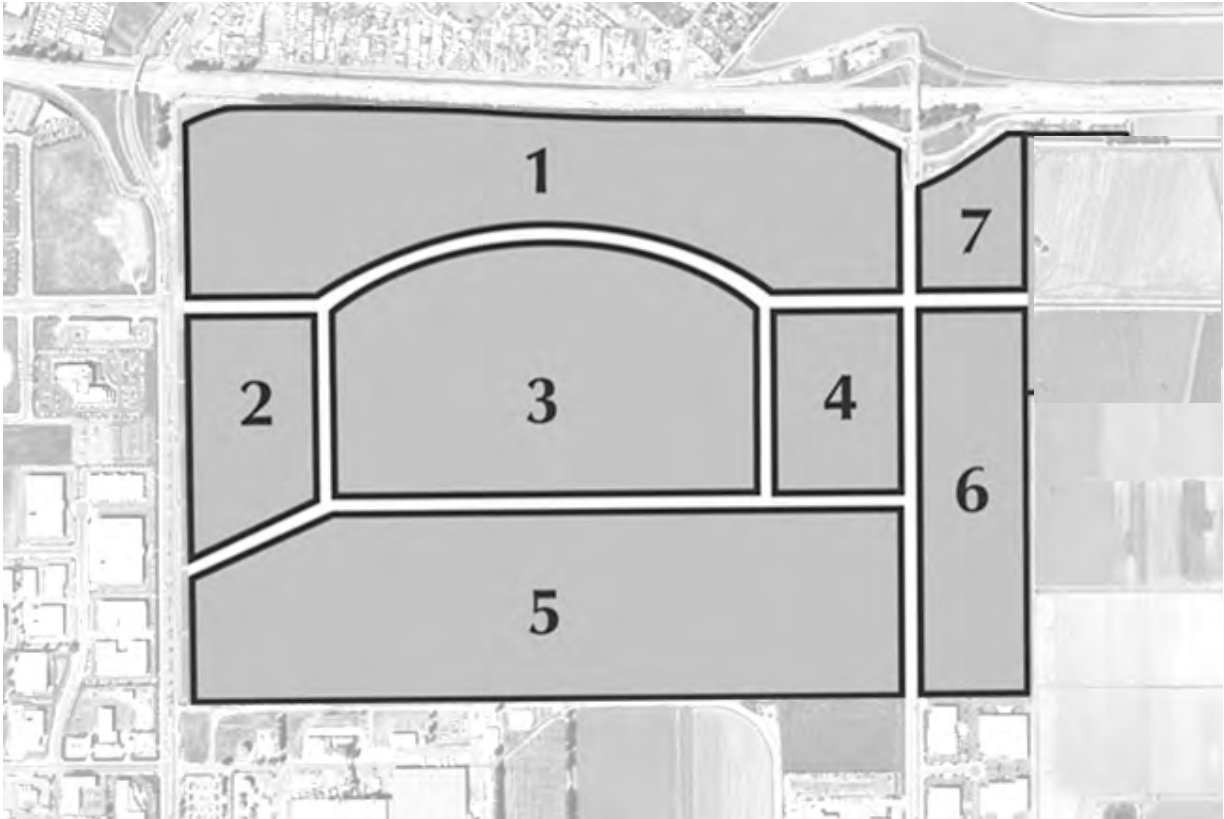
OFFICE



INDUSTRIAL



COMMERCIAL

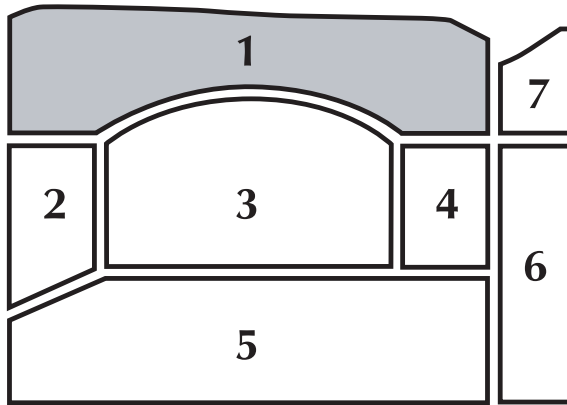


SPECIFIC PLAN PLANNING AREAS
EXHIBIT 4.5

4.1 PLANNING AREAS

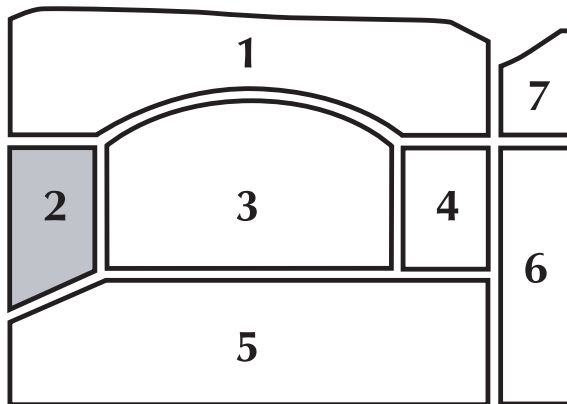
The Specific Plan divides the site into seven Planning Areas. The purpose of identifying separate Planning Areas is to create distinct clusters of activities and allow for individual project development to occur in a manner consistent with the overall Master Plan Concept. This approach recognizes development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

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



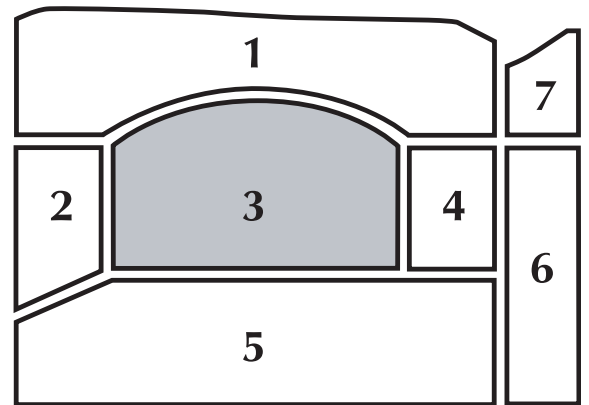
AREA 1

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



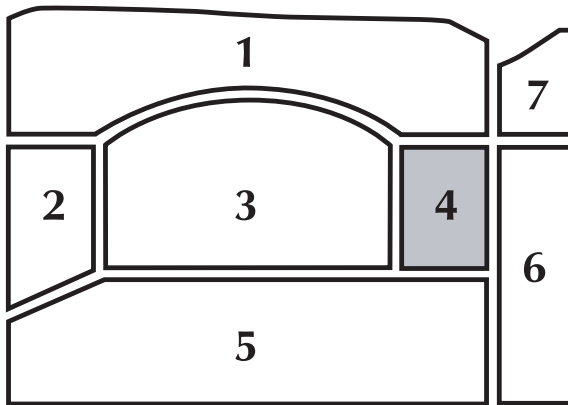
AREA 2

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



AREA 3

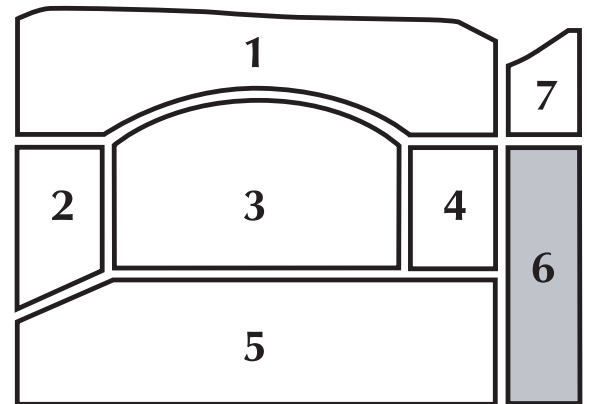
PLANNING AREA 3 is the central portion of the project area and as such a number of alternatives may be considered. One option proposes a high intensity core with larger office buildings, residential uses and integrated community facilities and commercial opportunities. This Planning Area may also become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



AREA 4

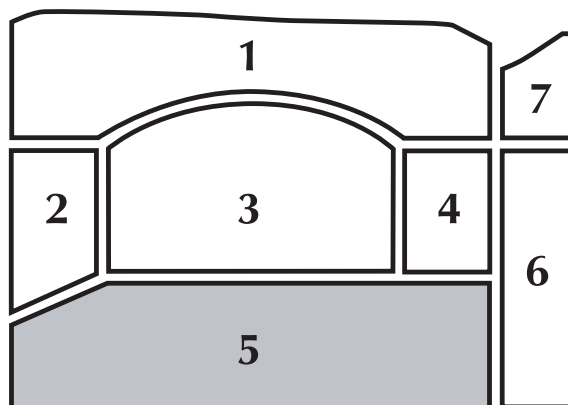
PLANNING AREA 4 is located along Del Norte Boulevard. This area may develop in a pattern very similar to Area 2, with an emphasis on new office, and business research facilities. The area may also develop in a manner similar to other industrial projects to the south and cater to smaller traditional industrial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

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



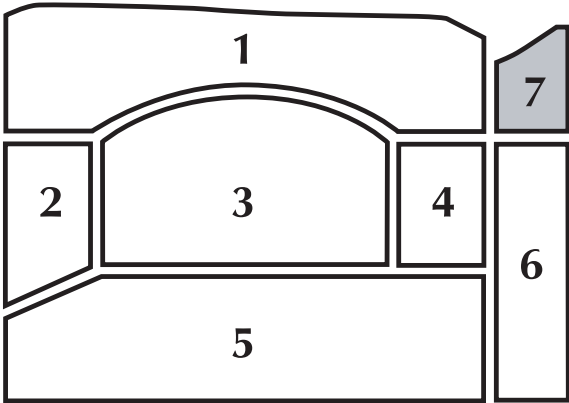
AREA 6

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



AREA 5

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

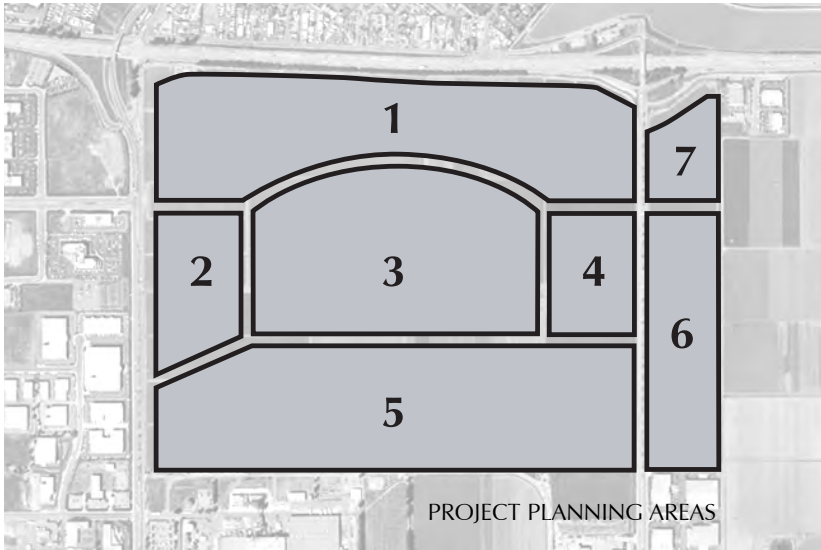


AREA 7

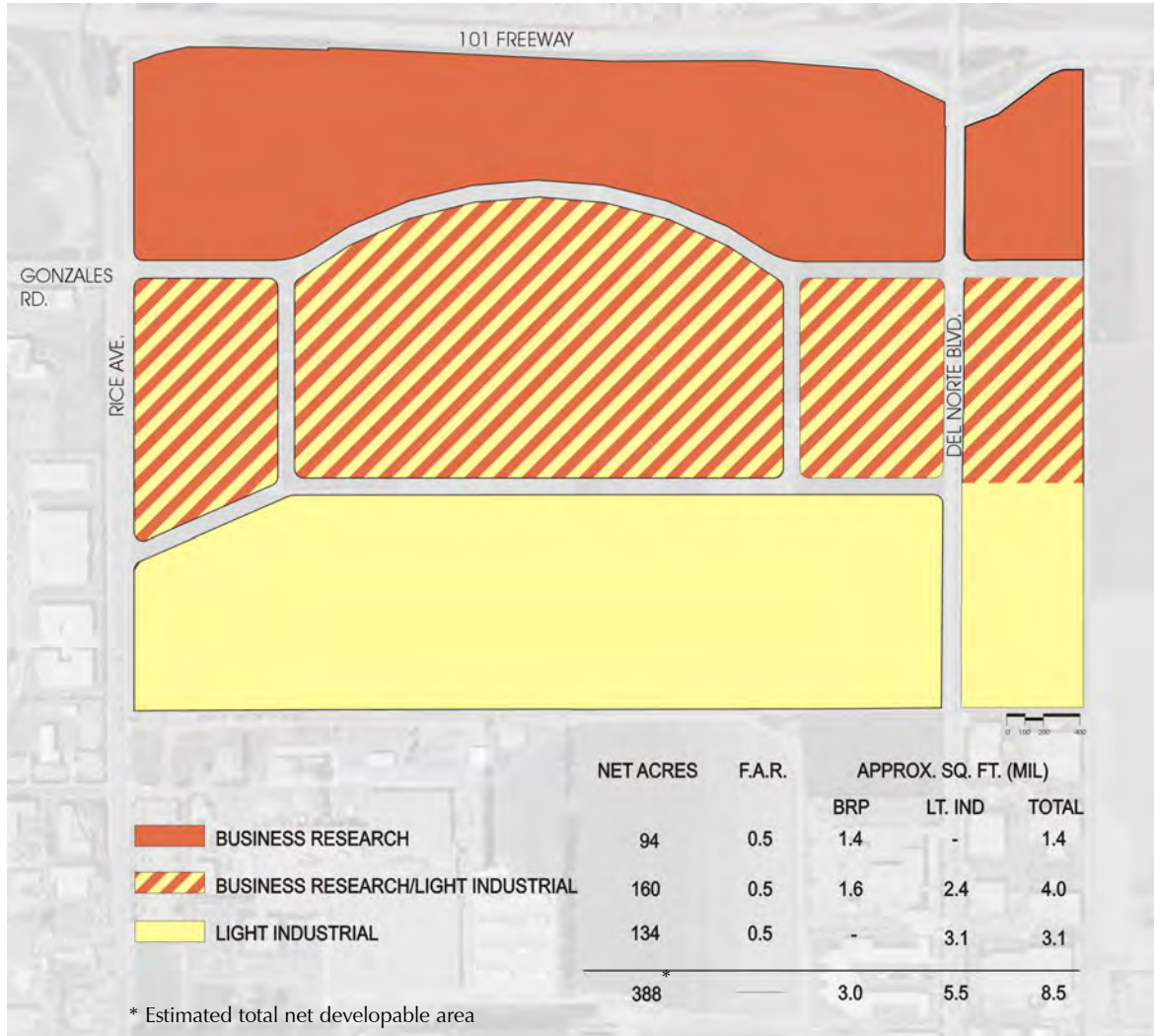
PLANNING AREA 7 is in the northeastern portion of the project. Although the smallest of all the Planning Areas, 14 acres in size, it may become one of the highest profile sites and is well situated for office and convenience commercial activities. This area will also include opportunities to enhance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

LAND USE / ZONING EQUIVALENCY
EXHIBIT 4.6

LAND USE	ZONE EQUIVALENT	PLANNING AREA						
		1	2	3	4	5	6	7
Light Industrial	M-1		●	●	●	●	●	
Business / Research	BRP	●	●	●	●		●	●
Commercial	C-2	●		●				●
Office	C-O & BRP	●	●	●	●			●
Public Facility (Fire Station)			●	●				
Transitional Agriculture		●	●	●	●	●	●	●
TOTAL NET ACRES	388	80	35	77	30	116	36	14



**MASTER PLAN
EXHIBIT 4.7**



4.2 MASTER PLAN

A Master Plan has been prepared that establishes the direction under which the Specific Plan will be developed. While land use flexibility is permitted, only one Circulation Plan is proposed. The Circulation Plan will be one of the primary controlling factors in the ultimate development of the project area. A number of conceptual circulation and land use configurations were evaluated

for the site. From these studies, a single Master Plan and project description has been developed.

The Master Plan’s flexibility will allow for the greatest variety of activities and accommodate different development phasing patterns and schedules. This flexibility in design will also allow for the creation of unique parcelization patterns with the ability to custom-fit a wide range of development scenarios within the project area.

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

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

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

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

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

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

**REPRESENTATIVE LAND USE SCENARIO
EXHIBIT 4.8**

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

* Estimated total net developable area

** Ultimate development governed by "Trip Generation Budget"

4.3 REPRESENTATIVE LAND USE PLAN

This representative Land Use Summary table has been prepared to reflect an anticipated build-out scenario. The table has been included in order to facilitate analysis of the potential impacts associated with the ultimate development of the project. The figures presented only reflect a potential development pattern. The intensity of development may shift from one Planning Area to another; the numbers represented in the table do not reflect a maximum for any individual Planning Area. The project area as a whole will be regulated by the Circulation Plan and the associated "Trip Generation Budget". Ultimate development must remain consistent with the City's 2030 General Plan anticipating a total of 8,500,000 square feet of industrial and business research park users and related activities. The Specific Plan identifies sufficient infrastructure

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

CIRCULATION PLAN
EXHIBIT 4.9



4.4 CIRCULATION PLAN

The Circulation Plan is designed to accommodate a number of different development scenarios. The overall circulation concept relies on a hierarchy of circulation features ranging from major arterials to local streets. The system is designed to accommodate traffic to the project area and around the area while discouraging through traffic intrusion into individual Planning Areas.

The Circulation Plan provides for a phasing of street improvements to correspond to the phased development in each Planning Area. All streets shown on the Circulation Plan are public streets unless otherwise indicated.

In order to efficiently facilitate new development parcels, the primary access will be from interior streets. Direct access from adjacent arterials will

be subject to review and approval by the City. Primary access locations into the project area have been located and designed to provide full turning movements. The locations relate to existing driveways and median designs, and are anticipated to adequately serve the projected traffic volumes for the project. Specific future development proposals may require modifications to these anticipated access locations.

The circulation system shall be master planned to accommodate the build-out of the Specific Plan. Incremental phased roadway construction shall be completed prior to occupancy of the facility(s) being served. The City shall approve phasing plans for street improvements, consistent with development construction phasing. Implementation will be through the Subdivision Mapping process.

Due to the variety of land use options, and types of development activity, the overall development intensity shall be regulated by a "Trip Generation Budget" (Exhibit 4.10) for the project with each land use assigned a trip generation factor. Therefore, development will be limited to the parameters analyzed by the current Specific Plan Environmental Impact Report.

The Trip Generation Budget in Exhibit 4.10 documents the maximum a.m. and p.m. peak hour trip generation approved for the overall Specific Plan as well as for each Planning Area. Subsequent traffic studies will not be required if the cumulative development, regardless of specific land use mixes, within each Planning Area does not exceed the peak

hour directional maximums noted in Exhibit 4.10. If development is proposed that exceeds any Planning Area maximum but the overall Specific Plan is not exceeded then a focused traffic study approved by the Development Services Director shall be required that demonstrates no additional off-site mitigation measures are required. The intent of this provision is to allow future flexibility (to move trips from one Planning Area to another) in the evolving development of the Specific Plan. If additional off-site mitigation measures are required and/or if proposed development exceeds the overall Specific Plan trip generation budget, then formal traffic studies and CEQA requirements will be triggered.

The Circulation Plan illustrates the general alignments, classifications and location of major public streets within the project. The Circulation Plan is consistent with the Oxnard 2030 General Plan's Circulation Element.

Access to the City of Oxnard and the Sakioka Farms Business Park is provided by Interstate 101, the Ventura Freeway. The City's General Plan designates the intersection of Gonzales Road and Rice Avenue as a primary entry node to the City. Access to the project is provided by a system of arterial highways including:

- Rice Avenue, a north-south major arterial highway (6 travel lanes) designated as a truck route, business route, scenic highway and City Image Corridor. Based on a Memorandum of Understanding between the City and Caltrans, Rice Avenue is planned to be under the jurisdiction of Caltrans and subject to their regulations.

- Del Norte Boulevard, a north-south primary arterial highway (6 travel lanes) designated as a truck route and scenic highway.
- Gonzales Road, an east-west primary arterial highway (6 travel lanes) designated as a truck route, business route and scenic highway.

The Circulation Plan will require an extension of Gonzales Rd. into and through the project area. This will also necessitate the creation of a full, at grade, four-way intersection at Gonzales Road and Rice Avenue. The roadway design should include a moderate radius to not only add street character but to provide more acreage for development in the central core area of the project. A second west to east major arterial is proposed approximately 1200 feet to the south. This arterial intersecting Rice Ave. and Del Norte Blvd. is critical to relieving traffic demand at the Gonzales Road intersections. This roadway would better facilitate the large truck traffic associated with major industrial uses and create a clear division of business research and mixed use activities from more traditional industrial uses. The new roadway should be designed to intersect, at grade, with Rice Avenue midway between the two existing traffic signals. Secondary roadways are proposed to connect these west/east corridors and should be located to achieve the best parcelization patterns. Two major project entry nodes will occur where Gonzales Road meets Rice Avenue and Del Norte Boulevard. Two secondary entry nodes are planned for the new intersections of Rice Avenue and Del Norte Boulevard with the new east/west arterial.

Additional internal project circulation will be provided by a network of public and private streets serving as access to individual parcels within the project area. Circulation is further enhanced by a number of entry drives and public transportation facilities. There are currently signalized intersections at Rice Avenue and Gonzales Road, and Rice Avenue at the entrance to the Procter and Gamble facility, south of the project. Alternative forms of transportation should also receive careful consideration. The current bus route passes the project area on Rice Avenue with continuation west along Gonzales Road. The project Circulation Plan identifies existing and proposed bus turnout locations along the adjacent arterials. As a supplement to vehicular access to the project area, potential future access may be available from the rail line to the south of the project area.

In addition, 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.

TRIP GENERATION BUDGET EXHIBIT 4.10

Estimated Project Traffic Generation

TRIP RATES		Units	AM Peak Hour			PM Peak Hour			ADT
Land Use	In		Out	Total	In	Out	Total		
General Commercial	TSF	0.51	0.33	0.84	1.46	1.59	3.05	35.00	
Office	TSF	1.66	0.23	1.89	0.31	1.51	1.82	13.50	
Business Park/R&D Center	TSF	1.12	0.22	1.34	0.23	0.96	1.19	10.44	
Light/General Industrial	TSF	0.58	0.18	0.76	0.25	0.61	0.85	6.50	
AREA	LAND USE	Size	AM Peak Hour			PM Peak Hour			ADT
1	Office	400 TSF	664	92	756	124	604	728	5,400
	Business Park/R&D Center	1,300 TSF	1,456	286	1,742	299	1,248	1,547	13,572
	General Commercial	80 TSF	41	26	67	117	127	244	2,800
SUBTOTAL			2,161	404	2,565	540	1,979	2,519	21,772
2	Business Park/R&D Center	200 TSF	224	44	268	46	192	238	2,088
	Light/General Industrial	600 TSF	348	108	456	150	366	516	3,900
	SUBTOTAL			572	152	724	196	558	754
3	Business Park/R&D Center	600 TSF	672	132	804	138	576	714	6,264
	Light/General Industrial	1,200 TSF	696	216	912	300	732	1,032	7,800
	SUBTOTAL			1,368	348	1,716	438	1,308	1,746
4	Business Park/R&D Center	200 TSF	224	44	268	46	192	238	2,088
	Light/General Industrial	500 TSF	290	90	380	125	305	430	3,250
	SUBTOTAL			514	134	648	171	497	668
5	Light/General Industrial	2,500 TSF	1,450	450	1,900	625	1,525	2,150	16,250
	SUBTOTAL			1,450	450	1,900	625	1,525	2,150
6	Business Park/R&D Center	100 TSF	112	22	134	23	96	119	1,044
	Light/General Industrial	700 TSF	406	126	532	175	427	602	4,550
	SUBTOTAL			518	148	666	198	523	721
7	Business Park/R&D Center	100 TSF	112	22	134	23	96	119	1,044
	General Commercial	20 TSF	10	7	17	29	32	61	700
	SUBTOTAL			122	29	151	52	128	180
TOTAL			6,705	1,665	8,370	2,220	6,518	8,738	70,750
Existing Sakioka Farms Trip Totals			10	8	18	7	11	18	190

Source: Austin-Foust and Associates, 2010.

4.4.0 CIRCULATION POLICIES

4.4.1 Gonzales Road shall be designed as an east/west primary arterial. Gonzales Road shall be improved and dedicated as a public street with an 120 foot right-of-way from Rice Avenue east to the new intersection with Del Norte Boulevard. Gonzales Road shall extend from Del Norte Boulevard to the east property line with a 72 foot right-of-way.

4.4.2 A new east/west secondary arterial, Street “A” shall be improved and dedicated as a public street with an 102 foot right-of-way from Rice Avenue east to a new intersection with Del Norte Boulevard. This new street will be located approximately 1200 feet south of the extension of Gonzales Road.

4.4.3 Two new north/south local arterials, Street “B” and “C” are proposed within the Specific Plan area to connect the two east/west arterials. Each street will be improved and dedicated as a public street with a 72 foot right-of-way.

4.4.4 Primary access to the project area shall be from the existing signalized intersection of Gonzales Road and Rice Avenue, and the proposed new signalized intersections of Gonzales Road and Del Norte Boulevard, and the new east/west arterial with Rice Avenue and Del Norte Boulevard.

4.4.5 Direct access to individual projects

from the North/South arterial highways adjacent to the project area shall be limited and allowed only when the project, size, location or type of use, warrants such access, subject to review and approval of the City. No direct access will be allowed to individual parcels from Rice Avenue in accordance with the Memorandum of Understanding between the City and Caltrans.

4.4.6 Deceleration and acceleration lanes for individual developments may be required, depending on the location of the proposed access point. Right turn in and right turn out accesses to the arterial highways shall be considered on an individual project basis, subject to the review and approval by the City.

4.4.7 Trip reduction measures should be included in future development projects in an attempt to implement the Ventura County Congestion Management Program. Trip reduction measures may include providing for 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 stops improvements, like bus pullouts, pads and shelter should be included in the plan. Future projects which employ fifty (50) or more employees may be required to provide basic transportation opportunities and options information to their employees through a Transportation Management Plan.

4.4.8 Pedestrian sidewalks shall be incorporated into each development project as a component of an individual project's landscape plan. Sidewalks shall be a minimum of five (5) feet wide and installed within the street right-of-way on both sides of the street adjacent to new development throughout the project area. Pedestrian walkways are encouraged to link development projects.

4.4.9 Public streets shall be developed to local street standards as shown in the Standard Plans of the City's Public Works Department, or as otherwise approved by the City Traffic engineer. Street patterns throughout the Specific Plan should link together; dead end and cul-de-sac terminations shall be discouraged.

4.4.10 On-street parking shall generally not be permitted along arterial streets in the project area.

4.4.11 The "Trip Generation Budget" identified in the E.I.R. shall be reviewed with each individual project request. Additional periodic reviews, by the Development Services Director, will also be necessary for overall compliance with the E.I.R.

4.4.12 Circulation system improvements shall be master planned to accommodate ultimate build-out of the Specific Plan. On-site and off-site circulation improvements shall be completed prior to occupancy to provide appropriate vehicular, pedestri-

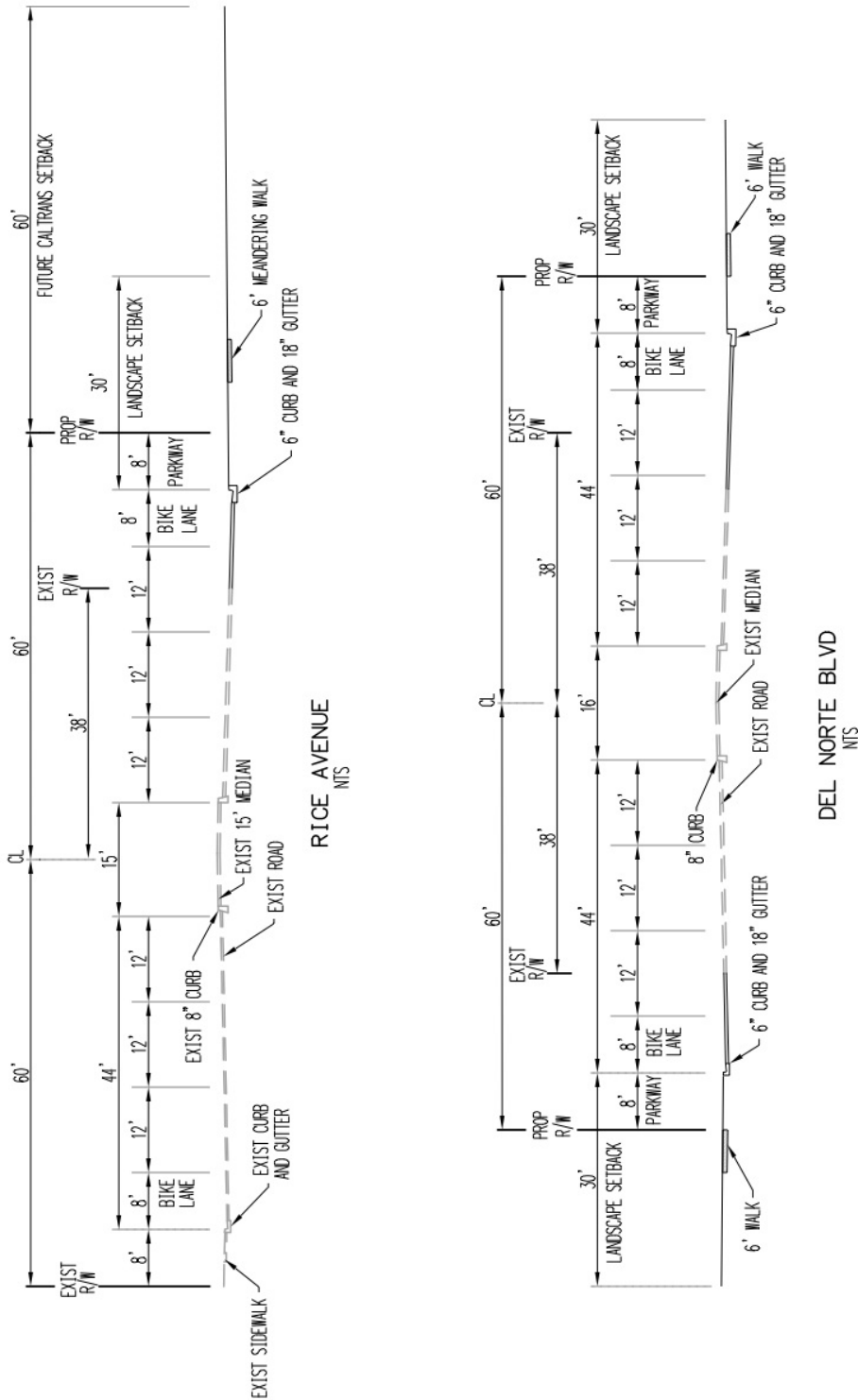
an and bicycle circulation to each parcel.

4.4.13 Phasing of public street improvements is permitted subject to review and approval by the City.

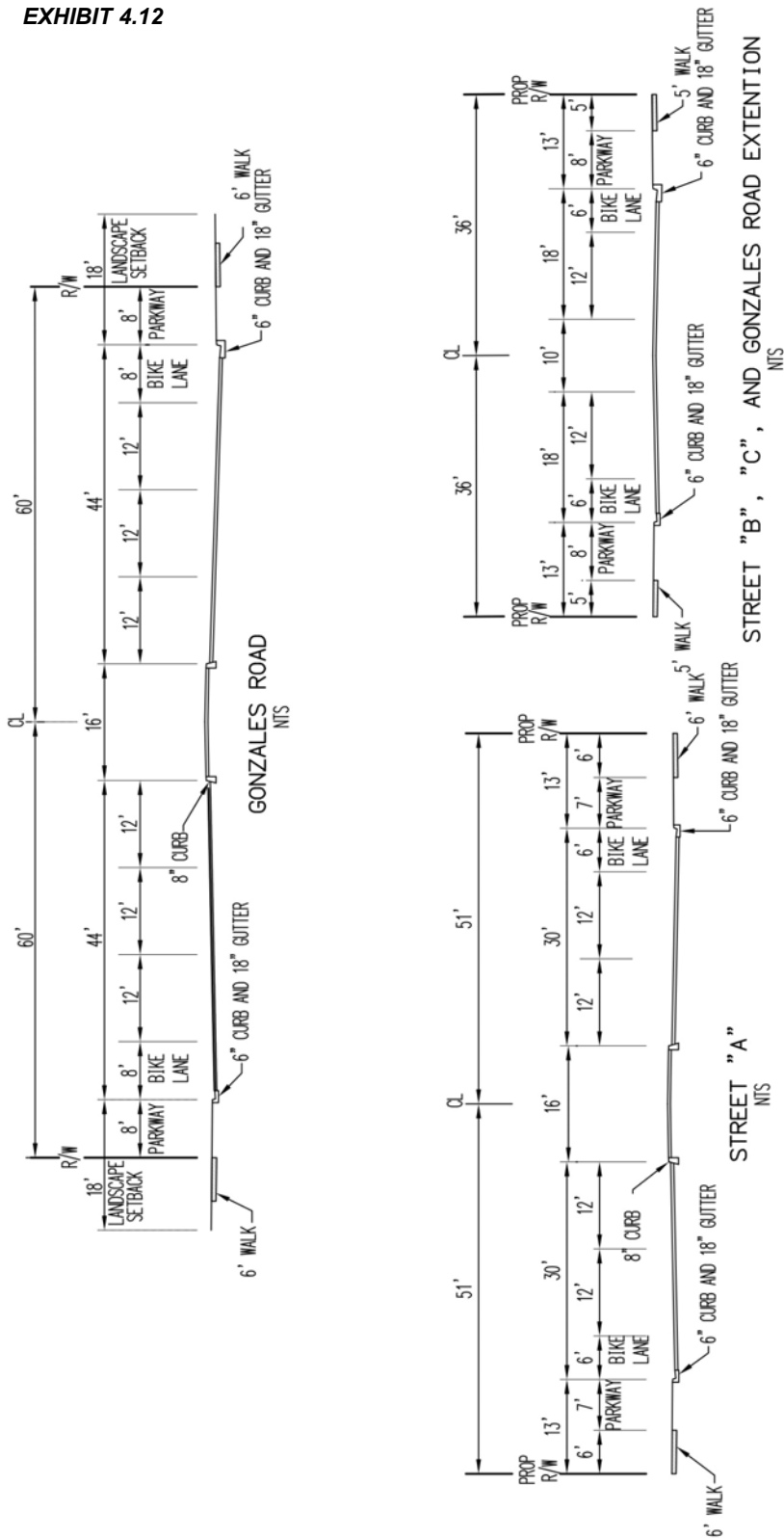
4.4.14 The secondary arterial (Street 'A') intersection with Del Norte Boulevard shall be a full movement three-way intersection with a median break plus the option to create a four-way intersection with a private drive or street entry to Planning Area 6. The Rice Avenue and Street "A" intersection shall also be a full movement three-way intersection with a median break.

4.4.15 Street cross sections shown in figures 4.11, 4.12, 4.14 and 4.16 to 4.25 may be modified to reduce parkways and/or landscape-related water usage in order to comply with State-required water conservation goals and mandates.

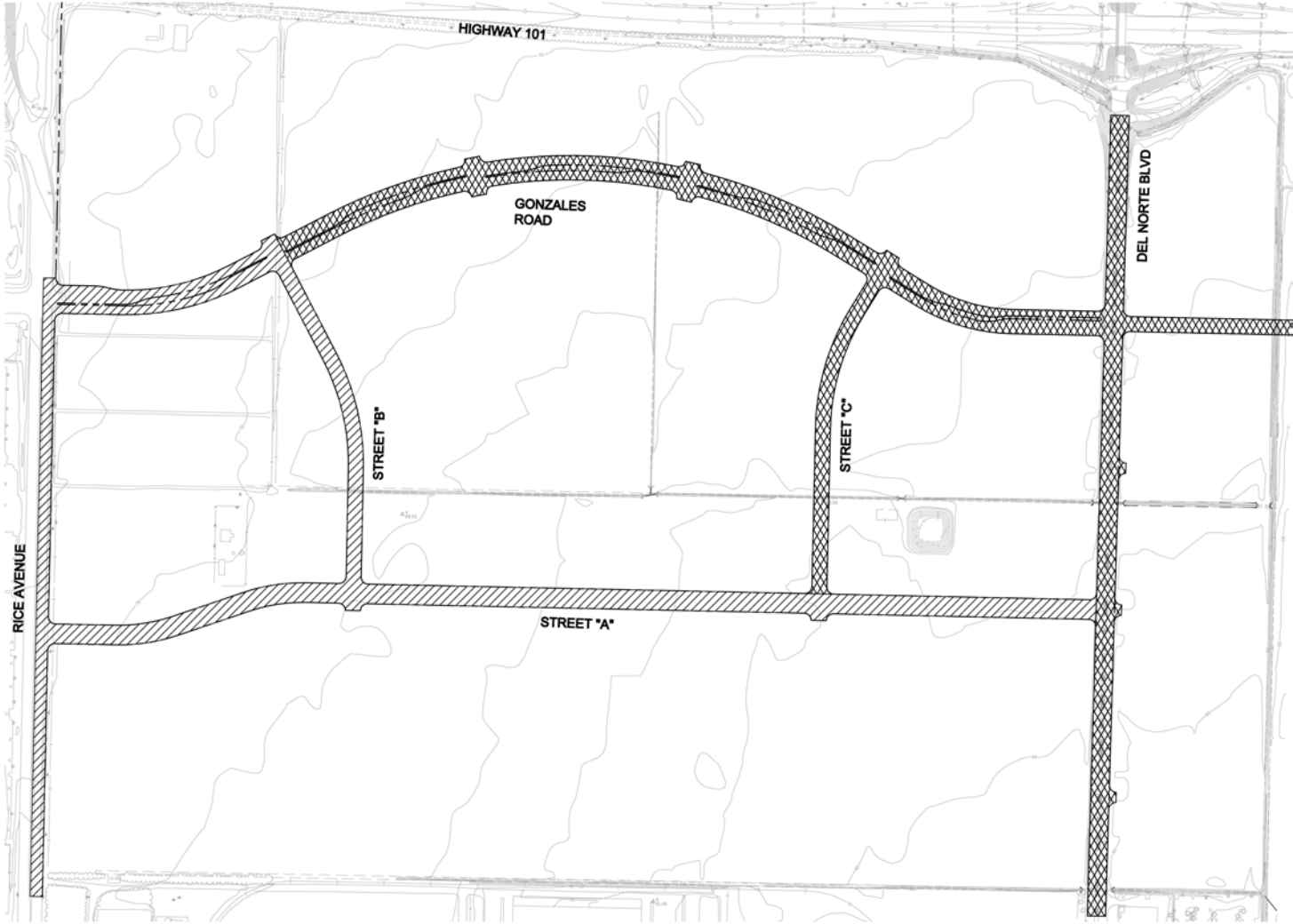
STREET CROSS SECTIONS EXHIBIT 4.11





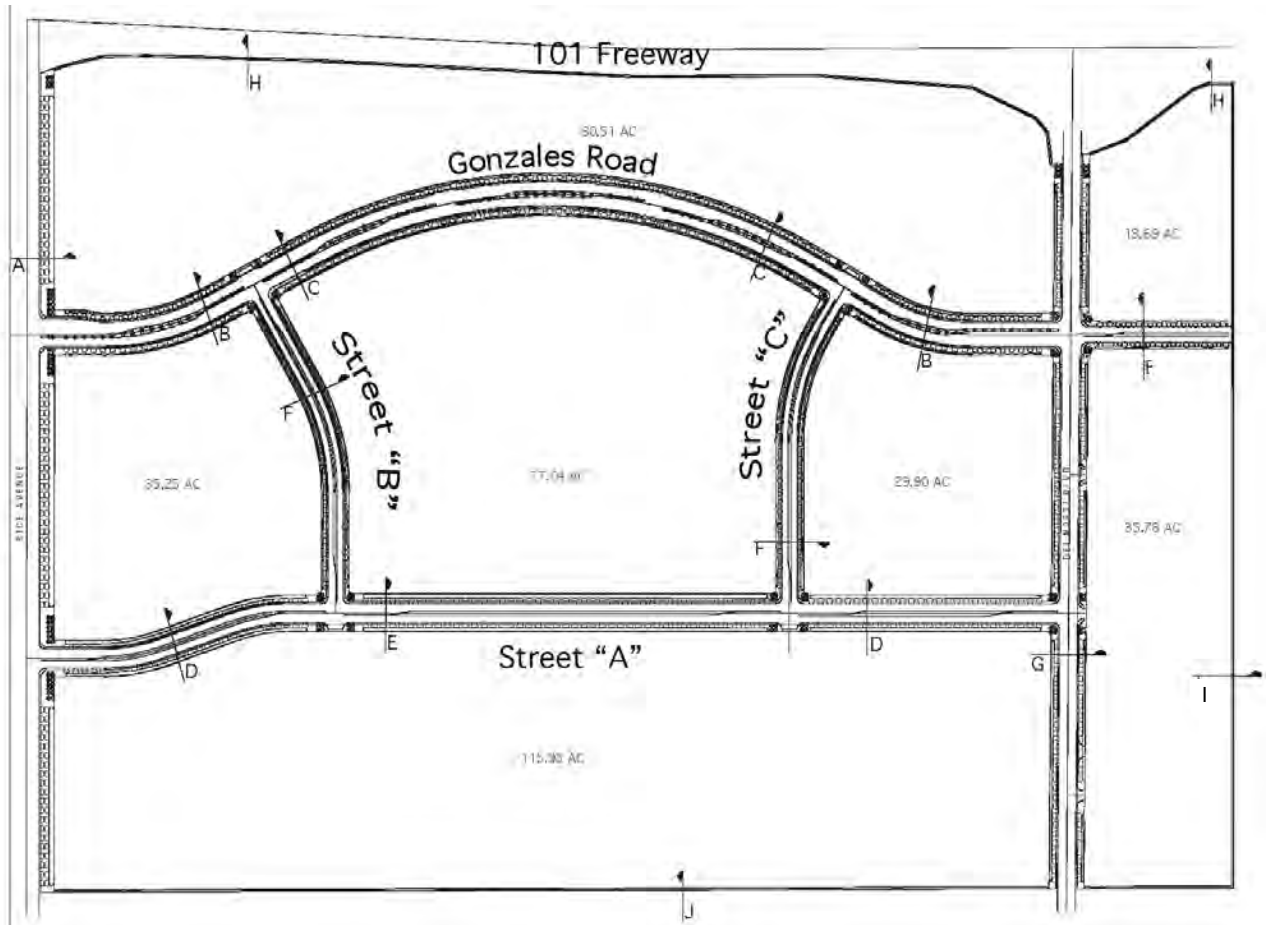
STREET CROSS SECTIONS EXHIBIT 4.12



CONCEPTUAL STREET PHASING
EXHIBIT 4.13



 PHASE 1
 PHASE 2



**LANDSCAPE CONCEPT PLAN
EXHIBIT 4.14**

4.5 LANDSCAPE CONCEPT

The Landscape Concept for the Sakioka Farms Business Park is intended to create a unique character and identity for the project and community which reinforces the planning and architectural concepts. It is also designed to create a hierarchy and organization of the landscape which assists in way-finding and imaging of the project while providing a visual asset to the community.

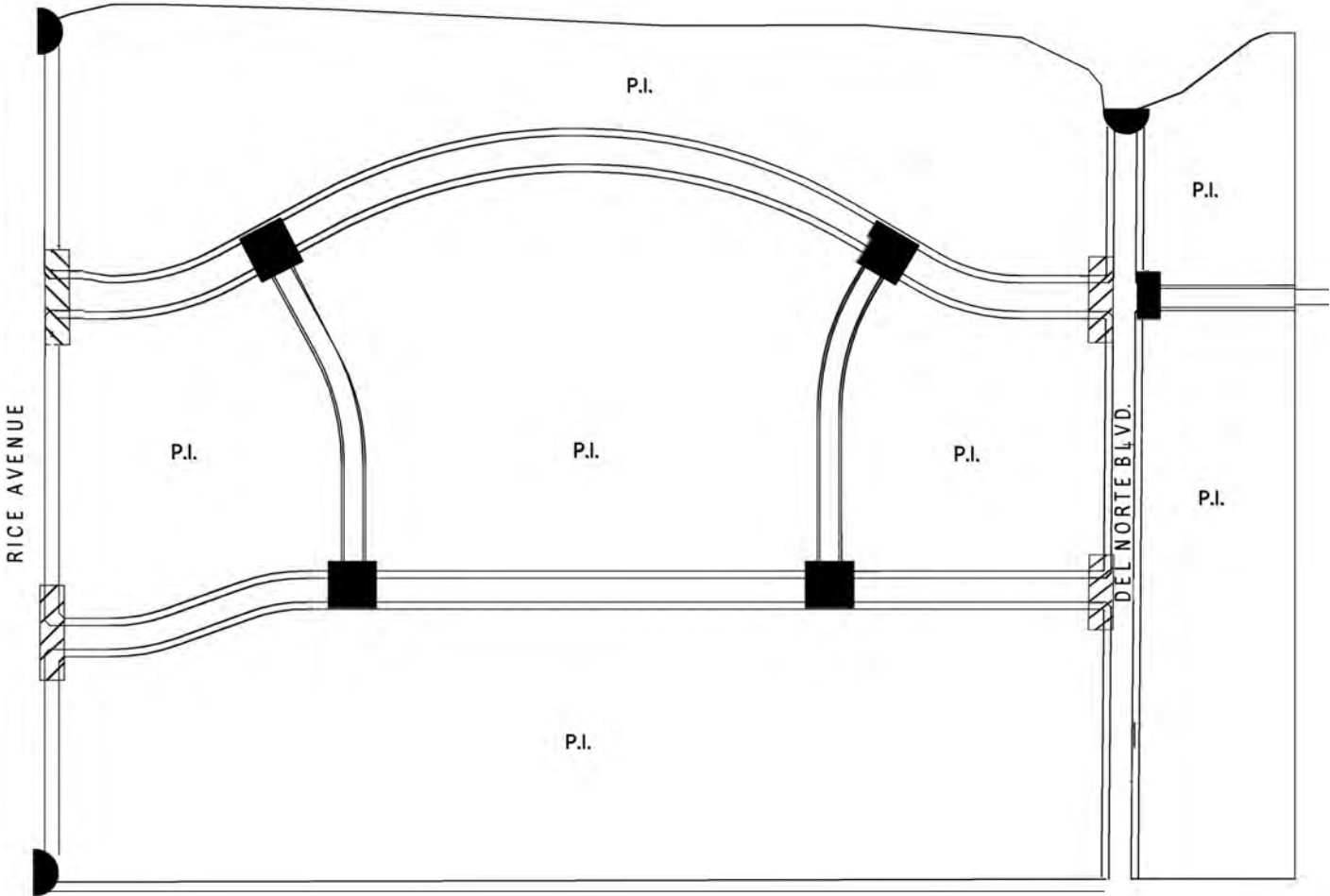
Because of the nature of the project, the landscape design will be key to creating the character of the project. The landscape will 'bridge' the varied architectural styles, land uses, and varied scale/massings into a cohesive whole, while visually organizing circulation and uses. The landscape will identify entries and intersections, while providing for a park-like image along the project streets.

The landscaping objective for the Specific Plan is to create a project area that:

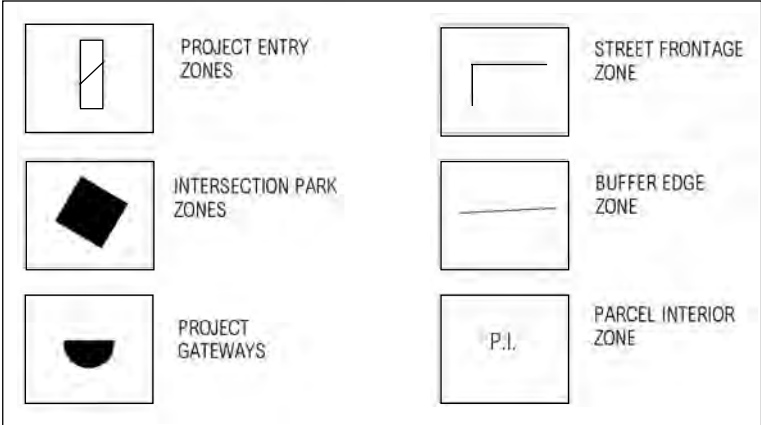
- Reflects the "macro-image" of the site through all levels of the project and acts as a unifying element that ties the individual plans together and weaves through the architecture and infrastructure.
- Develops a pleasant, 'walkable' streetscape
- Creates a memorable vision of the project area and meets or exceed the expectations of tenants and visitors.
- Develops a hierarchy of spaces to assist in visitor and tenant way-finding and identification.
- Ensures the long-term sustainability of the landscape through water conservation irrigation practices, use of drought-tolerant and low water usage materials, and through the limiting of turf use.
- Ensures that individual project landscape proposals are feasible and complement the public landscape areas.
- Considers long-term maintenance viability.
- Provides shade and wind screening for pedestrian use areas
- Reduces the scale of buildings
- Becomes a visual asset to the community
- Complies with Oxnard Resolution No. 2822

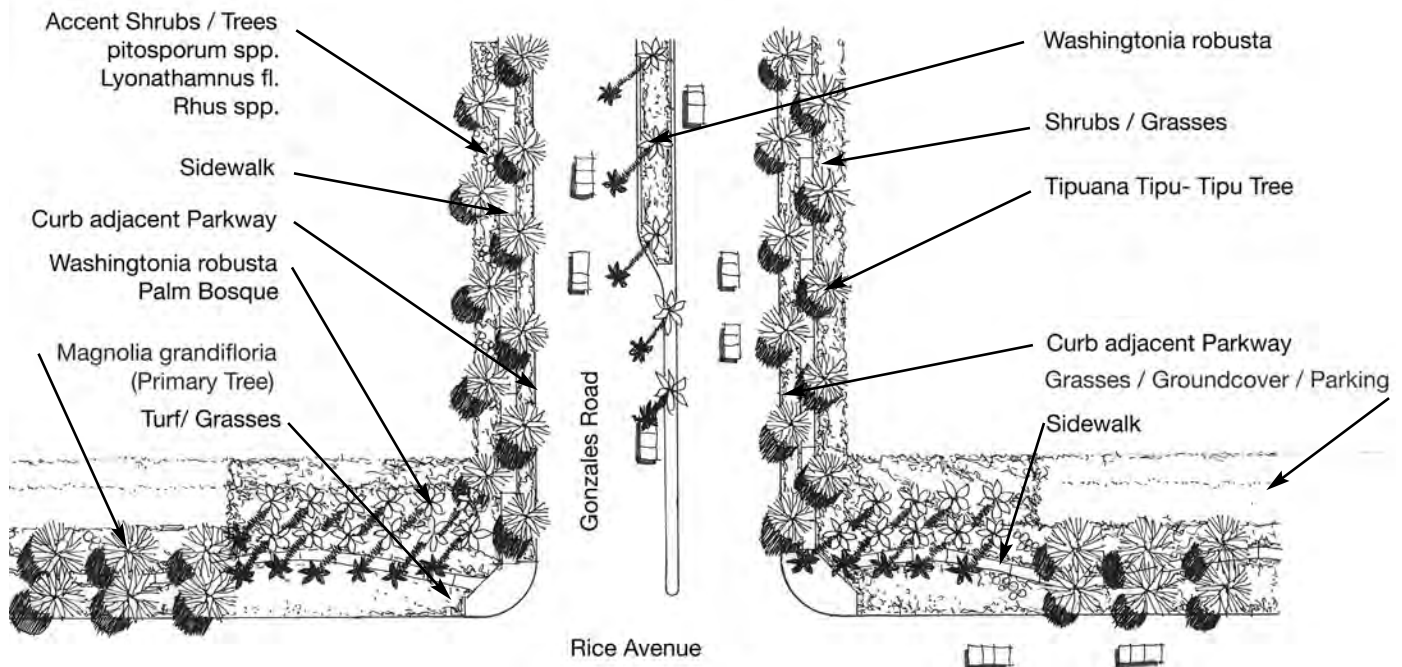
The landscape concept establishes a "California" theme, that includes an eclectic mix of indigenous plant and local materials which reflect the historical and cultural background of the area.

These include perimeter landscaping, large landscape setbacks along both interior and perimeter streets, pedestrian walkways which unify the site, and intersection treatments which create a "park-like" atmosphere and assist in visitor way-finding. Street parkways maybe modified to reduce water usage to comply with State water conservation goals and mandates, and City of Oxnard Resolution No. 2822.



LANDSCAPE NODES
EXHIBIT 4.15





**PROJECT ENTRIES AT RICE AVENUE
EXHIBIT 4.16**

Project Entries

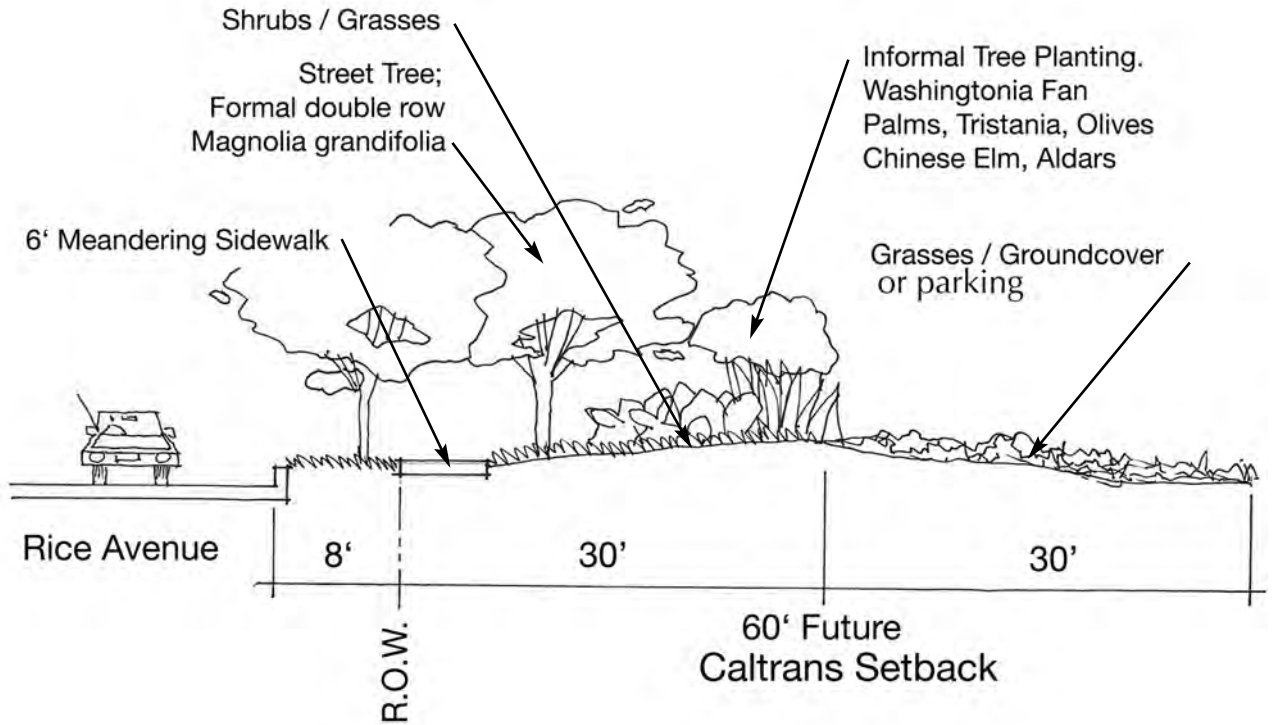
Project entry landscape shall provide a strong visual identity through formal double-row linear planting of hybrid Washingtonian palm bosques and formal shrub massing below. Business Park identification signs (5.4.8) may be incorporated into the entry landscape with a backdrop (and/or foreground) of flowering shrubs and annual color. Formal hedge plantings at the back of the entry landscaping shall screen views of parking and adjacent parcel developments.

The Gonzales/Rice entry landscape shall be approximately 60’ deep and extend approximately 175’ on each side of Gonzales along Rice as illustrated by Exhibit 4.16.

The Street ‘A’/Rice entry landscape shall be approximately 30’ deep and extend approximately 75’ on each side of Street ‘A’ along Rice, similar to Exhibit 4.16.

The Gonzales and Street ‘A’/Del Norte entries shall be approximately 30’ deep and extend approximately 75’ on each side of Gonzales and Street ‘A’ along Del Norte, similar to Exhibit 4.23.

Rice and Del Norte/101 Freeway entries shall be landscaped approximately 100’ back from the property line edges. Exhibit 4.25 illustrates the general concept which shall be finalized in concert with the final Rice and Del Norte interchange design.

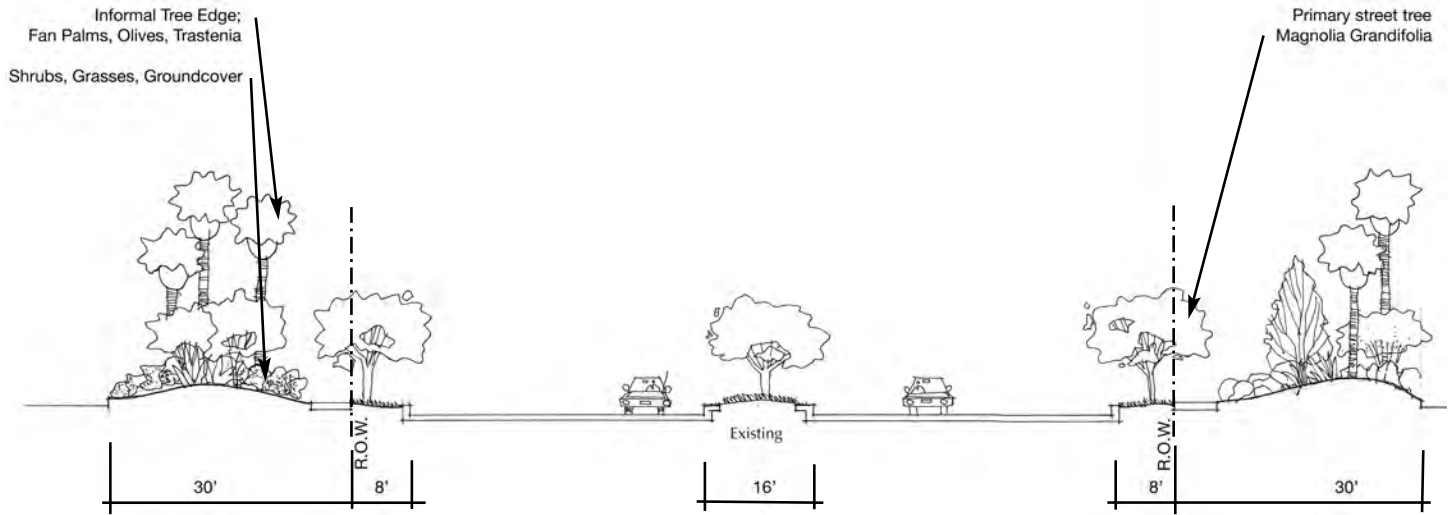


**RICE AVENUE FRONTAGE SECTION
SECTION A
EXHIBIT 4.17**

Project Frontages - Rice Avenue

The street frontage on the east side of Rice Avenue has a 60' Caltrans setback that is consistent with the City of Oxnard's Memorandum of Understanding with Caltrans. The curb adjacent parkway and a 30' landscape setback will provide a double row of Magnolia grandiflora trees at 40' on center with a background of informal Washingtonian palms and a mix of vertical screen

trees and smaller flowering trees. Informal drifts of shrubs and grasses / groundcover will stretch along the entire Rice Avenue frontage. The internal 30' of the Caltrans setback shall be planted in grass / groundcover and or surface parking. The Rice Avenue sidewalk is proposed to meander similar to the existing improvements to the south.

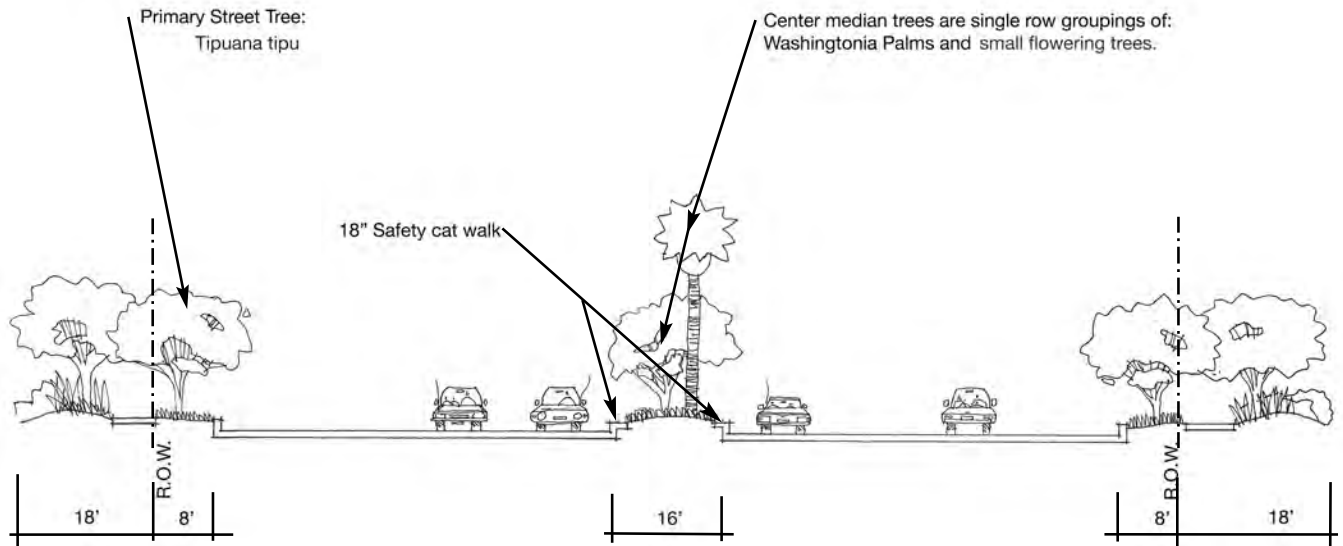


**DEL NORTE BOULEVARD STREETScape SECTION
SECTION G
EXHIBIT 4.18**

Del Norte Boulevard Landscape

The parkway landscape along Del Norte Boulevard will be planted with a single row of Magnolia grandiflora trees at 40’ on center. The 30’ landscape setback shall create a backdrop consisting of informal groupings of Washingtonian palms and a mix of vertical screen trees and small flowering trees. Informal drifts of shrubs and grasses / ground-cover will stretch along the entire length of the setback.

A 6’ sidewalk runs behind the 8’ curb adjacent parkway on both sides of the boulevard. All sidewalk and median improvements / alterations shall be consistent with the existing improvements to the south.

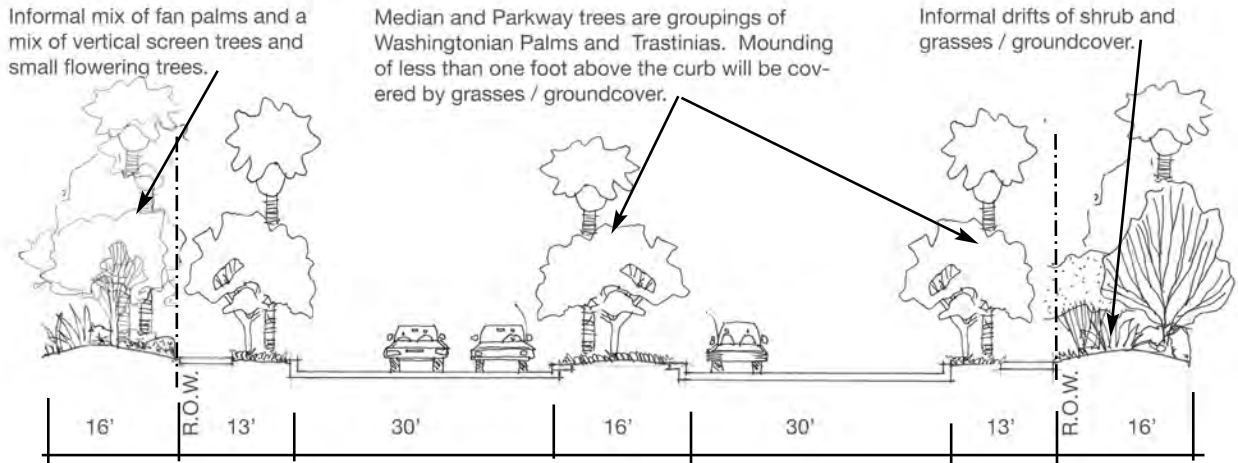


GONZALES ROAD STREETScape SECTION SECTION B & C EXHIBIT 4.19

Gonzales Road Landscape

The extension of Gonzales Road, between Rice Avenue and Del Norte Boulevard, will have an 8' curb adjacent parkway and an 18' landscape set-back on each side. A 6' wide sidewalk separates a double row of Tipuana trees that are triangular spaced at 40' on-center. Informal groupings of Washingtonian palms and small flowering trees

will provide a continuous backdrop above informal drifts of shrubs and grasses / ground cover. The medians will be planted with single row groupings of Washingtonian palms intersperced with groupings of a flowering tree. The median will be mounded to a maximum height of 12" from the top of curb, be planted with grasses / ground cover and will have an 18" catwalk on each side.

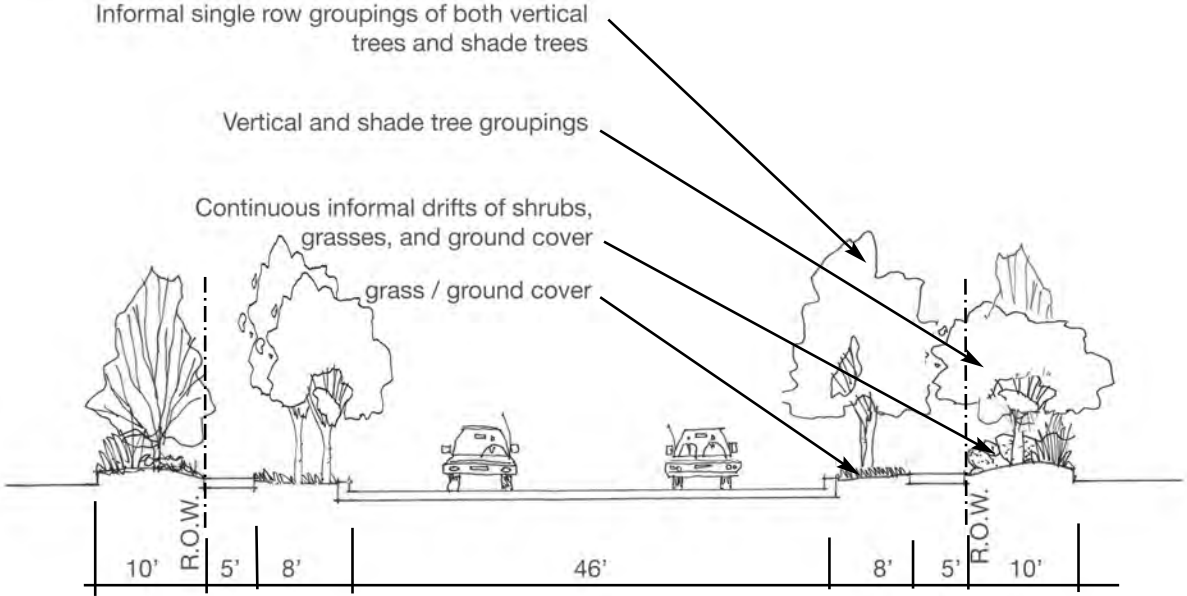


**STREET "A" STREETScape SECTION
SECTION D & E
EXHIBIT 4.20**

Street "A" Landscape

Street "A", the East-West Connector Street south of Gonzales Road, will have 16' landscape setback, a 6' sidewalk and an 8' curb-adjacent parkway along both sides of the street. A 16' center median separates two 30' street sections. The median and parkway shall be planted with groupings of Washingtonian Palms and Trastinias, with a continuous grass / ground cover base. The 16' landscape

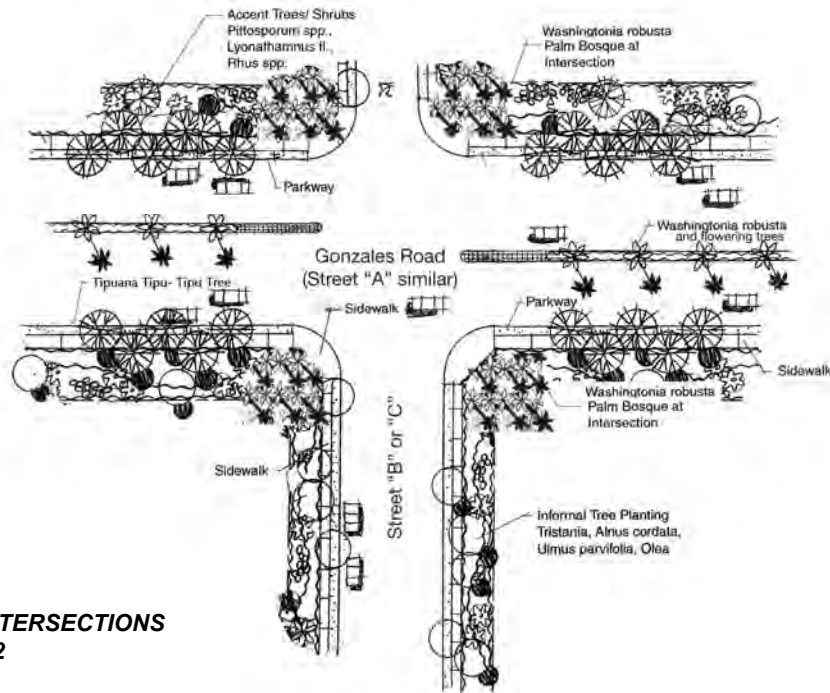
setback provides a background planting of informal groups of Washingtonian palms and a mix of vertical screen trees and small flowering trees. Informal drifts of shrub and grasses / ground cover will stretch along the entire Street "A" setback.. The median will be mounded, with a maximum height of no more than 12" from the top of curb and will have an 18" catwalk on each side.



**STREET "B", "C" AND GONZALES ROAD EXTENSION
STREETScape SECTION
SECTION F
EXHIBIT 4.21**

Street "B", "C" and Gonzales Road Extension have an 8' curb adjacent parkway, a 5' sidewalk and a 10' landscape setback along both sides of these streets. The parkway planting design features informal vertical and shade tree groupings with a

grass / groundcover base. The 10' setback is mounded and continues the parkway planting design of informal vertical and shade tree groupings. At their base are continuous informal drifts of shrubs, and grasses / groundcover.

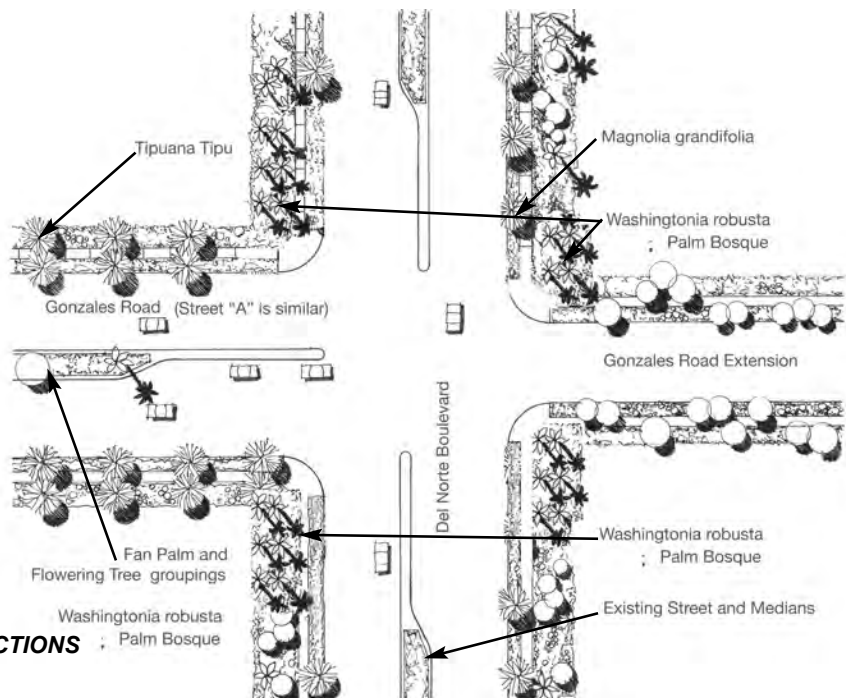


PRIMARY INTERSECTIONS
EXHIBIT 4.22

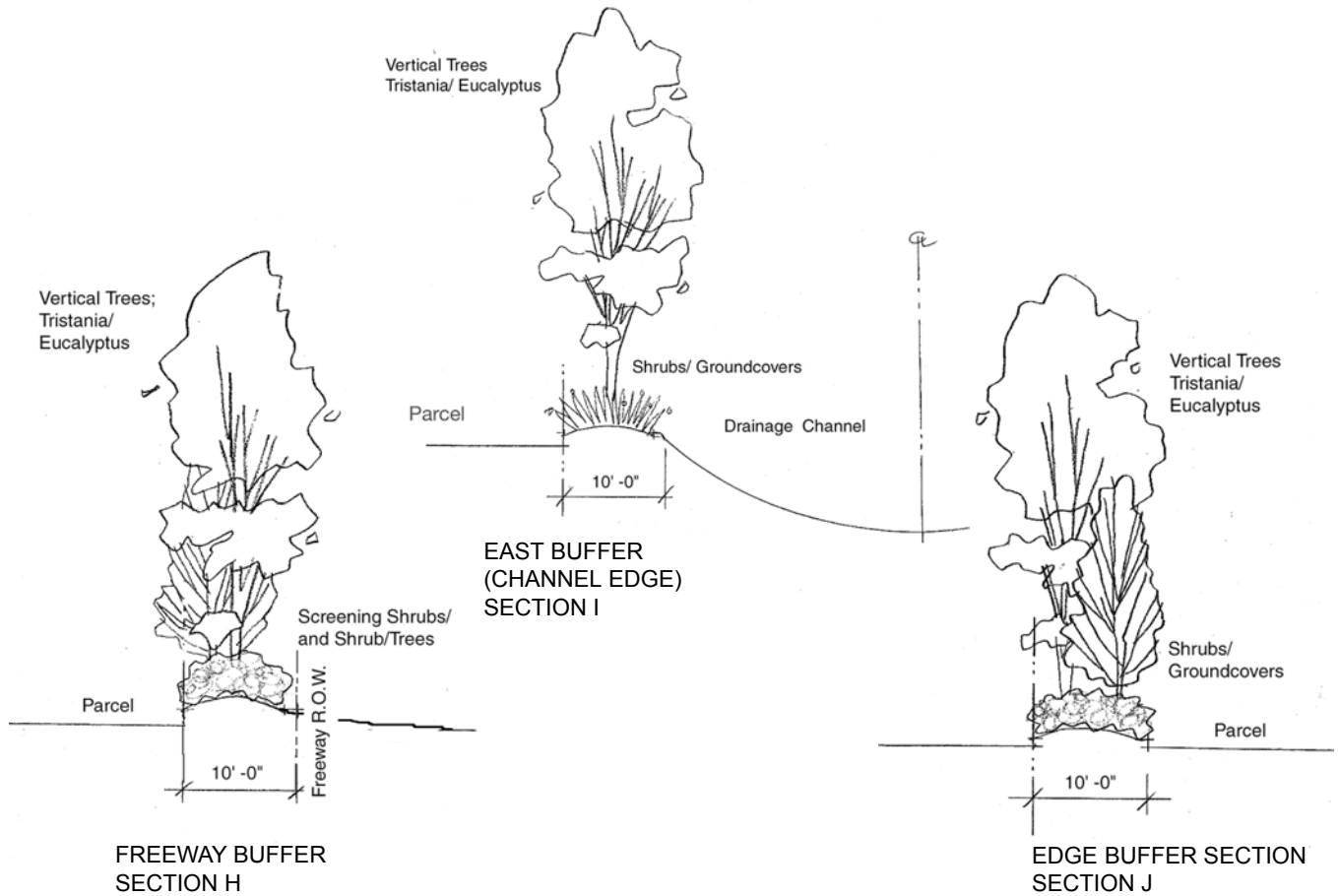
Intersection Treatments

The intersections at Gonzales Road, Street "A", and Streets "B" and "C" are intended to create park-like plantings that also identify the intersections and assist in way-finding.

Intersection corner plantings will create a palm bosque of hybrid Washingtonian palms with formal shrub and grasses/groundcover plantings below.



DEL NORTE INTERSECTIONS
EXHIBIT 4.23

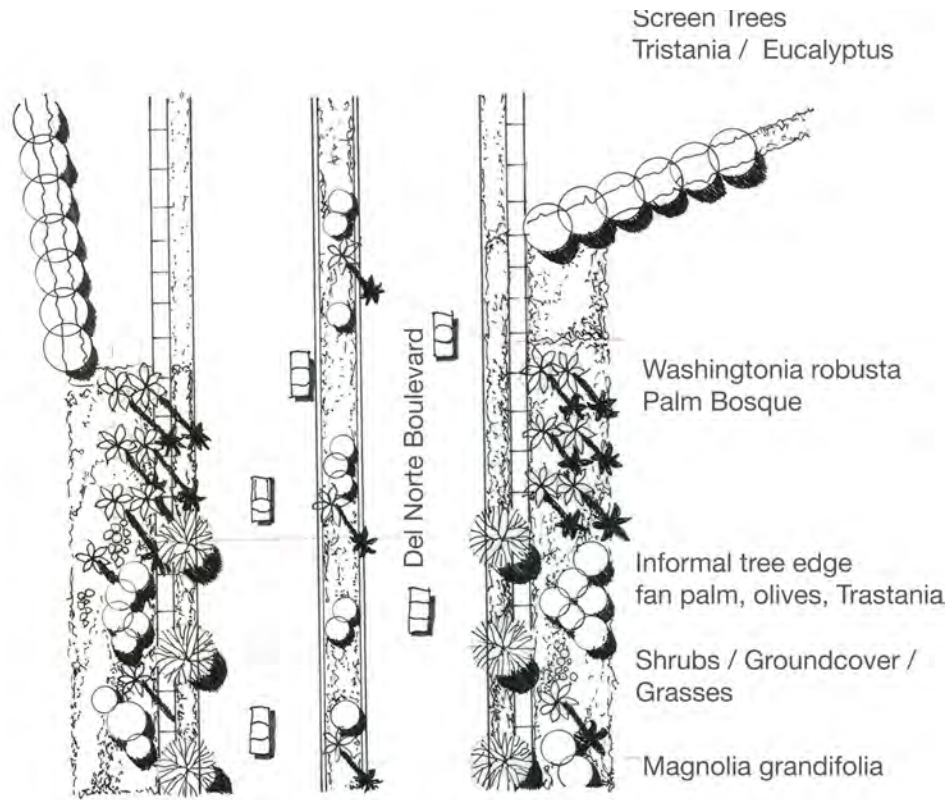


BUFFER SECTIONS
EXHIBIT 4.24

Project Perimeters / Buffer Edges

The project perimeters which require landscaping occur along the north property line adjacent to the 101 Freeway, the east property line, and the south property line. The edge setbacks are 10' typical, and will be planted with informal vertical tree

plantings such as eucalyptus, pines, brisbane box, carob trees. Ground plane plantings shall consist of shrub/tree species and hedge material to screen rear parcel areas. Rear parking lot perimeter tree planting shall be 40' on-center.



101 FREEWAY ENTRIES AT DEL NORTE AND SIMILAR ENTRIES AT THE N.E. CORNER OF RICE AVENUE

EXHIBIT 4.25

Parcel Entries

Individual parcel entries are to be installed by each parcel owner/developer but shall include landscape elements that transition and blend the streetscape design into the parcels. Plant material types and layouts shall be compatible with and complimentary to the adjacent streetscape setback plantings.

Parcel Interior

Parcel Interiors/Private Developer improvements shall be compatible with and complimentary to the overall project landscape theme.

4.6 PUBLIC FACILITIES PLANS

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

WATER SYSTEM PLAN

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

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

All anticipated water system connections should be constructed prior to or concurrently with each respective phase of the site improvements. In accordance with SB610, a water supply assessment was prepared by the City due to the development's size.

WASTEWATER PLAN

The Wastewater Plan for the site includes a system of gravity mains to be constructed in conjunction with the phases build-out, and will connect to existing facilities in Del Norte Boulevard and Rice Avenue. The proposed wastewater system will be constructed to accommodate the worst-case generation assuming the ultimate build-out of the project. The existing system in Del Norte Boulevard and Rice Avenue have locally sufficient capacity to accommodate the additional wastewater discharges anticipated from the site build-out. Proposed main sizes and layouts are generally consistent with the City of Oxnard Standard Plans for Public Works Construction (Standard Plans) and the Wastewater Master Plan. Wastewater mains were sized in accordance with the worst case discharge rates and peaking factors found in the City's Standard Plans.

STORM DRAIN PLAN

The Storm Drain Plan for the site proposes a system of storm drain lines to be constructed both within the streets and easements in accordance the anticipated drainage patterns of the developed site. The project site drains generally to the

southeast in both the existing and ultimate drainage conditions to a connection with the existing Sturgis Road Drain at the southeast corner of the site. Storm water discharges from the site are consistent with those envisioned by the City of Oxnard Master Storm Drain Plan.

The proposed Storm Drain Plan anticipates the construction of storm water detention facilities with outlet control structures to effectively limit peak storm water runoff discharge rates from the site to pre-development levels for each storm event (up to and including a 100-year event) with an overall maximum allowed runoff rate of 1 cfs/acre regardless of pre-development runoff rate. All new development projects will be required to implement hydraulic control measures to prevent accelerated downstream erosion by limiting the post-development peak storm water runoff discharge rates as previously described and construction of mitigation measures, such as but not necessarily limited to, energy dissipaters, flow spreaders, and check dams when determined effective in erosion prevention.

Runoff from the project shall comply with the requirements of the National Pollutant Discharge Elimination System (NPDES) as described in the Ventura County Municipal Storm Water NPDES permit Order No. 00-108, as well as the provisions of the Ventura Countywide Storm Water Quality Urban Impact Mitigation Plan (SQUIMP) where applicable. The Project shall comply with the performance criteria set forth in the 2002 Technical Guidance Manual for Stormwater Quality Control

Measures under Board Order 00-108 including the Best Management Practices (BMPs) specified in said manual or other equally effective methods proposed by the developer and approved by the City.

The on-site storm water conveyance system will be consistent with the City of Oxnard Master Storm Drain Plan, Ventura County Watershed Protection District discharge limitations for the Revolon Slough, and the Northeast Industrial Assessment District (NIAD) plans which considered future drainage configurations for the property. The existing trapezoidal channel which is the point of connection for the project (the Sturgis Road Drain) is anticipated to be extended to the north property line of the project along its current alignment. The existing earthen channel would be replaced by a concrete trapezoidal channel sized per future runoff quantity calculation.

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

STORM WATER QUALITY

The City of Oxnard requires all new development within the City to comply with the requirements of the National Pollutant Discharge Elimination System (NPDES) by incorporating storm water quality control measures into the proposed improvement plans in compliance with the Ventura County Stormwater Quality Urban Impact Mitigation Plan (SQUIMP). Projects within this Specific Plan are subject to these requirements. Each site as it develops will be responsible to comply with the performance criteria set forth in the 2002 Technical Guidance Manual for Stormwater Quality Control Measures “2002 TGM” under Board Order 00-108 or other equally effective methods approved by the City for treating storm water runoff from that project site. BMPs implemented on private property shall be maintained by either the individual property owner on which the BMP is located or by a private association, public maintenance district and/or other form of financial arrangement satisfactory to the City.

BMPs designed in accordance with the 2002 TGM shall also be implemented to effectively treat runoff from public rights-of-way within the specific plan. Maintenance costs associated with BMPs implemented to treat runoff from the public right-of-way shall be fully funded by a Community Facilities District, Property Owners Association and/or other form of financial arrangement satisfactory to the City as elected by the property owner.

FIRE STATION

A new fire station, on a 1.5 acre site, is proposed within Planning Area 2 or 3. The Oxnard Fire Department is requesting that the fire station be fully constructed and operational prior to the issuance of building permits in excess of 1.7 million gross square feet. These estimates are based upon current deficiencies in service, future demands from other adjacent developments and projects within the Specific Plan area. The criteria for any future development limitations shall be provided by the Oxnard Fire Department. As part of the Sakioka Specific Plan EIR Adoptive Mitigation and Monitoring Plan mitigation measures, the Oxnard Fire Department shall conduct subsequent reviews to determine whether additional development may be allowed based on future fire protection capability. The fire station will front on the north/south arterial, (Street “B”), between Planning Areas 2 & 3, approximately equal distance between the Gonzales Road extension to the north and the proposed new southern east/west arterial (Street “A”), to the south. The final design and location area is subject to review and approval by the Oxnard Fire Department as part of the first Tentative Tract Map in Planning Areas 1, 2, or 3 when cumulative total development exceeds 1.0 million square feet, or as otherwise determined. Unless otherwise determined, the 1.5 acre fire station site shall be reserved for the fire station.

UTILITIES

There are several public utility service providers in the Sakioka Farms Business Park area.

Electricity

Electrical service to the area is provided by the Southern California Edison Company.

Natural Gas

Natural gas service in the Specific Plan area is provided by The Gas Company.

Telephone

Telephone service in the Specific Plan area is provided by GTE of California.

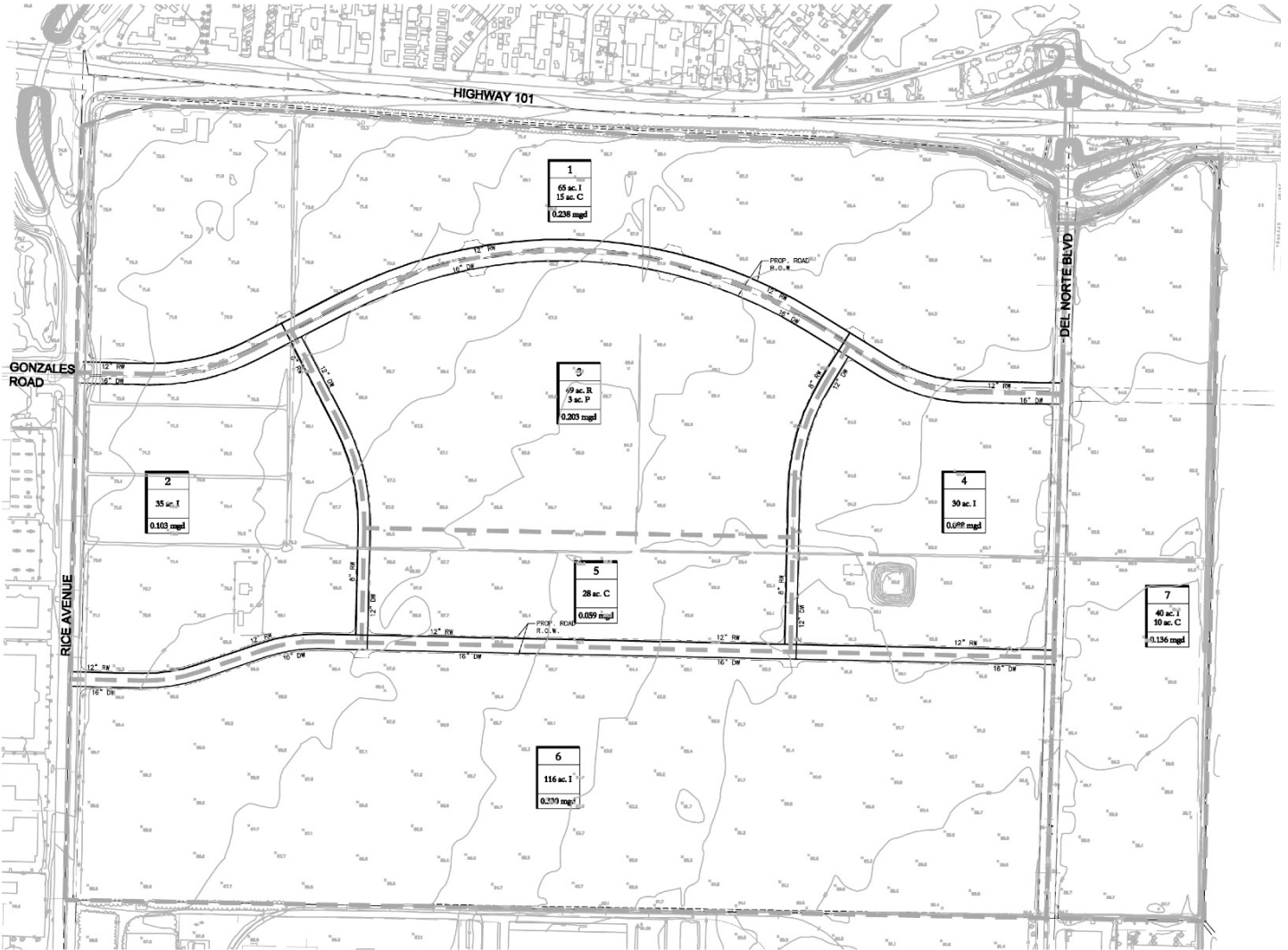
Cable Television

Cable television service within Oxnard is provided by Time Warner. Developers should coordinate with the cable company for the installation of new service.

Solid Waste Disposal

The City of Oxnard currently provides solid waste disposal services for the area. No solid waste disposal facilities are planned to be located in the Specific Plan area.

WATER SYSTEMS EXHIBIT 4.26



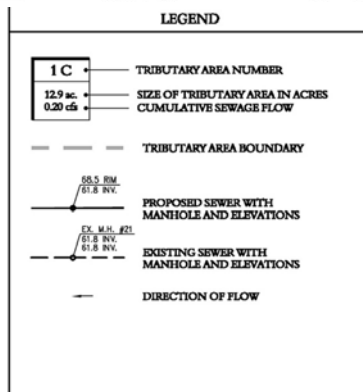
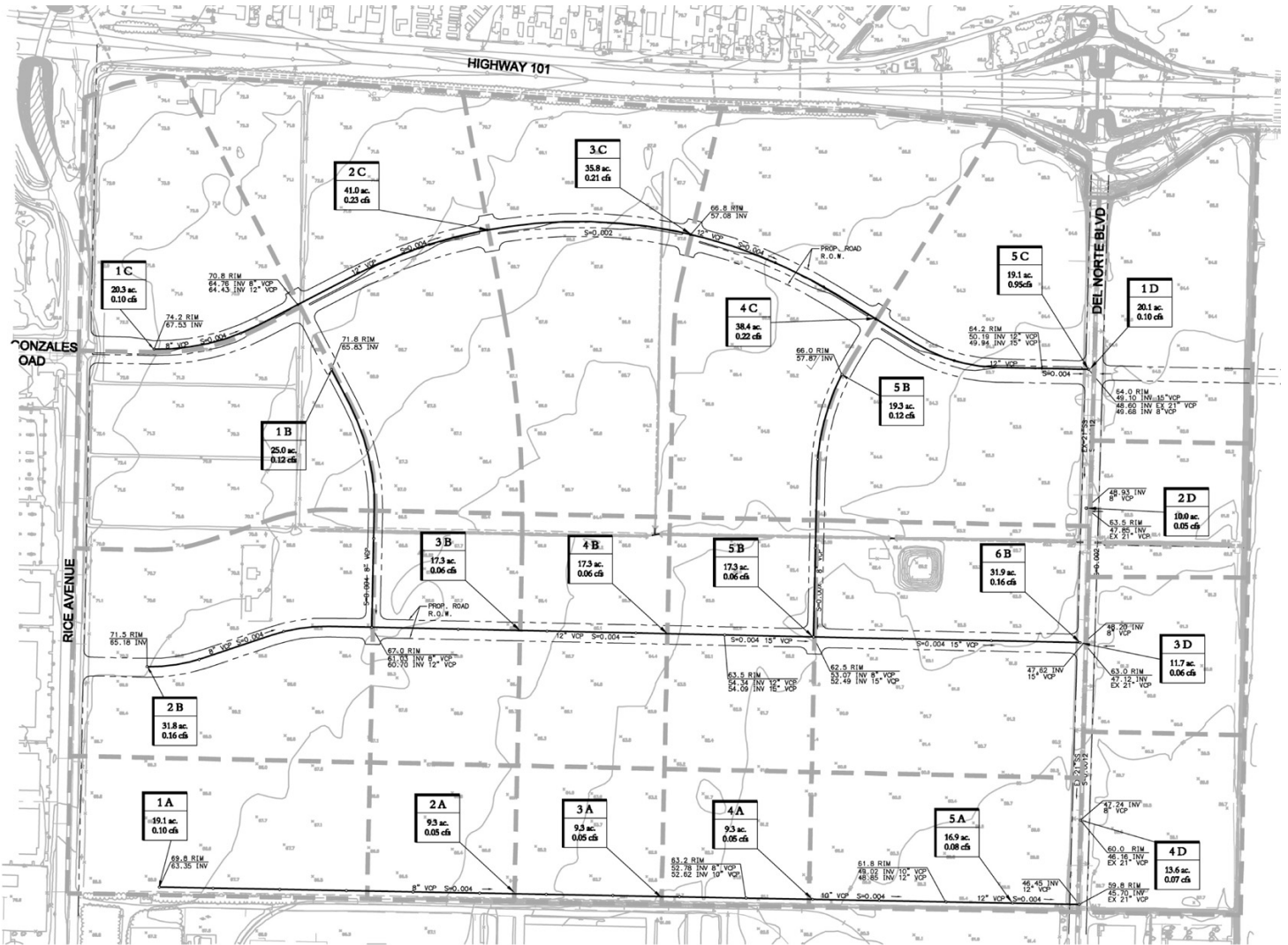
LEGEND

6	TRIBUTARY AREA DESIGNATION
BRAND	PLANNED LAND USE
I	INDUSTRIAL
C	COMMERCIAL
R	RESIDENTIAL
P	PARK
1.0 mgd	WATER DEMAND (IN MILLION GALLONS PER DAY)
---	TRIBUTARY AREA BOUNDARY
16" PVC	PROPOSED WATER LINE
EXIST. 16" PVC	EXISTING WATER LINE

SAKIOKA FARMS,
CITY OF OXNARD
CONCEPTUAL MASTER PLAN
WATER SYSTEMS

RBF
REGISTERED PROFESSIONAL ENGINEER
CIVIL ENGINEERING

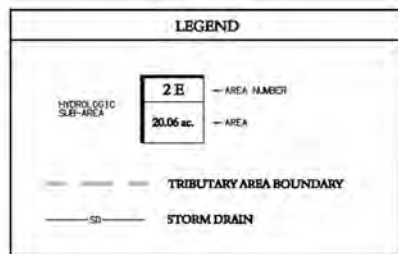
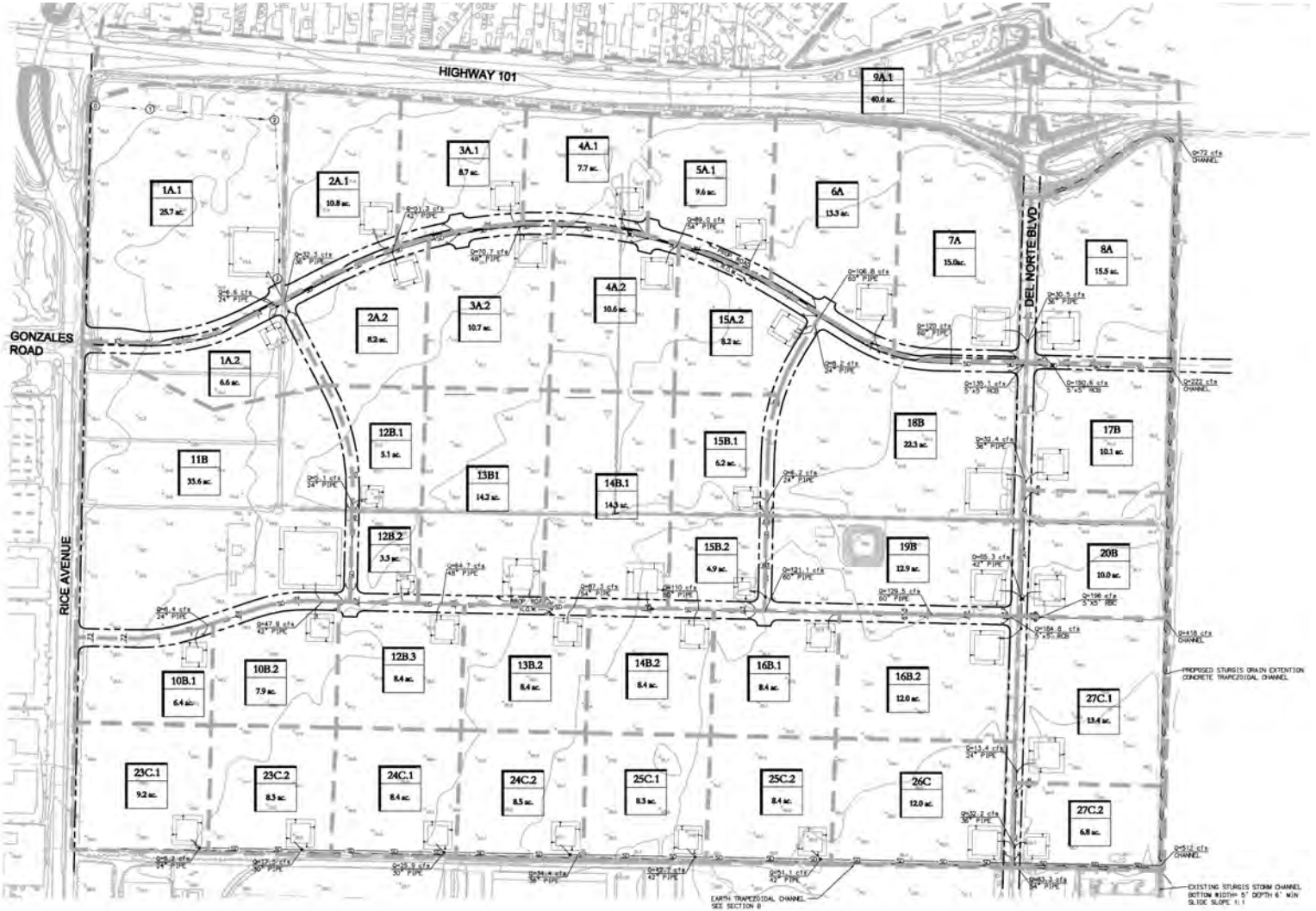
SEWER SYSTEMS EXHIBIT 4.27



SAKIOKA FARMS,
CITY OF OXNARD
CONCEPTUAL MASTER PLAN
SEWER SYSTEM

RBF
REGISTERED PROFESSIONAL ENGINEER
CIVIL ENGINEER
1100 WEST OXNARD AVENUE, SUITE 100
OXNARD, CALIFORNIA 93030
TEL: (805) 325-1100 FAX: (805) 325-1101

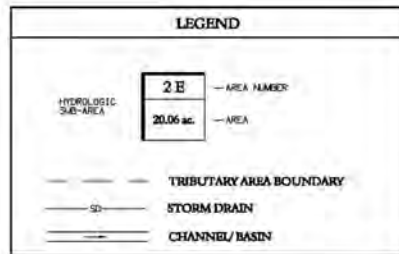
**PREFERRED STORMDRAIN PLAN
EXHIBIT 4.28**



SAKIOKA FARMS,
CITY OF OXNARD
CONCEPTUAL MASTER PLAN
PREFERRED STORMDRAIN PLAN

RBF
CONSULTING

**ALTERNATE STORMDRAIN PLAN
EXHIBIT 4.29**

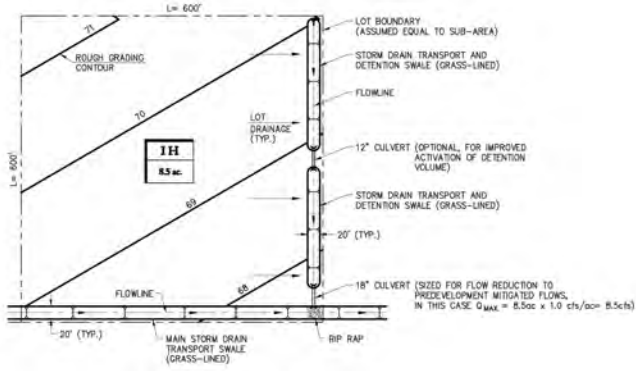


SAKIOKA FARMS,
CITY OF OXNARD

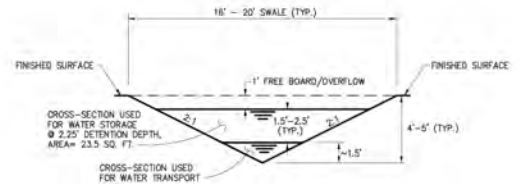
CONCEPTUAL MASTER PLAN
ALTERNATE STORMDRAIN PLAN

RBF
REGISTERED PROFESSIONAL ENGINEER
CIVIL & ENVIRONMENTAL

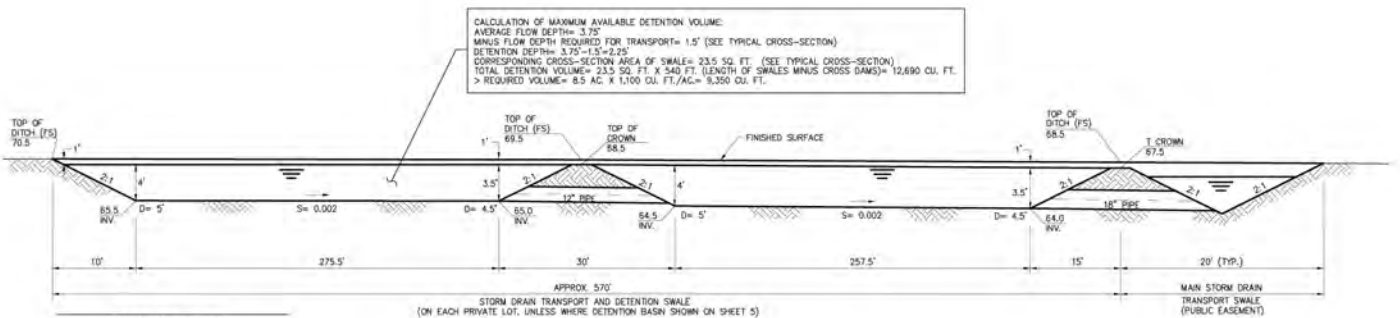
ALTERNATE STORMDRAIN PLAN
EXHIBIT 4.30



TYPICAL LOT DRAINAGE
PLAN VIEW



TYPICAL CROSS SECTION
STORM DRAIN AND DETENTION SWALE



CALCULATION OF MAXIMUM AVAILABLE DETENTION VOLUME:
AVERAGE FLOW DEPTH= 3.75'
MINUS FLOW DEPTH REQUIRED FOR TRANSPORT= 1.5' (SEE TYPICAL CROSS-SECTION)
DETENTION DEPTH= 3.75'-1.5'=2.25'
CORRESPONDING CROSS-SECTION AREA OF SWALE= 23.5 SQ. FT. (SEE TYPICAL CROSS-SECTION)
TOTAL DETENTION VOLUME= 23.5 SQ. FT. X 540 FT. (LENGTH OF SWALES MINUS CROSS DAMS)= 12,690 CU. FT.
> REQUIRED VOLUME= 6.5 AC. X 1,100 CU. FT./AC.= 7,150 CU. FT.

SAKIOKA FARMS,
CITY OF OXNARD

CONCEPTUAL MASTER PLAN
ALTERNATE STORMDRAIN PLAN



TYPICAL
PROFILE STORM DRAIN TRANSPORT
AND DETENTION SWALE

**GRADING PLAN
EXHIBIT 4.31**



LEGEND	
	PROPOSED CONTOUR LINE
	PROPOSED FINISHED SURFACE
	PROPOSED SLOPE
	FLOOD ZONE LIMITS
	EXISTING ROAD AND R.O.W.
	PROPOSED ROAD AND R.O.W.

- NOTES:**
1. THE PROPOSED ROAD ELEVATIONS ARE FINISHED SURFACE ELEVATIONS, WHEREAS THE CONTOURS DEPICT ROUGH GRADES.
 2. SOME OF THE ROAD ELEVATIONS ARE THEORETICAL, HOWEVER, AS THE MINIMUM G GRADIENT IS 0.4%, IN CASES WHERE THE SHOWN G GRADES ARE LESS THAN 0.4%, THE ACTUAL ELEVATIONS WILL REFLECT A SAW TOOTH PATTERN OF THE G GOING UP AND DOWN TO PROVIDE THE MINIMUM GRADIENT. FOR THE PURPOSE OF THIS STUDY THE ACTUAL ELEVATIONS ARE NOT SHOWN.

SAKIOKA FARMS,
CITY OF COONARD
CONCEPTUAL MASTER PLAN
GRADING

RBF
CONSULTANTS

PHASING MATRIX	PLANNING AREAS						
	1	2	3	4	5	6	7
2012-2015	25%	25%	25%	25%	33%		
2015-2020	25%	25%	50%	25%	33%	25%	
2020-2025	25%	25%	25%	25%	33%	25%	25%
2025-2030	25%	25%		25%		50%	75%

Years are approximate and contingent on the beginning period

**PHASING MATRIX
EXHIBIT 4.32**

4.7 PHASING PLAN

The Sakioka Farms Business Park will be developed in various phases over several decades. In order to accommodate the anticipated intermittent development patterns, all required circulation, infrastructure and community improvements to accommodate each new development of the Specific Plan shall be completed prior to, or simultaneously with, individual projects. See Exhibit 4.13 for the Conceptual Street Phasing Plan.

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

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

The first phase of the infrastructure improvements will extend, install and upgrade the utilities necessary to provide for new projects in the affected Planning Area(s).



5.0 PROJECT AREA CHARACTER

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

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

5.1 SITE PLANNING GUIDELINES

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

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

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

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

5.1.0 DESIGN POLICIES

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

5.1.2 Building orientation should reflect an understanding and response to the sun, shade and wind conditions along with views into and from the project. Buildings shall be designed compatible with other approved projects in the area. Building entryways, administration areas

and other window areas shall front on to any adjacent street. Relationship to adjacent sites shall be considered concurrent with individual project layout. Projects shall be off-set to minimize views directly into opposing buildings.

5.1.3 Access to individual projects shall be compatible and enhance adjacent activities. Vehicle circulation shall be provided with an adequate turning radius and roadway widths for all drive aisles and fire lanes consistent with the adopted City standard. Additional fire and emergency considerations shall be addressed on a project by project basis, subject to review and approval by the City.

Entry drives shall be of a uniform size and design throughout the project area. Main and secondary entrances shall be a minimum of twenty-five (25) feet wide. Shared driveways and entry locations may be proposed. Driveways and entrances on opposite sides of a street shall align. Any proposed offset of driveways on opposite sides of a street shall be subject to review and approval by the City.

5.1.4 Project functions, activities and elements should be logically located, so that the business operates efficiently. The project should function well for people who work, shop and visit the area.

5.1.5 Transitional areas between the street and building should provide adequate landscaping, walkways and parking to create a visually pleasing and functional buffer.

5.1.6 Parking areas for individual projects shall be provided on-site in a manner that is convenient and compatible with the layout and design of the overall project area. In order to create larger building setback, surface parking facilities may be located between the main building front façade and adjacent street. Parking areas should be screened from public ways and divided with landscaping, walls, fences, berms and other elements.

5.1.7 Trash, loading and storage areas including truck access shall be in the rear and/or side portions of the lot, and screened from the street. All truck maneuvers (i.e. backing into truck loading areas) shall be performed within the project site. Service areas should be conveniently located and big enough to adequately function.

Trash enclosures for refuse containers and equipment shall be easily accessed by service vehicles and screened from public view. Refuse containers and equipment shall be located within a building's façade or within a screened enclosure, and reflect the architectural style of the main building, including the use of similar materials. Landscaping shall be provided on each side of all screened enclosures within parking areas.

Loading areas shall be designed to include attractive and durable materials, and conform with other guidelines pertaining to building features, materials and finishes. Fixed hardware for rolling doors shall be located on the inside of buildings to minimize visual clutter.

Loading dock areas shall be screened with a solid decorative wall or berm. Where views of these features are possible from streets or connecting walkways, they shall be screened through the use of walls, trellises, tall landscaping, or equivalent features. Loading docks shall be provided at a lower grade, where practical, to minimize views from the street and the need for tall walls or fencing.

Outdoor storage shall not exceed ten (10) feet in height. All outdoor storage areas must be screened consistent with the loading area provisions. The wall height shall be sufficient to screen the loading areas and vehicles and trailers from view of adjacent properties and streets and shall not exceed ten (10) feet in height.

Satellite structures (detached) can provide an effective variety in building layout and design; provided it can also be an efficient solution for company operations. Satellite structures must be designed to be compatible with the main structure and built with compatible materials.

5.1.8 Exterior Lighting shall be located and designed to minimize direct glare beyond the parking lot or service area. Light standards under thirty-five (35) feet in height are recommended throughout a project area and shall illuminate all sidewalks and connecting walk-ways. All light standards shall be consistent with respect to design, materials, color and color of light, and with the overall architectural style of the project. Illumination of buildings and landscaping can be indirect, to create a strong positive image.

Concealing light fixtures within buildings and landscaping can highlight attractive features. Use of lighting is especially recommended at entries, plazas, parking lots, and other areas where evening activity is expected. All proposed lighting shall comply with the City's Outdoor Lighting Code & Guidelines and Title 24, Part 6 of the California Code of Regulations: California's Energy Efficiency Standards for Residential and Nonresidential Buildings. All exterior lighting shall be approved by the Police Department prior to issuance of a permit. Exterior lighting in public areas shall be independent from tenant control.

5.1.9 Handicap accessibility shall be incorporated into all individual project plans and must reflect sensitivity to the needs and requirements of handicapped employees and visitors. The California Accessibility Code (Title 24) requirements shall be considered as a minimum set of guidelines. All accessways and parking layouts shall be handicap accessible and convenient.

5.1.10 Security provisions, including lighting, building entrance visibility and drive locations, shall be carefully considered and subject to review and approval by the City.

5.1.11 Vehicle control gates shall be operable by City approved radio equipment.

5.2 ARCHITECTURAL GUIDELINES

The Architectural Guidelines are intended to establish a compatible character, style and quality for all development projects within the Sakioka Farms Business Park. This compatibility of character is not intended to discourage individual innovation and creativity, but to simply provide a framework within which an overall sense of community and place will be reinforced.

The architectural theme shall reflect a contemporary research and development complex. Each project shall be designed and sighted with sensitive regard to climate, context, and proper use of materials and form in an honest expression of function as well as aesthetics. Building design shall comply with the following architectural policies.

5.2.0 ARCHITECTURAL POLICIES

5.2.1 Unifying and harmonious design elements shall be incorporated into all projects. New elements should be compatible with existing elements and shall be updated to blend with new proposals. A unifying theme or common denominator should be used in the various components of design. This basic theme will serve as a guide for design details, choosing elements and selecting materials.

Building designs shall reflect an industrial/business office park theme and include a recognizable base and top. The base shall visually relate to the

proportion and scale of the building. Contrasting materials, textures and color are encouraged on the base of buildings that face streets or connecting walkways, especially those adjacent to major entries. Building rooflines are encouraged to feature the potential visual prominence of the building's silhouette. A building's entry and office areas are encouraged to include cornice treatments, roof overhangs and architectural details that incorporate richly textured and/or different color materials.

5.2.2 Building scale, location, massing and orientation on the individual sites, shall provide a balance in form and composition. Building components should be appropriate in scale for the size and style of the building and its relation to the size of the lot. Building design shall avoid a single dominant mass. Substantial variations in massing should include changes in height and horizontal plane. The horizontal mass of the building elevations may be broken up with external treatment detached from the main building structure. Such massing breaks include: columns, colonnades, trellises, wall segment textures, materials, pattern or color and enhanced landscape treatment. The extent of massing breaks and building projections shall relate visually to the overall scale of the building.

5.2.3 Building proportions and inner relationships shall be designed with consideration to adjacent projects and activities. Special attention shall be given to maintain the highest quality of design, harmony and compatibility, especially between new proposals and existing activities.

5.2.4 Rhythm and balance in building design can be obtained through site layout and clustering of activities. Building articulation and fenestration are encouraged to avoid large flat building walls. Building elevations can also be enhanced with second story areas and/or vaulted areas establishing a variety in building volumes and composition.

Building walls shall avoid blank areas between massing breaks, especially along facades immediately visible from adjacent streets or walkways. This can be accomplished with a change in surface texture, revealed pilaster, a change in building planes, a vertical variation of the roof line, window placement and/or intensified accent landscaping.

Building entries shall be visible from public streets and incorporate interesting and attractive features. The entry feature treatment shall be an integral part of the building design and a monolithic appearance shall be avoided.

Building corner situations shall incorporate special architectural treatment on elevations, visible from a public street. Any special façade treatment shall be continued around the building corner to a logical point of terminus.

5.2.5 Building materials chosen should be consistent with the architectural style and theme for the area, and may be a combination of

concrete, metal, glass and/or other contemporary composites. Concrete tilt-up construction can be an integral component of building design.

5.2.6 Building finishes and colors shall be chosen from a palette of subtle tones (white, off white, light gray and beige); projects are encouraged to use color accents. Glazing shall be tinted with high-performance materials. Glazing colors shall be limited to green, blue and light gray shades. Clear, lightly tinted, and reflective coatings are acceptable. The selected finishes should respect the architectural style of the building and surrounding development.

5.2.7 Pedestrian sensitivity needs to be carefully considered when designing street level activities. Building design should make pedestrians feel comfortable when walking by. Pedestrian scale amenities should be incorporated within the transitional areas of the project.

Building entries shall be obvious. A clearly defined, primary pedestrian entry, with an enhanced hardscape foreground, is required for each building. Building entries shall be emphasized by design features such as overhangs, recesses, walls and roof forms that are integrated into the overall building design. Greater height can be used to highlight and accentuate entries. Building entrances should be easily accessible from pedestrian walkways which connect the building entrance and the public sidewalk.

5.2.8 Mechanical equipment, shall be screened from view of adjacent property. Mechanical equipment shall not be exposed on the wall surface or roof of a building. Screening material and color shall be compatible with the overall building design and colors. Backflow devices, electrical transformers and other mechanical equipment shall be screened from public view or undergrounded, with the exception of public safety features. Mechanical equipment such as ventilation devices, louvers, exposed flashing tanks, overhead doors, and other service doors shall be finished consistent with the color scheme of the building. Cyclone blowers shall be screened and located below the fascia or roofline of a building. These devices shall be located at the rear and painted to match the color scheme of the building.

Mechanical equipment, located adjacent to but detached from the main building, shall be screened with compatible building and/or landscape materials.

5.2.9 Sustainable green building design, construction and operation of developments within the Specific Plan are encouraged. Considerations shall include: increasing the efficiency with which buildings and their sites use energy, water and materials, as well as reducing building impacts on human health and the environment through siting, design, construction, operation, maintenance and waste removal through the complete building life cycle.

Developments are encouraged to utilize established and evolving green building performance-oriented rating systems such as the U.S. Green Building Council's LEED portfolio, Green Globes, or similar state, federal and trade organization guidelines during project design, construction and operation.

Solar collection systems are encouraged and "solar farming" on rooftops and/or parking lots is a permitted activity within the Specific Plan.

5.2.10 Public art shall be included as part of all large projects within the Specific Plan area; smaller projects may contribute to the establishment and maintenance of a public art program within the common areas. The proposed art feature shall be located in an area which can be easily viewed and accessed by the public. The public art requirement may be satisfied in a number of ways; the City's, Cultural Arts Committee has established a formal approval process.

5.3 LANDSCAPE GUIDELINES

These Landscape Guidelines are intended to supplement the City of Oxnard Landscape Standards and the City of Oxnard Parking Ordinances. They are intended to provide uniformity to the site and establish a "Sense of Place" with both aesthetic and functional considerations. The Landscape Guidelines establish the design and visual qualities for

individual development in the project areas. In cases where these guidelines differ from those City standards or ordinances, these guidelines shall govern. In cases where these guidelines are silent on issues, the City of Oxnard's Landscape Standards shall govern. The landscape treatment for buildings and public right-of-ways should be designed with a compatible interpretation of the guidelines.

The Landscape Guidelines accommodate individual development identities and promote inter-relationships between complementary land uses and community features. All development proposals within the Master Plan area shall conform to the Landscape Guidelines and shall incorporate appropriate theme elements. The Landscape Guidelines create an overall theme, however, alternative approaches may be considered which preserve the intent of the guidelines while proposing modifications to the regulations.

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

The Landscape Guidelines propose a continuation of the landscape and streetscape patterns currently surrounding the project area. The specific project establishes a "California" theme, which includes an eclectic mix of indigenous plant and local materials which reflect the historical and cultural background of the area. These include perimeter landscaping, large landscape setbacks along both interior and perimeter streets, pedestrian walkways which unify the site, and intersection treatments which create a "park-like" atmosphere and assist in visitor way-finding.

To develop a consistent streetscape design, all streets shall be improved with landscape as noted in the enclosed sketches. Individual developer parcel landscaping will be developed in a similar and complimentary manner as outlined in the following sections. Plant materials shall be drawn from the projects plant materials palette. The plant materials palette includes turf, shrubs, ground cover and trees which are compatible with the City's overall landscaping requirements and consistent with the existing adjacent streetscape.

5.3.0 LANDSCAPE POLICIES

5.3.1 Streetscapes/frontages, public areas, and development sites landscape design shall respect and compliment the natural and existing site features of the surrounding area. The landscaping should be in proportion with the whole development and integrated with the building design to enhance the appearance of the project, and soften the effect of buildings

and hardscape. The landscaping should be a combination of trees, shrubs, grasses, and ground cover plants; vines should be considered on exposed perimeter, screen and trash enclosure walls. A project's landscaping should blend with the adjacent property when appropriate. Turf shall be kept to a minimum.

A minimum of ten (10) percent of the net site area shall be landscaped. A maximum of five (5) percent of the minimum required landscape area may be improved with hardscape (entries, plazas, and walkways).

5.3.2 Public Right of Ways/Streetscapes:

- **Gonzales Road;** setbacks shall provide minimal turf, except between the sidewalk and curb when landscape parkways are present. Street trees shall be formal double-row plantings of Tipuana trees. Informal drifts of shrubs and ground-cover/indigenous grasses shall extend between the back of sidewalk and the property line. Informal plantings of palm trees and shrub/tree species shall also be planted continuously in the 18' setback.

The medians shall have single row groupings of Mexican fan palms and flowering trees. Ground cover / grasses will create a continuous base.

- **STREET "A",** the East-West Connector Street south of Gonzales Road, will have 16' landscape setback, a 6' sidewalk and an 8' curb-adjacent parkway along both sides of the street.

A 16' center median separates two 30' street sections. The median and parkway are planted with groupings of Washingtonian Palms and Trastinia, with a continuous grass / ground cover base. The 16' landscape setback provides a background planting of informal groups of Washingtonian palms and a mix of vertical screen trees and small flowering trees. Informal drifts of shrubs, grasses and-or ground cover will stretch along the entire Street "A" setback. The median will be mounded, with a maximum height of no more than 12" from the top of curb and will have an 18" catwalk on each side.

- **Street "B", "C" and Gonzales Road Extension** have an 8' curb adjacent parkway, a 5' sidewalk and a 10' landscape setback. The parkway planting design features informal vertical and shade tree groupings with a grass and/or groundcover base. The 10' setback is mounded and continues the parkway planting design of informal vertical and shade tree groupings. At their base are continuous informal drifts of shrubs, and grasses and/or groundcover.
- **Rice Avenue's** eastern street frontage has a 60' Caltrans setback and a 30' landscape setback that is consistent with the City of Oxnard's Memorandum of Understanding with Caltrans. The curb adjacent parkway and the first 30' of the setback will provide a double row of Magnolia grandiflora trees at 40' on center with a background of informal Washingtonian palms and a mix of vertical screen trees and smaller flowering trees. Informal drifts of shrubs and grasses and/or

groundcover will stretch along the entire Rice Avenue frontage. The Rice Avenue sidewalk is proposed to meander similar to the existing improvements to the south.

- **Del Norte Boulevard;** the setback shall have a single formal row of Magnolia grandiflora trees with an informal background planting of palms and shrub/tree species. Ground plane plantings shall consist of shrub and ground cover/ grasses in informal drifts between the back of sidewalk and the property line.
- **Rice Avenue entry treatments;** the entries at Gonzales Road and Street “A” shall have entry planting treatments which identify and enhance the project arrival experience. These treatments shall consist of a linear, formal double-row planting of hybrid Mexican fan palms with formal linear plantings of flowering shrubs and groundcovers/grasses.
- **Del Norte Boulevard entry treatments;** the entries off of Del Norte Boulevard shall be a formal planting of hybrid Mexican fan palms and a formal, linear planting of shrubs and groundcovers/grasses.
- **All Landscape medians,** located in the roadways adjacent to the project area, shall be designed and constructed per City of Oxnard standards and shall be maintained by the City.

5.3.3 Perimeter Landscape planting along the project edges shall provide a consistent treatment using a limited number of plant materials, and shall meander in informal groupings around the

site. Perimeter landscaping shall preserve or construct, a minimum ten (10) foot wide landscape buffer between off-site properties/ improvements and private project improvements, including buildings, walls, parking areas, etc. The landscape buffer shall be adjacent to the individual projects landscaping and off-site projects

Tree planting in these areas shall include a minimum of one (1) twenty-four (24) inch box tree for each twenty (20) feet of lineal frontage. Tree planting may include a combination with thirty-six (36) inch or larger box trees. Shrub plantings shall provide mid-height (5’-7’) screening of off-site views.

5.3.4 Each Individual parcel shall provide a level of landscape and design in keeping with the overall master plan intent and planting theme. Private landscape improvements and adjacent right-of-way landscape improvements shall be constructed by individual project developers. On site landscape improvements shall be maintained by each adjacent / abutting property owner, consistent with the overall landscape theme.

A minimum of ten (10) percent of the net site area shall be landscaped. A maximum of five (5) percent of the minimum required landscape area may be improved with hardscape (entries, plazas, and walkways). Plant selections should consider the function of the material, i.e., shade, wind break, ornamental, groundcover, accent, structural aesthetic and layering or materials to achieve a cohesive design.

landscaped in accordance with the City's Parking Regulations and Standards for Parking Lot Design. Perimeter parking lots adjacent to arterial streets, shall be provided with a continuous visual screen 36" high at installation. Berming in these areas is encouraged and shall be a maximum of 30" high and have natural continuous contoured appearance. Shrub hedges shall be planted along the perimeter of all parking areas. Hedges shall be trimmed in a formal manner and shall be maintained between 36" and 42" in height. Where cars overhang the curbs, ground cover planting shall be required at a minimum width of two (2) feet (inside dimension). The overhang area shall not be considered as part of the required minimum percentage of on-site landscaping. A 6" concrete curb/mowstrip is required to separate all on-site private landscape from association/project streetscapes. Where cars overhang a sidewalk, the sidewalk width shall be a minimum of 7'.

Parking lots shall be planted at a rate of one (1) tree for every six (6) parking stalls for parking areas fronting public streets. For parking lots at the rear of the parcel or not visible from the street, the rate shall be one (1) tree for every ten (10) parking stalls to accommodate industrial uses. Trees for rear parking areas may be planted at site perimeters when large open turnaround or truck areas are required. Parking lot trees shall be minimum twenty-four (24) inch box trees. All tree planting areas shall be a minimum net width of five (5) feet and provide no less than 25 square feet of planting area. All finger landscape areas shall have a minimum width of 9 feet. Rear parking lot perimeter planting is to include a minimum of one tree every 40'. Foundation plantings at the building edges consisting of hedges or medium height shrubs are

encouraged where possible.

Parking lot treatments shall be consistent and contribute to the project landscaping unity. Parking lots shall be planted with trees in such a manner as to provide maximum shade. An alternative which clusters or groups parking lot trees adjacent to the building may be considered. Larger trees may also be substituted for a number of smaller trees, subject to review and approval by the City.

5.3.6 Entry drives shall be designed to provide entering and exiting with adequate views of approaching pedestrians and vehicles. Entry drives shall provide convenient access to parking lots at various site locations. In addition to street trees and on-site landscaping, each entry shall be designated by ground cover and a minimum of two thirty-six (36) inch box specimen trees, on both sides of the entry. These trees shall be located behind setbacks or a minimum of ten (10) feet back from the face of the street, whichever is greater.

5.3.7 Pedestrian walkway systems within private parcels shall be designed to unify the entire project area and provide pedestrian site access to buildings, parking and site activity areas. Pedestrian walkways shall be provided on each parcel and within the adjacent public right-of-way. Walks shall be a minimum of five (5) feet in width, except those walkways directly adjacent to parking areas with overhangs. In these areas a minimum walk width shall be seven (7) feet. Pedestrian walkway improvements shall be installed concurrent with the landscape improvements.

5.3.8 Entry plaza areas and courtyards shall be provided as focal points and for employee use.

provided as focal points and for employee use. These areas shall be an integral part of the building architecture and be connected by a walkway system to the public pedestrian walkways. They shall include such amenities as special paving, walls, gateways, seating areas, shade structures, fountains, and specimen plantings. Hardscape is excluded from the 10% landscape requirement.

5.3.9 Walls and Screening of project areas and walls, screening and fencing along the perimeter arterials shall be compatible with adjacent projects and provide project identity, privacy and noise control. Individual wall treatments shall reflect the architectural character of the adjacent main buildings and be compatible with other buildings throughout the project area.

5.3.10 Trash enclosure areas shall be provided with walled enclosures a minimum of 6' high and shall include tree and shrub planting screens to soften the enclosure. Roofing of trash enclosures with architectural treatment complimentary to the building design is encouraged. Mechanical equipment and transformer areas shall have landscape screening and/or low-level screen walls. Valves, meters, back flow preventors, etc. shall also be screened by shrub plantings and/or low-level screen walls.

5.3.11 Landscape lighting shall be provided to aesthetically enhance the site, as well as providing for the safety and security of motorists and pedestrians throughout the project area. Pedestrian walkways shall include adequate night

lighting for public safety.

Pedestrian pole light fixtures should be complementary to the building design vernacular and the master plan lighting. Poles should not exceed 20 feet in height.

Low-level lighting includes wall lights, bollard lights, ground-mounted uplights. Fixtures should be in the same family and should match any pole fixtures. Colors are as noted above. Low level wall or step light fixtures should include either opal or sandblasted glass or grills to minimize glare.

Bollard lights should be of the same family or vernacular as other light fixtures and should provide area lighting with minimal glare. Sandblasted or opal glass fixtures are recommended.

Ground-mounted uplights for trees can be either in-ground or pedestal mounted types, but should have grills to minimize glare. Tree up/downlighting is allowed for specimen trees and palms.

Lamp types should be quartz, metal halide, fluorescent, or incandescent types. High pressure sodium is approved only for use in parking lots or service areas. Specimen tree uplighting is encouraged for site entries, building entries, and plaza areas.

5.3.12 Plant materials surrounding individual projects shall be selected to create an informal pattern of landscaping with a more formal pattern of landscaping created at the project entries. Landscaping should include a variety of deciduous and evergreen shade trees, flowering shrubs and ground cover. Trees shall be of even size and

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

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

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

Trees shall have comparatively straight trunks, well-developed leaders, and tops and roots characteristic of the species or variety. All plants must be free of insects, disease, mechanical injuries, and other objectionable features at the time of planting. Shrubs and vines shall be 5-gallon size (minimum) and drought-tolerant species. Ground cover shall be evergreen and colorful, drought -tolerant species and planted from flats (minimum) at 12" O.C. (maximum) spacing. Ground cover may be a container plant

at approved spacing. All landscape areas shall be mulched with a minimum of 2" of composited bark mulch to minimize evapotranspiration.

5.3.13 Root barriers are required for all trees planted within 6 feet of, driveways, public roadways, sidewalks or plaza/courtyard hardscape areas. The root barriers will help to minimize potential lifting and cracking of the adjacent pavement.

5.3.14 Water Conservation measures shall be incorporated into the landscape design of the public areas as well as the private developer parcels. Drought tolerant and other low water using plants should be considered. Xeriscape plant material and design may be appropriate for select projects. Use of mowed turf should be kept to a minimum; the majority of landscape areas should be planted with shrubs and ground cover/ indigenous grasses. All plant material selections shall be made from the approved plant materials list. Additional materials with similar characteristics may be approved by the Architectural Review Committee.

5.3.15 Automatic irrigation shall be drip, bubbler or pop-up spray or rotor head irrigation system. The design of such a system shall minimize overspray onto paved areas. The design shall provide water use calculations per A.B. 25. For spray systems, pop-up heads shall be used in all areas adjacent to paving, parking lots and plazas. For shrub areas, pop-up shall be 6" minimum, with 12" preferred. Turf pop-ups shall be 4" high. All irrigation systems shall provide automatic operation, with pressure regulation as necessary. Quick couplers for manual watering or wash-down shall be provided at 150' on-center maximum.

5.3.16 Maintenance responsibility for all landscaping shall be by the individual projects and kept free from weeds and debris. All vegetation shall be maintained free of physical damage or injury arising from lack of water, chemical damage, insects, diseases or other causes. Vegetation showing such damage shall be replaced with the same or similar vegetation which will be comparable at full growth. Whenever any person fails to conform to this section, the Parks Superintendent shall require compliance upon thirty (30) days written notice. This notice may be appealed to the City Council. In the event non-compliance continues thereafter, the Park Superintendent shall cause work to be done and plantings to be made to bring the landscaped area into compliance. The work will be done at the property owner's expense.

5.3.17 Plant List

Plantings for site public landscapes/streetscape and private development parcels shall be selected from the following list. Additional plant species may be considered for approval by City's Planning Landscape Architect. All Street and Median Trees shall be a minimum 36" box size.

A. Frontages/ Streetscapes Trees:

1. Rice Avenue/Del Norte Boulevard;

- a. Formal Street Trees
 - Magnolia grandiflora
- b. Background Informal Trees
 - Washingtonia robusta-Mexican fan Palm
 - Syagrus romanzoffiana - Queen Palm
 - Washington hybrid- Hybrid Fan Palm
 - Tristania conferta-Brisbane Box

- Eucalyptus spp.
- Pittosporum spp.
- Metrosideros excelsus
- Ulmus parvifolia - Chinese Elm

2. Del Norte Avenue;

- a. Formal Street Trees
 - Magnolia grandiflora
- b. Background Informal Trees
 - Washingtonia robusta- Mexican fan Palm
 - Syagrus romanzoffiana - Queen Palm
 - Washington hybrid - Hybrid Fan Palm
 - Tristania conferta -Brisbane Box
 - Eucalyptus spp.
 - Pittosporum spp.
 - Ulmus parvifolia - Chinese Elm
 - Metrosideros excelsus

3. Gonzales Avenue;

- a. Formal Street Trees
 - Tipuana Tipu- Tipu Tree
- b. Background Informal Trees
 - Washingtonia robusta-Mexican fan Palm
 - Syagrus romanzoffiana - Queen Palm
 - Washington hybrid - Hybrid Fan Palm
 - Tristania conferta - Brisbane Box
 - Eucalyptus spp.
 - Pittosporum spp.
 - Alnus cordata - Italian Alder
 - Chorisia speciosa (thornless)
 - Metrosideros excelsus

4. Streets "B", "C" & Gonzales Extension

- Informal Trees-
 - Washington hybrid -Hybrid Fan Palm
 - Syagrus romanzoffiana - Queen Palm

Tristania conferta - Brisbane Box
Eucalyptus spp.
Fraxinus spp. - Ash Tree
Alnus cordata - Italian Alder
Olea europea - Olive
Metrosideros excelsus

5. Project Perimeter Trees;

Eucalyptus spp. - Euclayptus
Ceratonia siliqua - Carob tree
Fraxinus spp. - Ash Tree
Populus alba - White Poplar
Metrosideros excelsus

B. Shrubs;

Ligustrum japonicum 'texanum' -
Ligustrum/Privet (hedges)
Raphiolepis spp. - Indian Hawthorn
Rhus integrifolia - Lemonade Berry
Phormium tenax - Flax
Agave spp. - Agave
Aloe spp. - Aloes
Alyogene hueglieri - Blue Hibiscus
Dasilyrion wheeleri - Sotol
Arctostaphylos spp -
Pittosporum spp - Pittosporum
Xylosma congestum - Shiny Xylosma
Thevetia peruviana - Yellow Oleander
Lavendula spp. - Lavender
Heteromeles arbutifolia - Toyon
Grevillea spp. - Grevillea
Garrya elliptica - Silktassel
Echium fastuosum - Pride of Maderia

Cytisus racemosus - Broom
Cistus spp. - Rockrose
Coleonema pulchrum - Pink Breath of Heaven
Myoporum laetum - Myoporum
Strelitzia reginae - Bird of Paradise
Diets bicolor - Yellow Fortnite Lily
Ribes viburnifolium - Catalina Currant
Bougainvillea spp - Bougainvillea
Leptospermum laevigatum - Tea Tree
Salvia clevelandii -Blue Sage

C. Groundcovers/ Grasses;

Rosmarinus officianalis - Rosemary
Miscanthus spp; - Silvergrass
Festuca maieri - Fescue
Calamagrostis spp. - Reedgrass
Pennisetum spp. - Fountain Grass
Baccharis pilularis - Coyote Bush
Oenothera berlandieri -Mexican Primrose
Kniphofia uvaria - Red-Hot Poker
Senecio mandraliscae - Blue Senecio
Vinca major - Periwinkle
Juniperus spp - Prostrate Junipers
 Turf - In Parkways only, subject to City of
 Oxnard Ordinance No. 2822

5.4 SIGNAGE GUIDELINES

The Signage Guidelines provide a framework for the design and implementation of all exterior signage within the project. The Signage Guidelines contribute to the overall project design theme by requiring consistent solutions to the various categories of signage. The guidelines help assure that quality materials are used and that appropriate color, size and placement of signs occur. The intent is to create and promote a quality visual environment by allowing only signs which are compatible with their surroundings and which effectively communicate their message.

Signs shall be designed to be architecturally compatible with the colors and materials of the adjacent building. All signs shall be subject to the provisions and procedures of the Oxnard Zoning Ordinance, and comply with the following policies.

5.4.0 SIGNAGE POLICIES

5.4.1 Signage design shall be an integral element of all projects. Proposed sign materials, size, color, lettering, location and arrangements must be carefully considered as part of the site and building design and must be compatible with the surroundings.

5.4.2 Wall signs and logos shall be located on the building for optimum visibility from the adjacent street and shall be limited to identify tenants within each building. These signs shall be restricted to the name of the firm, company or

corporation only. The colors and materials of the sign structure shall be compatible with the building architectural colors and materials; sign face materials and colors may contrast.

Wall signs and logos attached to the building shall be individual letters and surface mounted.

No signs shall be painted directly on the building. No signs shall be boxed with internal lighting and attached to a building.

Wall signs shall not exceed an area equal to one square foot for each lineal foot of building frontage. Maximum size sign for each building façade adjacent to a street shall be one hundred (100) square feet for industrial projects, two hundred (200) square feet for commercial projects. Maximum letter height shall be thirty (30) inches.

Wall signs shall be limited to one (1) sign per building elevation with a maximum of two (2) wall signs per primary tenant on non-adjacent building facades. These signs shall be internally illuminated or non-illuminated.

Wall signs shall be limited for secondary tenants to a maximum of one (1) sign per tenant. In no event shall there be more than four (4) secondary tenant wall signs permitted per building and no more than two (2) per building elevation. Additional wall signs shall be permitted at the primary entry to a building. The maximum size shall be ten (10) square feet with the maximum letter height of twelve (12) inches.

5.4.3 Freestanding signs for business identification shall be limited to perimeter locations within the street landscape setback area and shall be of a monument design. These signs shall not exceed five (5) feet in height, as measured from the adjacent grade, and not more than one-hundred twenty (120) square feet in area. Freestanding signs for tenant identification may be installed within or adjacent to a private entry driveway. Entry signs must be located and sized so as to not interfere with vehicular visibility and/or movement. Entry signs shall be limited to thirty-two (32) square feet and shall not exceed four (4) feet in height. Entry signs may be placed on a berm not exceeding eighteen (18) inches in height. Entry signs shall include the building address.

All freestanding signs shall be of a monument design, including: business identification, business directory, and information/ directional identification. Street-side signs, at access driveways, shall be used to identify a building address/tenant, and to direct traffic to that building. Internal, on-site signs shall be utilized to provide information and location to pedestrian and automobile traffic. Freestanding retail commercial signs shall be a minimum of two hundred and fifty (250) feet apart.

5.4.4 Business directory signs which are freestanding shall be located near the primary entry and access drive. These signs shall be limited to identifying the building address and tenants, and shall be visible from the intersection of a private driveway and a public street. These

signs shall not be allowed elsewhere within the landscape setback area or along street frontages. Business directory signs shall not exceed a maximum area of twelve (12) square feet per face, may be double faced adjacent to a street front and single faced adjacent to a building, and shall not exceed three (3) feet in vertical height. Signs shall be limited to one sign per building. More than one building address may be identified on one sign. Signs shall be consistent with the overall building architecture.

5.4.5 Information/directional signs shall be used to provide direction to on-site automobile traffic or pedestrians and not visible from off-site areas. Informational/directional signs shall be limited to six (6) square feet per face, double faced. This sign shall not exceed three (3) feet in vertical height.

Informational/directional signs shall be limited to the identification of function and/or service and shall not contain the name of the business, company or corporation providing the function and/or service. When appropriate, such signs shall contain a directional arrow and provide direction to functions and/or services or information such as Authorized Vehicles Only, Handicapped Parking Only, and Loading zone.

5.4.6 Temporary signs shall be allowed to provide information and facilitate information during the construction and leasing. Such signs shall be limited to one per lot, with a maximum of sixty-four (64) square feet and eight (8) feet in overall height.

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

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

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

5.4.9 City Monument Sinage

The Del Norte Boulevard corridor provides an ideal location for a City of Oxnard Entry Monument Sign in the median of Del Norte

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



6

SECTION SIX

6.0 PURPOSE AND INTENT

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

6.1 GENERAL PROVISIONS

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

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

6.1.0 POLICIES

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

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

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

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

6.2 DEFINITIONS

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

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

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

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

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

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

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

6.2.6 Director. Development Services Director or designee for the City of Oxnard.

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

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

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

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

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

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

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

6.2.14 Lot area. See net lot area.

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

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

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

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

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

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

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

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

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

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

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

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

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

6.2.24 Parking structure. A structure used for parking of vehicles where parking spaces, turning radii and drive aisles are incorporated within the structure.

6.2.25 Person. The word "person" includes association, company, firm, corporation, partnership, co-partnership or joint venture.

6.2.26 Private street. A privately owned and maintained roadway used to provide vehicle access to abutting properties.

6.2.27 Retail commercial use. Permitted uses within this designation include restaurants, hotels, entertainment and general merchandise establishments.

6.2.28 Setback line. The line which defines the width or depth of the required yard. Such line shall be parallel to the property line and removed there from by the perpendicular distance described as the setback.

6.2.29 Site. Any legally created parcel of land bounded by property lines after dedication

6.2.30 Site coverage. The footprint building area of all structures on a site, as measured from all exterior building surfaces. Architectural features such as bay windows, eaves and canopies that do not project more than thirty-six (36) inches, and decks that do not exceed more than forty-eight (48) inches in height are excluded.

6.2.31 Site plan. A plan prepared to scale, showing accurate and complete dimensions of all: buildings, structures, landscaping, parking, drive aisles, uses, etc. and the exact manner of development proposed for a specific parcel of land.

6.2.32 Story. That portion of a building, excluding basements, included between the surface of any floor and the surface of the floor next above it or the finished under surface of the roof directly above.

6.2.33 Street. A public or approved private thoroughfare or road easement which affords the principal means of access to abutting property.

6.2.34 Structure. Any building or portion thereof, wall, fence, etc., extending forty-eight (48) inches in height above the grade.

6.2.35 Structural alteration. Any change in, or alterations to, the structure of a building involving: the bearing wall, column, beam or ceiling joints, roof rafters, roof diaphragms, foundations, retaining walls or similar components.

6.2.36 Ultimate right-of-way. The adopted maximum width for any street, alley or thoroughfare as established by: the General Plan, a precise plan of street, alley or private street alignment, a recorded parcel map, or a standard plan of the department of Public Works. Such thoroughfares shall include any adjacent public easement used as a walkway and/or utility easement.

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

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

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

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

6.3 DEVELOPMENT STANDARDS

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

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

6.3.1 Permitted Uses

The Specific Plan's permitted uses shall comply with these Development Regulations and, when not addressed by these Regulations, the City of Oxnard Zoning Code.

The list of permitted uses is typical of the types of uses which shall be allowed in each Planning Area. Uses listed which do not reasonably comply with the performance standards of this zone shall not be permitted. All permitted uses and activities shall be within an enclosed building unless otherwise approved. Storage or ancillary activities may be conducted outside if adequately screened from view and approved.

Accessory Structures incidental to a permitted principal use or structure, may be erected on any parcel containing a main building provided that such structures conform with all requirements of the Specific Plan.

Parking Structures may be constructed in each Planning Area and subject to all the development regulations of the Planning Area with the exception of maximum floor area ratio and maximum site coverage; no maximums shall be established for these provisions.

Accessory Uses intended to augment and support the primary activity are permitted within each Planning Area. Such activities may include administrative and corporate offices within industrial uses, governmental facilities within public/semi-public uses, employee cafeteria, service and recreational facilities, along with repair, maintenance and storage facilities related to the primary permitted use.

Prohibited Uses not allowed within the Specific Plan shall include:

- Adult Businesses

**PERMITTED USES MATRIX
EXHIBIT 6.1**

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

6.3.2 Division of Property

The development of all permitted uses shall take place only on legally constituted building sites of record. Where the division or reversion to acreage of property is required, the regulations and procedures of the City of Oxnard subdivision ordinance shall be followed.

6.3.3 Lot Area, Width & Depth

Minimum lot area width and depth, exclusive of any public right-of-way dedicated for road purposes or proposed road purposes, shall be established in each Planning Area when subdivisions are approved.

6.3.4 Maximum Building Height

The maximum allowable building height shall be established in each Planning Area. An additional fifteen (15) feet in height will be allowed for roofline treatment, architectural features and special equipment or mechanical devices. Building height may also be increased by fifteen (15) feet for buildings 3 stories or less and twenty (20) for buildings over 3 stories to allow roof top mechanical equipment.

6.3.5 Intensity

The overall intensity for the Specific Plan area has been established by the City's 2030 General Plan. The maximum floor area ratio (F.A.R.) for each Planning Area varies in accordance with the anticipated uses.

6.3.6 Site Coverage

The maximum ground floor area of all buildings and structures shall be established in each Planning Area, and measured by the maximum ground floor area of all buildings and structures.

6.3.7 Setbacks

The minimum setbacks for all buildings and structures shall be as follows:

Front yard setbacks adjacent to a public roadway shall not be less than twenty (20) feet from the property line. A minimum of thirty (30) feet shall be required adjacent to an arterial highway.

Side yard setbacks on interior property lines shall not be less than ten (10) feet from the property line. The side yard adjacent to the public street shall meet the front yard setback requirements.

A common building wall with a zero setback may be established by a development plan, which shall provide documentation describing the exchange and recordation of necessary documents to insure adequate access, parking and easements to serve the development.

Rear yard setbacks shall be not less than ten (10) feet from the property line.

**DEVELOPMENT REGULATIONS MATRIX
EXHIBIT 6.2**

	PLANNING AREA							
	1	2	3	4	5	6	7	
MINIMUM LOT AREA (1)	60,000 s.f.	15,000 s.f.	40,000 s.f.	15,000 s.f.	100,000 s.f.	10,000 s.f.	80,000 s.f.	
MINIMUM LOT	250'	100'	200'	100'	300'	100'	250'	
MINIMUM LOT	250'	150'	200'	150'	300'	100'	250'	
MAXIMUM BUILDING HEIGHT (2)	175' (12 stories)	90' (6 stories)	175' (12 stories)	90' (6 stories)	50' (3 stories)	35' (2 stories)	90' (6 stories)	
MAXIMUM INTENSITY	1.0	0.7	1.0	0.7	0.5	0.5	0.8	
MAXIMUM SITE COVERAGE (3)	50%	50%	50%	50%	60%	60%	50%	
MINIMUM SETBACKS	FRONT	30'	30'	30'	25'	30'	25'	25'
	SIDE*	10'	10'	10'	10'	10'	10'	10'
	REAR*	10'	10'	10'	10'	10'	10'	10'
MINIMUM LANDSCAPING	10%	10%	10%	10%	10%	10%	10%	

* Zero (0) setback permitted between parcels of the same land use and developed concurrently.

(1) Footprint lots may be smaller than the minimum lot area and shall have all required appurtenant area contiguous thereto and the sum of these areas shall not be less than the minimum lot area.

(2) Maximum height measured to main roofline with equipment, equipment rooms and roof screen permitted to extend beyond maximum building height.

(3) Parking structures are excluded from Maximum Site Coverage.

6.3.8 Landscaping

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

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

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

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

6.3.9 Parking

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

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

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

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

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

**REQUIRED PARKING MATRIX
EXHIBIT 6.3**

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

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

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

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

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

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

Bicycle parking shall be provided as required by California Building Code and/or City Code, whichever is greater.

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

Motorcycle parking shall be provided in required parking facilities at the rate of one (1) parking space per fifty (50) automobile parking spaces. Motorcycle spaces shall be a minimum of four and one-half (4 ½) feet in width by seven (7) feet in length.

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

Use	Requirements
<u>gross floor area</u>	<u># of loading spaces</u>
Commercial & Industrial	
0-15,000	1
15,001-40,000	2
40,000-90,000	3
90,000-150,000	4
150,000 and over	5
Offices	
0-50,000	1
50,001-100,000	2
100,000 and over	3
Hotels, motels, and restaurants	1

Loading spaces shall be at least twelve (12) feet in width, thirty-eight (38) feet in length, and with fourteen (14) feet in vertical clearance. Loading zone requirements shall be subject to individual project reviews.

Drive-thru facilities may be approved subject to individual project review. Drive-thru lanes shall be separated from the circulation routes necessary for ingress or egress to the property and parking access. The principal pedestrian access to the entrance of the drive-thru facility shall not cross the drive-thru lane. The vehicle stacking capacity for uses containing drive-thru facilities shall be as follows:

Use	Requirements
Fast-food restaurant	Stacking for three (3) cars between the order board and the pick-up window and stacking for five (5) cars behind the order board.
Bank drive-thru windows	Stacking for five (5) cars for each window.

Vehicle stacking areas may be used as credit for required parking up to thirty (30) percent but shall not exceed twenty (20) spaces.

Finishes and surfacing for all parking spaces and maneuvering areas shall be paved and permanently maintained with asphalt, concrete, or any other all-weather method. Curbs/wheel stops shall be provided to prevent vehicle encroachment into landscape and access areas.

A curb shall consist of a continuous six (6) inch high concrete installed above the parking lot level and serve as an edging for planting areas, islands, protection for walls and for entrances and exits. Where concrete curbs are not installed adjacent to public sidewalks, wheel stops or bollards shall be installed to prevent vehicles from encroaching into or onto a public right-of-way.

Vehicle overhangs may be permitted up to two (2) feet adjacent to walkways and landscape areas providing that a minimum seven (7) foot wide walkway (five foot clear) and the minimum landscape setback width is maintained beyond the two (2) foot overhang.

6.3.10 Signs

All signs in the project area shall conform to the provisions of the City’s Zoning and Subdivision Ordinance and shall be consistent with the Guidelines of the Specific Plan.

6.3.11 Lighting

All illumination of streets, parking areas, and project sites, shall be coordinated to provide a consistent illumination intensity and shielded from abutting streets and adjoining properties. Emphasis shall be placed on areas of high vehicular and pedestrian activity. Light fixtures and standards shall be consistent with building architectural style.

6.3.12 Walls and Fencing

Walls and fences are encouraged as means of providing security and screening. Walls shall be constructed of masonry or concrete materials

consistent with, and complimentary to, building architecture. Fencing shall be restricted to ornamental iron; chain-link fencing shall not be used. Decorative masonry walls a minimum of six (6) feet in height or other type of visual buffering such as landscaping, architectural treatment, or a combination thereof, shall be provided and maintained on a property line which abuts or is across a public street or alley from a residential zone. Such wall or visual buffering shall be placed in the location to provide the necessary screening from the public right-of-way. Screening walls surrounding outdoor storage and other activity areas may be constructed up to ten (10) feet in height.

6.4 Performance Standards

The maximum permitted levels of operational characteristics resulting from any activity shall be called performance standards. Continued compliance with the performance standards as outlined in the Specific Plan shall be required of all permitted uses.

All sites and structures within the Specific Plan area shall not be used or occupied in any manner so as to create any dangerous, noxious, injurious, or otherwise objectionable situation. Dangerous or objectionable substances, conditions or elements, shall not be used in a manner or amount as to adversely affect the environment or surrounding community. More restrictive performance standards or regulations enacted by an authorized governmental agency having jurisdiction on such matter shall take precedence over the provisions of the Specific Plan.

6.4.1 Noise

Baffling or muffling devices or other precautionary means shall be employed with the processes or operations causing objectionable noise characteristics to prevent their being objectionable when measured at the property line during normal operation.

6.4.2 Smoke and Particulates

Visible emissions of smoke will not be permitted which exceed Ringlemann No. 1 on the Ringlemann Chart of the U.S. Bureau of Mines, except for exhausts emitted by motor vehicles or other transportation facilities. This requirement shall also be applicable to the disposal of trash and waste materials. Wind-borne dust, dirt, fly ash, airborne solids, sprays and mists (except water vapor) originating from any use will not be permitted.

6.4.3 Toxic or Noxious Matter

Toxic gases or noxious matter shall not be emitted which can cause any damage to health, animals, vegetation or other forms of property, or which can cause any excessive soiling beyond the lot lines of the use.

6.4.4 Odorous Matter

Operations, processes or products which emit odors that are detectable at any point beyond the property line from any use are not to be permitted.

6.4.5 Glare or Heat

Any operation producing intense glare or heat shall be performed within an enclosed or screened area in such a manner that the glare or heat emitted will not be discernable from the property line.

6.4.6 Vibration

All activities shall be operated so that the ground vibration generated by the use is not harmful or injurious to the use of the surrounding properties. No vibration shall be permitted which is perceptible without instruments at any point along the property line.

6.4.7 Electricity and Radio Activity

No activity shall be permitted which causes electrical disturbances affecting the operation of any equipment located beyond the property line of such activity.

Radio and television transmitters shall be operated at the regularly assigned wave lengths (or within the authorized tolerances) as assigned by the appropriate governmental agency. Any exception must be suitably wired, shielded and controlled so that in operation they shall not emit electrical impulses or waves beyond the lot lines which adversely affect the operation and control of any domestic household equipment or any other electronic devices and equipment.

6.4.8 Liquid and Solid Wastes

Liquid or solid wastes discharged from the premises shall be properly treated prior to discharge so as not to contaminate or pollute any watercourse or groundwater supply or interfere with bacterial processes in sewage treatment. Such operations shall comply with authorized governmental health and safety regulations of agencies having jurisdiction over such disposal activities. The disposal or dumping of solid wastes, such as slag, paper or fiber wastes, or other industrial wastes, shall not be permitted on any premises unless otherwise provided for.

6.4.9 Fire and Explosive Hazards

All activities involving the use or storage of combustible, flammable or explosive materials shall be in compliance with nationally recognized standards, and shall be provided with adequate firefighting and fire-suppression equipment and devices in compliance with the current edition of the National Fire Protection Association regulations. Burning of waste materials in open fires is prohibited.

6.4.10 Exceptions

The outlined Performance Standards do not apply to unexpected brief periods where the standards are exceeded, if based upon a reasonable cause, such as equipment testing, breakdown of equipment, modification or cleaning of equipment, or other similar reason when it is evident that such cause was not reasonably preventable.



**Adaptive Management Mitigation Monitoring and Reporting Program
for the Sakioka Farms Business Park Specific Plan
Incorporating Mitigation Measures
from the Certified Sakioka Farms Business Park Specific Plan Final EIR**

Adaptive Management shall be applicable to any Mitigation Measure which states that it is an Adaptive Management Mitigation Measure. Adaptive Management allows for the continuing consideration of mitigation measures based on an evaluation of environmental conditions at the actual time of their proposed implementation, and their effectiveness in achieving the adopted objectives of the Final EIR which are an impact level of less than significant, unless otherwise stated. Adaptive management would not require exceeding the level or extent of stated mitigation measures as specified in the Final EIR unless established by subsequent CEQA review.

This Adaptive Management Mitigation Monitoring and Reporting Program shall be incorporated in the Sakioka Farms Business Park Specific Plan document as Section 7 under said title.

Mitigation Measure	Action Required	Timing	Enforcement Agency
A - CULTURAL RESOURCES			
<p>A-1 This is an adaptive management mitigation measure. The Project developer and/or subsequent responsible parties shall contract with a qualified archaeologist to monitor initial grading and excavation in excess of three feet. In the event that any historic or prehistoric cultural resources are discovered, they will be evaluated in accordance with the procedures set forth in CEQA Section 15064.5. If the evaluation determines that such resources are either unique or significant archaeological, paleontological, or historic resources and that the Project would result in significant effects on those resources, then further mitigation would be required. In cases where the resources are unique, then avoidance, capping, or other measures, including data recovery, would be appropriate mitigation. If the resources are not unique, then recovery, without further mitigation, would be appropriate.</p>	<p>Project developers shall provide a copy of a contract for services to the City for review and approval as part of each planning and/or building permit application unless an active contract is on file. Developers shall provide reports to the City for review in the event that any historic or prehistoric cultural resources are discovered during periods of actual grading and/or trenching deeper than three feet.</p>	<p>Contract provided or on file as part of the determination of a complete application. Reports provided as warranted during site grading activities and finalized prior to approval of final building certificate(s) of occupancy signature.</p>	<p>City of Oxnard Planning Division and Engineering Services Division.</p>
<p>A-2 This is an adaptive management mitigation measure. The Project developer and/or subsequent responsible parties shall contract with a Native American monitor to be present during all subsurface grading, trenching, or construction activities in excess of three feet on the Project site. The monitor shall provide a monthly report to the Planning Division summarizing the activities during the reporting period. If any qualifying cultural materials are encountered during this phase of project construction, construction activities on the project site shall be halted immediately, and the Project developer shall notify the City. If any find were determined to be significant by the Native American</p>	<p>Project developers shall provide a copy of a contract for services to the City for review and approval as part of each planning and/or building permit application unless an active contract is on file. Developers shall provide reports to the City for review in the event that cultural materials or human remains are discovered during grading and/or trenching deeper than three feet. If materials are</p>	<p>Contract provided or on file as part of the determination of a complete application. Reports provided as warranted during site grading activities and finalized prior to approval of final building certificate(s) of occupancy signature.</p>	<p>City of Oxnard Planning Division and Engineering Services Division.</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>monitor, the City and the Native American monitor would meet to determine the appropriate course of action. A copy of the contract for these services shall be submitted to the Planning Division Manager for review and approval prior to issuance of any grading permits. A final monitoring report(s) shall be provided to the Planning Division prior to approval of final building certificate(s) of occupancy signature.</p>	<p>encountered, construction activities shall be halted immediately so as to not disturb the remains and the Developer shall notify the City for further consultation.</p>		
B - LAND USE AND PLANNING			
<p>B-1 If the Oxnard 2030 General Plan is adopted before the Final Sakioka Farms EIR is certified or the Development Services Director determines that the Sakioka Farms Specific Plan final adoption actions are likely to occur after adoption of the Oxnard 2030 General Plan, a 2030 General Plan consistency analysis shall be completed by the City and reimbursed by the Applicant. The 2030 General Plan consistency analysis shall, at a minimum, be prepared as an Addendum to the Draft or Final Sakioka Farms EIR, whichever is applicable. If the 2030 General Plan consistency analysis identifies significant impacts and/or new or modified mitigations, the appropriate CEQA required actions shall be taken, the costs of which are to be reimbursed by the Applicant consistent with the City's CEQA review policies and practices.</p>	<p>If determined to be required, a 2030 General Plan consistency analysis shall be completed by the City and reimbursed by the Project applicant.</p>	<p>Prior to adoption of the Project Specific Plan and Final EIR.</p>	<p>City of Oxnard Planning Division</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>C - AGRICULTURAL RESOURCES</p> <p>The Project together with other pending urban development projects in the City, even after application of the following mitigation measures, will result in a cumulative effect on agricultural resources that is considered significant and unavoidable. Accordingly, a Statement of Overriding Considerations was prepared in accordance with CEQA and included within the resolution approving the Specific Plan.</p>			
<p>C-1 This is an adaptive management mitigation measure. The Project developer shall offer, at cost, the top 12 inches of the Prime Farmland soils (at 100 acres) for relocation to a farm site or farm sites that have lower quality soils. The cost will include the suitable replacement soil, if needed for site improvements. This mitigation may occur in phases as the areas with Prime Farmland are incrementally developed.</p>	<p>The Project developer shall provide a copy of the published advertisement offering, at cost, the top 12 inches of the Prime Farmland soils for relocation to a farm site or farm sites that have lower quality soils to the City.</p>	<p>At least 30 days prior to issuance of grading permits for the area subject to the mitigation.</p>	<p>City of Oxnard Planning Division</p>
<p>C-2 This is an adaptive management mitigation measure. The Project developer shall install a fence or wall with a minimum height of eight (8) feet along the eastern perimeter of the project site that abuts the unincorporated portion of Ventura County when developed is proposed east of Del Norte Boulevard. Fencing may be required between developed phases of the Project and continuing agricultural operations on the remaining Project site based on subsequent entitlement actions.</p>	<p>Project developer shall provide a copy of the building plans that show the specifications and location for the perimeter wall or other buffer fencing as needed during phased development.</p>	<p>Prior to approval of grading permits</p>	<p>City of Oxnard Planning Division, Engineering Services, or Public Works depending on the type of permit.</p>
<p>C-3 This is an adaptive management mitigation measure. In order to buffer on- or off-site agricultural land uses and on-site non-agricultural uses either of the following measures may be undertaken to allow scheduled Restricted Materials applications by an on- or off-site farmer; 1) closure of the buildings during periods when restricted materials will be used on the adjacent farmland parcels or 2) notification, consistent with common-practice in Ventura County, of</p>	<p>The Project developer shall prepare a pamphlet regarding the potential of nearby farming activities to impact Sakioka Farms development and distribute it to purchasers and/or developers of individual building sites and to new building occupants within the</p>	<p>Pamphlet prepared prior to final approval of the first subdivision tract map and available to all subsequent property owners, developers, and agents.</p>	<p>City of Oxnard Planning Division with the invited review by the Office of the Ventura County Agricultural Commissioner.</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>building occupants and/or building managers that normal farming activities will occur nearby from time to time which can include noise, mild dust, and odors; that inert and non-toxic substances are frequently used by farmers which should be of no concern to people nearby, and that actual chemical spray drift from farms is rare and should not be misperceived.</p>	<p>proposed project area whose parcels could be impacted by this activity. The Sakioka Farms Specific Plan Covenants, Conditions and Restrictions (CC&Rs) shall require the Project developer provide the pamphlet to subsequent buyers and occupants of buildings on those parcels.</p>		
E - BIOLOGICAL RESOURCES			
<p>E-1 This is an adaptive management mitigation measure. In order to avoid adverse impacts to nesting birds, including nesting migratory birds known to exist in the trees (if any) on the Project site, during construction activities, ground vegetation removal activities must take place outside of the nesting season recognized by the California Department of Fish and Game for species in this area. If vegetation removal activities occur during the nesting season, a qualified ecologist/biologist must be present to monitor the removal activities to ensure that no active nests will be impacted. If nests are found, a 300 foot (500 feet for raptors) buffer radius shall be established until the young have fledged. If nests are observed and lesser buffer distances are desired, the biological monitor shall confer with Planning and Fish and Game staff to determine an appropriate buffer distance based on species specific requirements. This measure does not apply to agricultural row crops.</p>	<p>The Project developer shall limit site grading activities to September 1st through February 14th or as recognized by the California Department of Fish and Game for species in this area. This mitigation measure shall be printed on project grading plans. Developer shall provide a copy of a survey report from a recognized biologist monitor if non-agricultural vegetation removal occurs during the specified period.</p>	<p>Prior to issuance of grading permits unless the entire grading area was in active agriculture production within the previous 30 days.</p>	<p>City of Oxnard Planning Division, Engineering Services Division, or Public Works depending on type of grading permit.</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>E-2 This is an adaptive management mitigation measure. Prior to processing the initial tract map for a planning area that could lead to construction activities that may result in the placement of fill material into the potentially jurisdictional irrigation drainage features, prepare and submit to the Corps for verification a “Preliminary Delineation Report for Waters of the U.S.” and a Streambed Alteration Notification package to CDFG for the irrigation drainage features. If these agencies determine that the feature is not regulated under their jurisdiction, then no further mitigation is necessary. However, if the Corps considers the feature to be jurisdictional through a “significant nexus” test per recent Corps and EPA guidance,¹ then a Clean Water Act Section 404 permit shall be obtained from the Corps, and any permit conditions shall be agreed to, prior to the start of construction activities in the affected area. If CDFG determines that the drainage is a regulated “streambed”, then a Streambed Alteration Agreement shall be entered into with CDFG and any associated conditions shall be agreed to prior to the start of construction in the affected area.</p>	<p>The Project developer shall provide a copy of the Preliminary Delineation Report for Waters of the U.S. and either verification by the U.S. Army Corps of Engineers and the CDFG that the drainage feature is not regulated or a copy of the Clean Water Act Section 404 permit and the Streambed Alteration Agreement to the Planning Division to keep with the project files.</p>	<p>Prior to processing the initial tract map for a planning area containing potentially jurisdictional irrigation drainage features, or, as an alternative, a verification document for the entire Specific Plan area acceptable to the Director of Public Works.</p>	<p>City of Oxnard Planning Division, Engineering Services Division, or Public Works depending on type of grading permit.</p>
<p>E-3 This is an adaptive management mitigation measure. In order to prevent unauthorized impacts to jurisdictional features, the following permits shall be issued and/or reports approved (or exemptions issued) by the respective resource agency, and any associated conditions of approval shall be agreed upon, prior to processing the initial tract map for a planning area that could lead to construction activities that may result in the placement of fill material into the</p>	<p>The Project developer shall provide a copy of the Preliminary Delineation Report for Waters of the U.S. and either verification by the U.S. Army Corps of Engineers and the CDFG that the drainage feature is not regulated or provision of the approved</p>	<p>Prior to processing the initial tract map for a planning area containing potentially jurisdictional irrigation drainage features, or, as an alternative, a</p>	<p>City of Oxnard Planning Division, Engineering Services Division, or Public Works depending on type of grading permit.</p>

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

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>potentially jurisdictional irrigation drainage features, subsequent to adoption of the Project (i.e. Specific Plan):</p> <ul style="list-style-type: none"> • Clean Water Act Section 404 Permit from the Corps, • Streambed Alteration Agreement under Section 1600 of the Fish and Game Code from CDFG, • Clean Water Act Section 401 Water Quality Certification or Waste Discharge Requirements from the RWQCB. <p>If the irrigation ditches are determined as jurisdictional by the Corps, it will be necessary to insure adequate compensation for adverse impacts to jurisdictional features from Project development. If applicable, a Mitigation Plan shall be prepared by a qualified biologist. The Mitigation Plan shall describe and justify the (1) formal delineation; (2) proposed methods including timing, materials, and erosion control measures; (3) the proposed location for the replacement areas; and (4) habitat protection measures (including a mechanism for permanent preservation of the area supporting the replacement habitat). The Mitigation Plan shall be submitted to and approved by the County, Corps, CDFG, and RWQCB prior to initiation of construction activities.</p>	<p>Mitigation Plan, the Clean Water Act Section 404 permit, the Clean Water Act Section 401 permit, the Streambed Alteration Agreement and the RWQCB Waste Discharge Requirements to the Planning Division submitted to the County along with copies to keep with the project files.</p>	<p>verification document for the entire Specific Plan area acceptable to the Director of Public Works.</p>	

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>E-4 This is an adaptive management mitigation measure. If required to compensate for riparian habitat loss by the Corps, the project applicant will place under conservation easement in a manner acceptable to the Corps and the California Department of Fish and Game an area of riparian habitat that will accommodate constructed replacement at a ratio to be determined during the formulation of a Lake and Stream Alteration Agreement (i.e. a number of acres of constructed riparian habitat). This conserved riparian habitat must be of the same or higher quality as the habitat that is to be removed as a result of the Project.</p> <p>-- or --</p> <p>The Project applicant will purchase the requisite number of credits from a qualified conservation bank. The Project applicant can only purchase credits from those banks that sell credits covering the riparian species to be affected by the proposed Project or as approved by the Corps or agency of jurisdiction.</p>	<p>If required, the Project developer shall provide a copy of the conservation easement or proof of the purchase of the requisite number of credits from a nearby qualified conservation bank to the Planning Division to keep with the project files.</p>	<p>Prior to processing the initial tract map for a planning area containing potentially jurisdictional irrigation drainage features, or, as an alternative, a verification document for the entire Specific Plan area acceptable to the Director of Public Works.</p>	<p>City of Oxnard Planning Division, Engineering Services Division, or Public Works depending on type of grading permit.</p>
<p>E-5 This is an adaptive management mitigation measure. Prior to construction of the Planning Area 1, located adjacent to the Ventura Freeway, a qualified ecologist/biologist shall determine the presence and extent/absence of monarch butterfly activity surrounding the proposed construction area if any mature windrow trees are present. If temporary aggregation activity is observed within this area, construction shall be halted until after the temporary aggregation season (September – December) or until the monarchs have left the vicinity.</p>	<p>The Project developer shall limit site grading activities in Planning Area 1 to January 1st through February 14th as specified in project grading plans; or provide a copy of the survey report and the contract for biologist monitor contract to the City for review and approval.</p>	<p>Prior to issuance of grading permits and/or planning permits, whichever occur first, within each planning area in Planning Area 1.</p>	<p>City of Oxnard Planning Division, Engineering Services Division, or Public Works depending on type of grading permit.</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
F - GEOLOGY AND SOILS			
<p>F-1 This is an adaptive management mitigation measure. <i>Conduct Geotechnical Investigations and Adhere to Recommendations:</i> Detailed design level geotechnical investigations shall be performed by qualified licensed professionals for each individual proposed project/phase of the Sakioka Farms Business Park Specific Plan project. These geotechnical investigations shall include, but not be limited to:</p> <ul style="list-style-type: none"> • identification of unsuitable soils including expansive, corrosive, and collapsible soils, • identification presence and extent of liquefiable soils, • calculation of site-specific seismic design criteria, • a fault evaluation study to confirm the presence or absence of the Springville and Camarillo segments of the Simi-Santa Rosa fault across the southern half of the Proposed Project site. <p>Recommendations shall be provided in these reports for design of project structures and facilities and for mitigation of any unsuitable conditions encountered. These reports shall be provided to the City and other reviewing agencies for review. These recommendations shall be implemented, as deemed appropriate by the City and the Applicant's engineering design consultant.</p>	<p>The Project developer shall provide copies of the applicable geotechnical investigations incorporating the recommendations to the City for review and approval as part of the applicable planning, grading, and/or building permit application process.</p>	<p>Prior to issuance of grading, and/or building permits.</p>	<p>City of Oxnard Planning Division, Engineering Services Division, or Public Works depending on type of grading permit.</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
G - HAZARDS AND HAZARDOUS MATERIALS			
<p>G-1 All miscellaneous vehicles, maintenance equipment and materials, construction/irrigation materials, miscellaneous stockpiled debris, dumpsters, pesticide application equipment, ASTs, 55-gallon drums, and 5-gallon buckets should be removed offsite consistent with the phased development described within the Specific Plan, and properly disposed of. Once removed, a visual inspection of the areas beneath the removed materials should be performed. Any stained soils observed underneath the removed materials should be sampled. Results of the sampling would indicate the level of remediation efforts that may be required.</p>	<p>Project developer shall provide reports of site sampling following removal of debris to the City for review and any remediation efforts should they be required demonstrating that all hazardous materials have been appropriately abated.</p>	<p>Prior to issuance of grading and demolition permits and demolition</p>	<p>City of Oxnard Engineering Services Division</p>
<p>G-2 A visual inspection of all storage structures shall be performed prior to demolition activities. In the event that hazardous materials are encountered, the materials shall be tested and properly disposed of pursuant to Local, State and Federal regulations.</p>	<p>Project developer shall provide reports of site sampling to the City for review and any remediation efforts should they be required demonstrating that all hazardous materials have been appropriately abated.</p>	<p>Prior to issuance of grading and demolition permits</p>	<p>City of Oxnard Engineering Services Division</p>
<p>G-3 Due to visible evidence of dark surface soil staining of oil/petroleum products located within Area 5, soil shall be excavated to determine the exact vertical extent of the contamination. If during soil removal, staining appears to continue below the ground surface, sampling shall be performed to identify the extent of contamination and appropriate remedial measures shall be taken.</p>	<p>Project developer shall provide reports of site sampling to the City for review and any remediation efforts should they be required demonstrating that all hazardous materials have been appropriately abated.</p>	<p>Prior to issuance of grading and demolition permits</p>	<p>City of Oxnard Engineering Services Division</p>
<p>G-4 Areas of exposed soil five feet from the expanded Caltrans Right-of-Way along the Ventura Freeway after completion</p>	<p>Project developer shall provide reports of site sampling to the City</p>	<p>Prior to issuance of grading and</p>	<p>City of Oxnard Engineering Services Division</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>of the Rice Avenue/101 Freeway interchange reconstruction, which will be disturbed during any excavation/grading activities, shall be sampled and tested for lead. In the unlikely event that unacceptable levels of lead materials are encountered, the materials shall be disposed of pursuant to State and Federal regulations.</p>	<p>for review and any remediation efforts should they be required demonstrating that all hazardous materials have been appropriately abated.</p>	<p>demolition permits</p>	
<p>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.</p>	<p>Project developer shall provide reports of site sampling to the City for review and any remediation efforts should they be required demonstrating that all hazardous materials have been appropriately abated.</p>	<p>Prior to issuance of grading and demolition permits</p>	<p>City of Oxnard Engineering Services Division</p>
<p>G-6 Padre & Associates findings regarding residual soil contamination associated with the historical operation of oil/gas extraction wells should be reviewed and appropriate remedial recommendations (if any) should be administered. In addition to recommendations provided by Padre & Associates, the California Department of Oil, Gas and Geothermal Resources (DOGGR) well abandonment procedures shall be followed and formal verification of closure be received by DOGGR.</p>	<p>Project developer shall provide appropriate documentation to the City and the DOGGR demonstrating that the recommendations provided by Padre & Associates have been followed.</p>	<p>Prior to issuance of grading permits and approval of final building permits</p>	<p>City of Oxnard Engineering Services Division and the DOGGR</p>
<p>G-7 A qualified lead-paint abatement consultant shall be employed to comply with applicable state and federal rules and regulations governing lead paint abatement if any remaining structures are suspected of containing lead-based paint.</p>	<p>Project developer shall provide a copy of the contract for services to the City for review and approval.</p>	<p>Prior to issuance of grading and demolition permits</p>	<p>City of Oxnard Engineering Services Division</p>
<p>G-8 This is an adaptive management mitigation measure. Consistent with the Airport Comprehensive Land Use Plan for Ventura County (ACLUP) and the Sakioka Farms</p>	<p>Project developer shall provide copies of the applicable grading and construction plans</p>	<p>Prior to approval of planning permits or building permits if no</p>	<p>City of Oxnard Planning Division</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>Specific Plan, commercial/industrial development is permitted within the Extended Traffic Pattern Zone and residential development, should it be incorporated into future plans, is permitted within the Extended Traffic Pattern Zone subject to avigation easements and appropriate recorded disclosures.</p>	<p>demonstrating compliance with the ACLUP and evidence of appropriate avigation easements to the City for review and approval.</p>	<p>planning permit is required.</p>	
<p>I - TRANSPORTATION/TRAFFIC</p>			
<p>The following Transportation/Traffic mitigation measures are part of an adaptive management mitigation program. The traffic improvements listed below as I-1 through I-34, inclusive, are intended to maintain Level of Service C with the development of the Project unless excepted by the City Council based upon the traffic modeling completed in February 2010 for the Draft EIR. Subsequent traffic studies required by the Specific Plan may change the number and type of improvements based upon phasing of development, traffic counts and future travel behavior. Adaptive management will allow consideration of such subsequent traffic studies in the implementation of the Transportation/Traffic mitigation measures. The February 2010 traffic modeling does not take into account the City's Intelligent Transportation Systems (ITS) project under construction in 2011. Similar ITS projects have improved travel time and speed by 12%-16% and decreased delay by 32%-44% (ATSAC evaluation study, 1994). As part of the adaptive management of the Transportation/Traffic mitigation measures, the implementation of such mitigation measures shall take into account when feasible the ITS, future traffic counts and updated trip generation data which may reduce, change or make unnecessary the mitigation measures while still achieving the City's adopted Level of Service, unless modified by City Council. The Developer's payment of applicable City and County traffic impact fees in the amount agreed to by the City, County and Developer or, if there is no agreement, in the amount in effect at the time of issuance of a building permit, satisfies in full the action required by Developer in connection with the implementation of the Transportation/Traffic mitigation measures. Developer may also contribute additional funds towards the traffic improvements subject to reimbursement from the City in the form of credits against future City traffic impact fees or repayment by the City.</p>			
<p>Phase I (2010)</p>			
<p>I-1 Rose Avenue & Gonzales Road: The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and developer towards implementing improvements to the Rose Avenue & Gonzales Road intersection that adds a fourth westbound thru lane which will mitigate both Project and cumulative (2010 no Project) impacts.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to recordation of the final map or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>I-2 <i>Rose Avenue & Camino Del Sol:</i> The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and developer towards implementing improvements to the Rose Avenue & Camino Del Sol intersection that adds a third northbound thru lane by removing the existing northbound right-turn lane.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to recordation of the final map or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-3 <i>Rice Avenue & Fifth Street:</i> The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and developer towards implementing improvements to the Rice Avenue & Fifth Street intersection that adds a third southbound thru lane by removing the existing southbound right turn lane.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to recordation of the final map or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-4 <i>Del Norte Boulevard & Ventura Freeway NB Ramps:</i> The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and developer towards providing signalization.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to recordation of the final map or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-5 <i>Del Norte Boulevard & Ventura Freeway SB Ramps:</i> The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to signalize and add a northbound right turn lane which will mitigate both Project and cumulative (2010 no Project) impacts.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>Phase 2 (2015)</p>			
<p>I-6 <i>Ventura Road & Wooley Road:</i> The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Ventura Road & Wooley Road intersection that adds a third northbound thru lane and a third southbound thru lane which will mitigate both Project and cumulative (2010 no Project) impacts.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-7 <i>Oxnard Boulevard & Gonzales Road:</i> The Project</p>	<p>The Project developer shall pay</p>	<p>Prior to issuance of</p>	<p>City of Oxnard Engineering</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>developer shall pay applicable City and County traffic impact fees toward improvements adding a third eastbound thru lane at the Oxnard Boulevard & Gonzales Road intersection</p>	<p>applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>building permits or as otherwise agreed upon with the City</p>	<p>Services Division</p>
<p>I-8 <i>Rose Avenue & Gonzales Road</i>: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Gonzales Road intersection that adds a fourth southbound thru lane.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-9 <i>Rose Avenue & Fifth Street</i>: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Fifth Street intersection that adds a second eastbound thru lane.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-10 <i>Rice Avenue & Fifth Street</i>: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rice Avenue & Fifth Street intersection that adds a second westbound left turn lane which will mitigate both Project and cumulative (2010 no Project) impacts.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-11 <i>Rice Avenue & Channel Islands Boulevard</i>: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rice Avenue & Channel Islands Boulevard intersection that changes the southbound defacto right turn lane to a free right turn lane.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-12 <i>Del Norte Boulevard & Ventura Freeway NB Ramps</i>: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Del Norte Boulevard & Ventura Freeway NB Ramps intersection that adds a second northbound thru lane, adds a separate northbound left turn lane, adds a second southbound thru lane, adds a separate southbound right turn lane, and adds a separate</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
westbound left turn lane.			
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.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-14 Oxnard Boulevard & Vineyard Avenue: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Oxnard Boulevard & Vineyard Avenue intersection that adds a third northbound thru lane.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
Phase 3 (2020)			
I-15 Oxnard Boulevard & Vineyard Avenue: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Oxnard Boulevard & Vineyard Avenue intersection that adds a fourth southbound thru lane.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
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.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
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.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>I-18 Rice Avenue & Fifth Street: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rice Avenue & Fifth Street intersection that completes the grade separation / bypass which will mitigate both Project and cumulative (2020 no Project) impacts.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-19 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.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-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.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-21 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.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-22 Del Norte Blvd & Fifth Street: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Del Norte Blvd & Fifth Street intersection that adds a second westbound thru lane.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City.</p>	<p>City of Oxnard Engineering Services Division</p>
<p>Phase 4 (2025)</p>			
<p>I-23 Ventura Road & Gonzales Road: The Project developer</p>	<p>The Project developer shall pay</p>	<p>Prior to issuance of</p>	<p>City of Oxnard Engineering</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>shall pay applicable City and County traffic impact fees toward implementing improvements to the Ventura Road & Gonzales Road intersection that adds a second northbound left turn lane and a third northbound thru lane which will mitigate both Project and cumulative (2025 no Project) impacts.</p>	<p>applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>building permits or as otherwise agreed upon with the City</p>	<p>Services Division</p>
<p>I-24 <i>Ventura Road & Wooley Road</i>: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Ventura Road & Wooley Road intersection that adds a third eastbound thru lane and a third westbound thru lane which will mitigate both Project and cumulative (2025 no Project) impacts.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-25 <i>Rose Avenue & Camino Del Sol</i>: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Camino Del Sol intersection that removes the southbound free right turn lane, adds a third southbound thru lane and adds an eastbound right turn lane which will mitigate both Project and cumulative (2025 no Project) impacts.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-26 <i>Rose Avenue & Fifth Street</i>: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Fifth Street intersection that adds a southbound right turn lane or grade separation.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-27 <i>Rose Avenue & Channel Islands Boulevard</i>: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Channel Islands Boulevard intersection that adds a third northbound thru lane.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-28 <i>Rose Avenue & Bard Road</i>: The Project developer shall</p>	<p>The Project developer shall pay</p>	<p>Prior to issuance of</p>	<p>City of Oxnard Engineering</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Bard Road intersection that adds a third northbound thru lane and a third southbound thru lane by removing the existing northbound and southbound right turn lanes.</p>	<p>applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>building permits or as otherwise agreed upon with the City</p>	<p>Services Division</p>
<p>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.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-30 Rose Avenue & Wooley Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Wooley Road intersection that adds a third southbound thru lane.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-31 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.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-32 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.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p><i>Year 2030</i></p>			

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>I-33 Rice Avenue & Gonzales Road: The Project developer shall pay applicable City and County traffic impact fees and dedicate additional land to accommodate improvements to the Rice Avenue & Gonzales Road intersection to achieve LOS C, unless the City Council decides this mitigation is infeasible and accepts LOS D for this intersection with an accompanying Statement of Overriding Consideration.</p> <p>Ventura Freeway</p> <p>I-34 101 (Ventura) Freeway: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements that are, or are subsequently included, component(s) of the Oxnard Traffic Capital Improvement Program which: 1) extend and connect north- and south-bound Ventura Freeway exit and entrance ramps between Oxnard Blvd and Del Norte Blvd. and/or 2) extend Gonzales Road and/or Ventura Road to Central Avenue.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p> <p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p> <p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p> <p>City of Oxnard Engineering Services Division</p>
J - AIR QUALITY			
<p>The Project together with other pending urban development projects in the City which, even after application of the following mitigation measures, will result in a cumulative effect on greenhouse gas emissions and continuing Basin air quality non-attainment that is considered significant and unavoidable. Accordingly, a Statement of Overriding Considerations was prepared in accordance with CEQA and included within the resolution approving the Specific Plan.</p>			
Construction			
<p>J-1 This is an adaptive management mitigation measure. The</p>		<p>Measures shall be included in</p>	<p>Prior to issuance of City of Oxnard Planning Division</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>Project developer shall implement fugitive dust control measures throughout all phases of construction. The Project developer shall include in construction contracts the control measures required and recommended by the VCAPCD at the time of development. These measures, like all EIR mitigation measures, are binding on subsequent parties and developers. Examples of the types of measures currently required and recommended include the following:</p> <ul style="list-style-type: none"> • Minimize the area disturbed on a daily basis by clearing, grading, earthmoving, and/or excavation operations. • Pre-grading/excavation activities shall include watering the area to be graded or excavated before the commencement of grading or excavation operations. Application of water should penetrate sufficiently to minimize fugitive dust during these activities. • All trucks shall be required to cover their loads as required by California Vehicle Code §23114. • All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary. • Material stockpiles shall be enclosed, covered, stabilized, or otherwise treated, to prevent blowing fugitive dust offsite. 	<p>construction documents and implemented during grading and construction.</p>	<p>grading permits and during grading and construction</p>	<p>and Engineering Services Division (building inspectors)</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
<ul style="list-style-type: none"> • Graded and/or excavated inactive areas of the construction site shall be monitored by a City-designated monitor at least weekly for dust stabilization. Soil stabilization methods, such as water and roll-compaction, and environmentally-safe control materials, shall be periodically applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area should be seeded and watered until grass growth is evident, or periodically treated with environmentally-safe dust suppressants, to prevent excessive fugitive dust. • Signs shall be posted on-site limiting on-site traffic to 15 miles per hour or less. • During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties), all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard, either off-site or on-site. The site superintendent/supervisor shall use his/her discretion in conjunction with the VCAPCD is determining when winds are excessive. • Adjacent streets and roads shall be swept at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads. • Personnel involved in grading operations, including contractors and subcontractors should be advised to wear respiratory protection in accordance with 			

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>California Division of Occupational Safety and Health regulations.</p> <p>J-2 The Project developer shall implement measures to reduce the emissions of pollutants generated by heavy-duty diesel-powered equipment operating at the Project site throughout the Project construction phases. The Project developer shall include in construction contracts the control measures required and recommended by the VCAPCD at the time of development. Examples of the types of measures currently required and recommended include the following:</p> <ul style="list-style-type: none"> • Maintain all construction equipment in good condition and in proper tune in accordance with manufacturer’s specifications. • Limit truck and equipment idling time to five minutes or less. • Minimize the number of vehicles and equipment operating at the same time during the smog season (May through October). • Use alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), or electric, to the extent feasible. 	<p>Measures shall be included in construction documents and implemented during grading and construction.</p>	<p>Prior to issuance of grading permits and during grading and construction</p>	<p>City of Oxnard Planning Division and Engineering Services Division (building inspectors)</p>
<i>Operations</i>			
<p>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:</p> <ul style="list-style-type: none"> • Use solar or low-emission water heaters in new buildings where feasible and as in common practice in similar new construction in the Oxnard area. 	<p>The development review process will condition planning and/or discretionary building projects with these or similar requirements.</p>	<p>Prior to recording of Final Map of first subdivision action.</p>	<p>City of Oxnard Planning Division and Engineering Services Division</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
<ul style="list-style-type: none"> Require that commercial landscapers providing services at the common areas of project site use electric or battery-powered equipment, or other internal combustion equipment that is either certified by the California Air Resources Board or is three years old or less at the time of use, to the extent that such equipment is reasonably available and competitively priced in Ventura County (meaning that the equipment can be easily purchased at stores in Ventura County and the cost of the equipment is not more than 20 percent greater than the cost of standard equipment). Provide bus stops pull-out areas, and/or shelters at locations along and within the Project site. The number and location of bus stops shall be determined in consultation with Gold Coast Transit and the City Traffic Engineer. Cumulative air quality impact fees (see Mitigation J-6) paid by the Project developer or subsequent interests may be used for some or all of these structures or as credits against the fee and/or to be funded from the fee fund consistent with the City's practice with other projects with similar transit-oriented mitigation requirements. 			
<p>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</p>	<p>The Project developer will prepare a Project-wide TDM program document for City review and approval.</p>	<p>Within one year of the recordation of the first Final Tract Map and implemented on a phase by phase basis thereafter.</p>	<p>City of Oxnard Planning Division with invited cooperation by Gold Coast Transit.</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>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.</p>	<p>The Specific Plan will be amended with this or similar language in an appropriate section.</p>	<p>Prior to recording of Final Map of first subdivision action.</p>	<p>City of Oxnard Planning Division and Engineering Services Division</p>
<p>J-5 This is an adaptive management mitigation measure. The Specific Plan shall include a requirement that all structures with a flat or nearly flat roof area of over 10,000 square feet shall be designed with roof systems capable of supporting equipment that generates electricity from sunlight and/or wind if economically feasible and subject to review by the Fire Department. The roof systems may be designed to</p>			

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>service the building and/or enter into a commercially reasonable public or private utility agreement for purposes of generating energy or transmission.</p>			
<p>J-6 This is an adaptive management mitigation measure. The Project developer shall contribute to a cumulative impacts mitigation “buy-down” fund managed by the City based on the Ventura County Air Pollution Control District fee schedule effective at the time a building permit is issued. The fee contribution shall be assessed and paid incrementally as individual buildings are developed. The fee is allocated based on each development’s share of average daily trips (ADT) for the Project buildout. The ADT shall be recalculated annually by the City Traffic Engineer or upon request of the Project developer with a payment of a fee determined by the City Traffic Engineer that covers actual time and material costs to the City. The City shall consider transit and traffic demand management improvements and programs suggested by the Project developer, in excess of those otherwise required, as credits against the fee and/or to be funded from the fee fund.</p>	<p>The Project developer(s) shall provide payment as agreed between the developer(s) and the City.</p>	<p>Prior to issuance of applicable building permits to which the buy down mitigation applies</p>	<p>City of Oxnard Engineering Services Division</p>
<p>K - NOISE</p>			
<p>The Project together with other pending urban development projects in the City will result in cumulative roadway noise impacts along Gonzales Road between Rice Avenue and Rose Avenue for which no mitigation measures are feasible and that are considered significant and unavoidable. Accordingly, a Statement of Overriding Considerations was prepared in accordance with CEQA and included within the resolution approving the Specific Plan.</p>			

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>L - POPULATION AND HOUSING</p> <p>L-1 If there is a housing component within the Project of over 10 units, ten percent of the total units within each project or a percentage determined by an economic impact assessment that estimates the need for very low and low income housing created by actual and anticipated development with the Specific Plan, whichever percentage is higher but not to exceed 23 percent, would be developed as affordable housing in a manner consistent with the City's inclusionary housing program for qualified low and moderate income households, to be determined by an economic impact assessment that estimates the need for very low and low income housing created by the actual and anticipated development and the wages paid to their employees. This information shall also be reflected in the Specific Plan document under section 4.7, Affordable Housing.</p>	<p>The development review process for any housing will check for consistency with the Specific Plan and this mitigation.</p>	<p>Prior to approval of the applicable planning permit for housing.</p>	<p>City of Oxnard Planning Division in conjunction with the Oxnard Housing Department.</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
M - PUBLIC SERVICES			
<i>Fire Station</i>			
<p>M.1-1 The Specific Plan permits the development of 1.7 million square feet of development (approximately 20 percent of allowed development by the Specific Plan) prior to the completion of a fully operational fire station. The exact location of an approximately 1.5-acre site near Rice Avenue and the easterly extension of Gonzales Road and construction of the fire station are subject to a future agreement among City, Oxnard Fire Department (OFD) and Developer.</p>	<p>The Project developer shall reserve an approximately 1.5-acre site for a new fire station within the Project site near Rice Avenue and the easterly extension of Gonzales Road and pay applicable City fees in the amount agreed to by the City, the OFD and Developer.</p>	<p>Prior to the issuance of building permits for projects that would exceed an aggregated total of 1.7 million square feet within the Specific Plan Area.</p>	<p>City of Oxnard Planning Division</p>
<i>Police – Construction</i>			
<p>M.2-1 During all construction activities, the Project or subsequent developer shall ensure that all onsite areas of active development, material and equipment storage, and vehicle staging, be secured with temporary fences to prevent trespass.</p>	<p>Project developer shall obtain a temporary use permit and/or fence permit.</p>	<p>Prior to issuance of building permit</p>	<p>City of Oxnard Engineering Services Division or Public Works Department, depending on type of permit.</p>
<i>Police – Operation</i>			
<p>M.2-2 The building and site design of subsequent developments under the Specific Plan program shall include crime deterrence and prevention features, building security systems, architectural design modifications, surveillance systems, and secure parking facilities. In addition, industrial businesses may be required to enroll into existing Oxnard Police crime prevention programs, depending on the nature of the business.</p>	<p>The development review process incorporates these topics.</p>	<p>Prior to approval of building permits</p>	<p>City of Oxnard Planning Division and/or Engineering Services Division</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
<i>Schools</i>			
<p>M.3-1 This is an adaptive management mitigation measure. The subsequent developer(s) under the specific plan would be required to pay all applicable school fees to offset the impact of additional student enrollment at schools. No other mitigation measures are required as part of the environmental review process unless State Law changes so as to allow subsequent environmental reviews to identify appropriate feasible mitigations to reduce a significant impact on schools to a level below the significance threshold.</p>	<p>Project developer to provide CC&Rs and other necessary legal language that binds future developers to this mitigation – to be reviewed by the City Attorney – prior to recording of first Final Map.</p>	<p>Prior to recording of first Final Map</p>	<p>City of Oxnard Planning Division</p>
N - UTILITIES			
<i>Water</i>			
<p>N-1 The on-site domestic water system shall include the following:</p> <ul style="list-style-type: none"> • A public pipeline systems which feed into separate water meters for each ownership. In addition, there shall be separate water meters for each multi-family unit townhouses, but not apartment units. The high-rise residential towers may be master-metered. • A separate water meter (1) for the common landscape areas that would be connected to the future recycled water system. • All domestic water pipelines shall adhere to Division of Occupational Health and Safety (DOHS) requirements for separation between water and recycled water/waste water pipelines. • The Project developer shall be responsible for 	<p>Project developer to incorporate the required water features in the application and provide dedications, connection fees, and related documents and studies as required and requested.</p>	<p>Prior to issuance of building permits.</p>	<p>City of Oxnard Planning Division, Engineering Services Division, and the Public Works Department</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>payment of capital improvement/connection fees, including all related “installation fees.”</p> <ul style="list-style-type: none"> The Project developer shall provide the City any approvals necessary to dedicate to the City all FCGMA allocation associated with the Project site, on a phase-by-phase basis and upon the conversion of land from agricultural to urban uses. 			
<p>N-2 This is an adaptive management mitigation measure. The Project developer shall provide a recycled water system that serves all practical irrigated areas and which is: (1) separated from the domestic water system, (2) constructed per the City’s Recycled Water Construction Standards (being developed), (3) irrigated at night, and (4) properly signed once the system is fully operational.</p> <ul style="list-style-type: none"> The portion of the irrigation intended for the future recycled water system shall be separately metered from that portion of the system that will not be connected to the future recycled water system, if any. Until the recycled water system is operational, the common area irrigation system shall be connected to the domestic system. Once recycled water is available, and connection to the recycled water system is made, the Project developer shall remove the connection to the domestic water system. No domestic water back-up is needed, since the City will provide such back-up including an appropriate air gap facility as part of the City’s system. Prior to the availability of recycled water, the Project developer shall be responsible for payment of the Recycled Water Connection Fee or the water 	<p>Project developer to incorporate the required water features in the application and provide dedications, connection fees, and related documents and studies as required and requested.</p> <p>Project developer to provide CC&Rs and other necessary legal language that binds future developers to this mitigation – to be reviewed by the City Attorney – prior to recording of first Final Map.</p>	<p>Prior to issuance of building permits.</p>	<p>City of Oxnard Planning Division, Engineering Services Division, and the Public Works Department</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>connection fee, whichever is greater for facilities constructed.</p> <ul style="list-style-type: none"> At such time as recycled water is available, the Project developer shall be responsible for all costs involved with the re-connection of the applicable portions of the irrigation system to the public recycled water system, including appropriate signage. Credits for connection fees shall be given by the City based on the size of the meter(s). Under no circumstance will there be a refund of water connection fees already paid. The Project developer shall be responsible for appropriate Sakioka Farms Specific Plan Covenants, Conditions and Restrictions (CC&Rs) covering the use of recycled water and for proper disclosures. 			
<p>N-3 This is an adaptive management mitigation measure. The Project developer shall, to the extent feasible, incorporate exterior water conservation features, as recommended by the State Department of Water Resources at the time of adoption or in common practice in the future, into the Project. These shall include, but are not limited to:</p> <ul style="list-style-type: none"> Landscaping of common areas with low water-using plants, Minimizing the use of turf by limiting it to lawn dependent uses, and Wherever turf is used, installing warm season grasses. 	<p>Project developer(s) shall provide landscape plans showing low-water-consuming plant varieties, minimization of turf areas and the appropriate selection of warm season grasses.</p>	<p>Prior to issuance of final building permits and prior to occupancy certificates</p>	<p>City of Oxnard Planning Division and Engineering Services Division</p>
<p>N-4 This is an adaptive management mitigation measure. The Project developer shall, to the extent feasible, use reclaimed water for irrigation of landscaping and other uses if or when such water is available at the project site.</p>	<p>Project developer(s) shall provide construction plans showing recycled water landscape irrigation design, if and when applicable.</p>	<p>Prior to approval of final building permits.</p>	<p>City of Oxnard Planning Division and Engineering Services Division</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>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.</p>	<p>Project developer(s) shall provide landscape plans showing low-water-consuming plant varieties.</p>	<p>Prior to approval of final building permits and prior to certificates of occupancy</p>	<p>City of Oxnard Planning Division and Engineering Services Division</p>
<p>N-6 The future water system shall be designed in a loop configuration with connections to the existing 16-inch water line on Del Norte Boulevard.</p>	<p>Project developer(s) shall provide construction plans showing a loop-configuration water system.</p>	<p>Prior to issuance of building permits</p>	<p>City of Engineering Services Division</p>
<p>N-7 The use of a 14-inch line would be feasible and should only be connected to mainlines of 14- inches or larger.</p>	<p>Project developer(s) shall provide construction plans showing appropriate water system connections.</p>	<p>Prior to approval of final building permits</p>	<p>City of Oxnard Engineering Services Division</p>
<p>N-8 Rice Avenue is planned to become a state highway; therefore, no new utilities shall be installed along this roadway.</p>	<p>Project developer(s) construction plans will not show utilities installed in Rice Avenue.</p>	<p>Prior to approval of final building permits that involve frontage along Rice Avenue</p>	<p>City of Oxnard Engineering Services Division</p>
<p>N-9 The Project developer shall ensure that the landscape irrigation system be designed, installed, and tested to provide uniform irrigation coverage. Sprinkler head patterns shall be adjusted to minimize over spray onto walkways and streets.</p>	<p>The Project developer to provide CC&Rs and other necessary legal language that binds future developers to this mitigation – to be reviewed by the City Attorney – prior to recording of first Final Map. The Project developer(s) shall provide construction plans showing the landscape irrigation design.</p>	<p>Prior to recording of first Final Map Prior to approval of final building permits and prior to certificates of occupancy</p>	<p>City of Oxnard Planning Division City of Oxnard Engineering Services Division</p>
<p>N-10 The Project developer shall, to the extent feasible, install a “smart sprinkler” system to provide irrigation for the landscaped areas. Irrigation run times for all zones shall be</p>	<p>Project developer(s) shall provide construction plans showing the landscape irrigation design.</p>	<p>Prior to approval of building permits</p>	<p>City of Oxnard Engineering Services Division</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>adjusted seasonally, reducing water times and frequency in the cooler months (fall, winter, spring). Sprinkler timer run times shall be automatically adjusted by a state-of-the-art system that relies on local weather forecasts.</p>			
<p>N-11 The Project developer shall install low-flush water toilets in all new construction at the project site. Low-flow faucet aerators shall be installed on all new sink faucets.</p>	<p>Project developer(s) shall provide construction plans meeting the requirements for low-flush toilets and low-flow faucets.</p>	<p>Prior to approval of final building permits</p>	<p>City of Oxnard Engineering Services Division</p>
<p>N-12 This is an adaptive management mitigation measure. The Project's annual water supply deficit of 330 acre feet was estimated using 2010 water use estimates for the theoretical buildout of the entire project. Actual water demand over the buildout of the Project is likely to change as actual development and uses occur and changing water consumption. Subsequent water demand/supply analyses required by subsequent CEQA review may change water supply needs relative to the City's future water supply. The Draft 2010 Urban Water Management Plan (UWMP) incorporates the Project's water demand as proposed. Should subsequent project development incur water demand in excess of that anticipated by the adopted 2010 UWMP and/or the City's water supplies are reduced below those anticipated by the adopted 2010 UWMP, the Project shall, to the extent feasible, implement one or more, but not limited to, the following adaptive measures to remain water neutral to the City's available and projected supply at the time of subsequent project approvals that involve a Negative Declaration, Mitigated Negative Declaration, or Subsequent EIR:</p> <p>N-12.1 The Project developer shall provide to the City</p>	<p>Project developer shall work with the Public Works Department, Water Section, to review existing and anticipated water demand relative to the City's existing and anticipated supply and choose, if necessary, one or more of the listed mitigations to eliminate a water supply shortage, if identified. This analysis and selection of mitigations, if needed, shall occur during reviews of the master subdivision maps of each Planning Area unless an alternative approach is agreed to in a Development Agreement.</p>	<p>Prior to recordation of the final map for each Planning Area or as otherwise agreed upon with the City</p>	<p>City of Oxnard Planning Division and Engineering Services Division with input from the Public Works Department, Water Section</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>additional water rights of at least the shortage amount.</p> <p>N-12.2 The Project developer shall provide to the City water supplies equal to the shortage amount until City supply is adequate.</p> <p>N-12.3 The Project developer shall provide to the City permanent quantified water offsets in the form of recycled water facilities or conservation retrofits.</p> <p>N-12.4 The Project developer shall provide to the City financial contributions towards City programs which generate in-City water conservation or recycled water capacity or conveyance.</p> <p>N-12.5 The Project developer shall participate in other similar programs with cumulatively result in an adequate water supply contribution.</p>			
<p>N-13 The Project developer shall, in a manner as agreed to in the development agreement, participate in an assessment district or similar financing instrument for the construction of a recycled water supply pipeline that will connect into the Project's recycled internal pipelines required by mitigation, or pay applicable connection fees to connect to the City's recycled water line when requested.</p>	<p>Project developer shall in a manner as agreed to in the development agreement provide applicable payment and/or participate in an assessment district.</p>	<p>Prior to recordation of the final tract map or as otherwise required if an assessment district is formed.</p>	<p>City of Oxnard Engineering Services Division</p>
<p><i>Note:</i> The "Project developer" is defined in this Mitigation Monitoring and Reporting Program as Saktioka Farms, the Project applicant, as well as the eventual individual developers of each parcel within the project site.</p>			



LIST OF REFERENCE DOCUMENTS

1. City Council Resolution No.14234
Final EIR (FEIR No. 06-01) Certification, findings of Fact, and Adaptive Mitigation and Monitoring Program
2. City Council Resolution No.14,235
Specific Plan Adoption (PZ No. 02-640-01)
3. City Council Ordinance No.2858
Approving Zone Change (PZ No. 02-570-04)
4. Planning Commission Final Resolution Nos. 2011-34/-35/-36
5. Final Environmental Impact Report (FEIR No. 06-01) July 2011
Sakioka Farms Business Park Specific Plan
State Clearinghouse No. 2002011070
6. Draft Environmental Impact Report (DEIR) September 2010
Sakioka Farms Business Park Specific Plan
7. Detention Basin Analysis March 3, 2009
8. Los Angeles Regional Water Quality Board letter, dated 5/12/2012,
addressed to the City of Oxnard stating that Sakioka Farms Business Park is
subject to the 2002 TGM MS4 permit.