



PLANNING COMMISSION STAFF REPORT

TO: Planning Commission

FROM: Morgan Kessler, City Engineer
Joe Pearson II, Planning and Environmental Services Manager

DATE: June 5, 2025

SUBJECT: **2030 General Plan and Local Coastal Plan Conformity Determination for the City of Oxnard Mid-Cycle Update to the Capital Improvement Program (CIP) Fiscal Years (FY) 2025-2029.**

- 1) **Recommendation:** That the Planning Commission
 - a) Find the Mid-Cycle Update to the Capital Improvement Program (CIP) projects for FY 2025-2029 is not a “project” under the California Environmental Quality Act pursuant to section 15601 (b)(3) and 15378(b)(4); and
 - b) Adopt Resolution 2025-XX finding that the proposed additional Mid-Cycle Update to the Capital Improvement Program (CIP) projects for FY 2025-2029 are in conformance with the City of Oxnard 2030 General Plan and relevant Coastal Land Use Plan policies pursuant to Section 65401 of the Government Code.
- 2) **Project Description and Applicant:** The Planning Commission will review the Mid-Cycle Update to the CIP for FY 2025-2029 to confirm the projects are in conformance with the City of Oxnard 2030 General Plan and relevant Coastal Land Use Plan policies pursuant to Section 65401 of the Government Code. The CIP includes a range of roadway improvements, maintenance of public facilities, stormwater drainage improvements and other miscellaneous projects. The whole of the proposed CIP projects are located throughout the City of Oxnard and vary in scope and funding. For purposes of this staff report, the foregoing project description shall be referred to as the “**Program**”.

Filed by the City of Oxnard Public Works Department (the “**Applicant**”), 305 West Third Street - Third Floor, Oxnard, Oxnard, CA 93030.

- 3) **Background:** In accordance with Government Code Section 65401, the Planning Commission is required to review the list of proposed capital improvement projects for the ensuing fiscal years and verify their conformance with the City's 2030 General Plan and relevant Coastal Land Use Plan policies.

On June 1, 2024, the Planning Commission approved a Resolution finding that the proposed CIP projects for FY 2025-2029 were in conformance with the City's 2030 General Plan and relevant Coastal Land Use Plan policies. This went to the Public Works and Transportation Committee (PWTC), and the City Council subsequently adopted that document. The adopted CIP for FY 2025-2029 consists of over 136 projects, totaling approximately \$749 million.

- 4) Environmental Review:** Pursuant to Section 15378(b)(4) of the Guidelines for the California Environmental Quality Act (CEQA), Public resources Code §§ 21000, et seq.), the regulations promulgated thereunder (14 California Code of Regulations, §§15000, et seq., CEQA Guidelines), and the City's Environmental Review Guidelines, the lead agency has determined that this CIP General Plan and Coastal Land Use Plan conformity determination report is not a "project" under CEQA as the lead agency has determined with certainty that the proposed CIP is a government funding document that does not involve any commitment to any specific project which may result in a potentially significant physical impact on the environment.

As required by CEQA, environmental review will be conducted prior to construction of the individual projects identified within this staff report. Any required environmental documents will be prepared pursuant to CEQA as part of project permit processing or at any other point in time as required by CEQA.

- 5) Discussion:** A CIP contains all the individual capital projects for a local government along with the construction, completion schedules and the financing plans. The plan provides a working blueprint for sustaining and improving the community's infrastructure. It coordinates strategic planning, financial capacity and physical development. Oxnard develops its CIP on a two-year cycle; a mid-cycle update is undertaken between the two-year cycle to adjust for any changes and/or new projects that are identified.

The Public Works Department has developed a list of CIP projects. The identified list of capital improvement projects are anticipated to be constructed during FY 2025-2029, some of which are pending funding and securing of grants, to address infrastructure and public service needs of the City. This list of capital improvement projects is intended to address infrastructure needs associated with both existing and future development identified in the 2030 General Plan and relevant Coastal Land Use Plan policies and includes projects that involve needed repairs or improvements to our existing infrastructure and facilities (including, for example, projects related to City buildings, streets, parks, materials refuse facility, water facility, computer systems and networks, and other public facilities) and the acquisition or construction of new infrastructure. The proposed Mid-Cycle Update to the CIP for FY 2025-2029 consists of 124 projects with identified funding, 61 unfunded, and totaling approximately \$750 million in project value.

This year, staff made forty-one (41) changes to the City's Capital Improvement Plan, described below.

First, staff has identified amendments made to projects already in previous CIP documents.

These amendments primarily included re-allocating projects to different years. For example, some of the Special Districts projects identified in the 2025-2029 document as scheduled to be constructed in FY 25-26 and FY 26-27 may have been moved to FY 28-29. Additionally, funding estimates for several projects have been updated to align with updated Engineer's estimates and properly align with external funding awarded to the City, such as State Revolving Fund Loans for Wastewater projects. These amendments also reflect changes to the cost of a project due to several factors such as cost increases in construction materials over the last year due to the pandemic creating a limited supply availability while demand for the material remains in high demand.

Second, thirteen (13) new projects have been added, which are listed below and detailed in the attached chart (Attachment A):

1. John C. Zaragoza Oxnard Transit Center Signage
2. Advanced Alley Maintenance Program
3. Elevator Modernization - Various City Locations
4. Citywide HVAC Updates
5. Citywide Lighting Controls Updates
6. Carriage Square/Eastwood Park
7. Hobson/Community Center Park East
8. Five Points Park
9. Oxnard Beautification and Cleanup
10. Camino Del Sol Community Garden Activation
11. Citywide Streetlight Repair
12. Campus Park Perimeter Improvements
13. Bard Road Additional Street Lights Saviers to Rose

These new projects have not been previously reviewed by the Planning Commission and require determination that they are in conformance with the City of Oxnard 2030 General Plan and relevant Coastal Land Use Plan policies pursuant to Section 65401 of the Government Code.

As the Planning Commission previously found the CIP for FY 2025-2029 to be in conformance with the City's 2030 General Plan and relevant Coastal Land Use Plan policies on June 1, 2025, the focus of the Planning Commission's review will be on the thirteen new projects listed above that have not yet been determined to be consistent with the City's 2030 General Plan and relevant Coastal Land Use Plan policies, as such only the new projects in the Mid-Cycle Update to the CIP for FY 2025-2029 are listed.

Staff has evaluated the various CIP projects and identified relevant General Plan and relevant Coastal Land Use Plan policies, which generally focus around Infrastructure and Community Services (ICS), Community Development (CD), Sustainable Communities (SC), and Safety and Hazards (SH). Relevant Local Coastal Plan policies have also been identified. Due to

size, the 2030 General Plan Goals and Policies as well as the Local Coastal Land Use Plan have not been printed as formal attachments.

The 2030 General Plan Goals and Policies can be accessed at:

<https://www.oxnard.org/wp-content/uploads/2017/06/Oxnard-2030-General-Plan-Amend-12-2022-SMc.pdf>

The Local Coastal Land Use Plan is available at:

<https://www.oxnard.org/wp-content/uploads/2016/03/CoastalLandUsePlan.pdf>

- 6) Next Steps:** The Planning Commission's action on this matter is advisory to the City Council. The Planning Commission's recommendation on this matter will be forwarded to the City Council for consideration as they review the adoption of the Mid-Cycle Update to the CIP for FY 2025-2029. The Mid-Cycle Update to the CIP for FY 2025-2029 was reviewed by the PWTC on April 22, 2022, and will be taken to the City Council on May 20, 2025.

Attachments

- A. Chart Listing New Projects in the Mid-Cycle Update to the 2025-2029 Capital Improvement Program That Were Not Previous Versions of the Capital Improvement Program
- B. Resolution Finding the Mid-Cycle Update to the 2025-2029 Capital Improvement Program is in Conformity with the General Plan and Local Coastal Plan
- C. Staff Presentation

New Projects with Identified Funding

Buildings

No.	Project Title	Project Description	Previous	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	Funding Source
1	John C. Zaragoza Oxnard Transit Center	Updating signage on the Oxnard Transit Center to reflect the name change of "John C. Zaragoza Oxnard Transit Center" as approved by City Council in December 2024	\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ -	Measure O
2	Elevator Modernization - Various City Locations	Several City elevators have exceeded their expected lifespan or require corrective maintenance beyond routine. Anticipated locations include: Civic Annex (300 West Third St.), Main Library East (251 S A St.), and Police Department (251 S. C St.)	\$ -	\$ 1,251,375	\$ -	\$ -	\$ -	\$ -	Cultural and Community Services Operations and Internal Service Fees
3	Citywide HVAC Updates	Several air handling systems across the City are beyond their useful life and/or require replacement to meet Environmental Protection Agency Rule 608 of the Clean Care Act and the 2006 California Global Warming Solutions Act, AB 32 refrigerant standards. Current priority locations: the South Oxnard Center; Police Department buildings at 251 C Street and 3001 Sturgis Rd.	\$ -	\$ -	\$ 1,100,000	\$ -	\$ -	\$ -	Internal Service Fees
4	Citywide Lighting Controls Updates	Emergency lighting controls are outdated and do not work properly. This will address concerns for several City Buildings. Including: Main Library, South Oxnard Center, South Oxnard Branch Library, Service Center	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	Internal Service Fees

Parks & Open Space

No.	Project Title	Project Description	Previous	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	Funding Source
5	Carriage Square/Eastwood Park	Shade structures over picnic areas, rubberized walking path around perimeter of park, landscape improvements	\$ -	\$ -	\$ 424,000	\$ -	\$ -	\$ -	Quimby
6	Hobson/Community Center Park East	May include as funding allows: lighting, rubberized walking track, and landscape improvements.	\$ -	\$ -	\$ 454,000	\$ -	\$ -	\$ -	Quimby
7	Five Points Park	Develop and build a park design for the 2 vacant lots based on community input.	\$ -	\$ -	\$ 1,300,000	\$ -	\$ -	\$ -	Quimby

No.	Project Title	Project Description	Previous	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	Funding Source
8	Advanced Alley Maintenance Program	Apply asphalt repair and cape seal surfacing techniques (or similar) to treat alleyways with advanced deterioration. This project will bridge the existing gap between simple temporary alley maintenance (e.g. pothole repair) and full reconstruction. Approximately 10 centerline miles; locations determined based upon prioritization in Citywide Pavement Management Program	\$ -	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	Measure O

	Total	\$ -	\$ 1,251,375	\$ 5,578,000	\$ -	\$ -	\$ -
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New Projects with Unidentified Funding

Parks & Open Space

No.	Project Title	Project Description	Rough Order Magnitude
1	Citywide Streetlight Repair	This project involves the repair and replacement of City-owned street lights. Locations include, but are not limited to: Corridors: A Street between 3rd and 7th Street; Harbor Boulevard from San Clemente Avenue to Channel View Park; Oxnard Boulevard center medians between 3rd and 9th Street; Oxnard Shores beach paths. Bridges: Channel Islands Boulevard; Oxnard Boulevard, Rice Avenue, and Rose Avenue over US 101; Pleasant Valley Road over Rice Avenue; 3rd Street over UPRR. Parking lots: 520 S. Oxnard Boulevard; 615 S. Oxnard Boulevard; 644 S. Oxnard Boulevard.	\$ 12,000,000.00
2	Campus Park Perimeter Improvements	Off-site improvements around the Campus Park vicinity such as street asphalt repairs, pavement markings and striping, sidewalk and ADA curb ramp work, and traffic signal modifications.	\$ 2,000,000.00
3	Bard Road Additional Streetlight Saviers to Rose	Add additional street lighting to supplement existing SCE-owned lighting	\$ 750,000.00
4	Oxnard Beatification and Clean Up	Work to beautify 5 local parks including Camino Del Sol Community Garden, Del Sol Park, Lemonwood Park, Rudolph Beck Memorial Park, and Southwinds Park. Work consists of removing existing turf and plant material which has exceeded its lifespan, and replacing it with drought-tolerant plantings and efficient irrigation systems, installing concrete, asphalt, and decomposed granite paved walkways and plazas, providing ADA compliant parking and pavement markings and seating, and improving circulation through planted areas. Materials will include but are not limited to plant material, site furnishings, interpretive signs, decorative and chain link fencing and gates, lighting, mulch, and garden art columns.	\$ 2,500,000.00
5	Camino del Sol Community Garden Activation	Lighting, greenhouse purchase and installation, and connex box purchase and installation at Del Sol Community Garden.	\$ 357,000.00

RESOLUTION NO. 2025-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD FINDING THAT ALL OF THE PROJECTS IN THE PROPOSED MID-CYCLE UPDATE TO THE 2025-2029 CITY OF OXNARD FIVE YEAR CAPITAL IMPROVEMENT PROGRAM ARE IN CONFORMITY WITH THE 2030 GENERAL PLAN AND COASTAL LAND USE PLAN

WHEREAS, the Oxnard Planning Commission approved a Resolution on June 6, 2024, finding that the projects listed in the 2025-2029 City of Oxnard Five Year Capital Improvement Program (the “2025-2029 CIP”) were in conformity with the City’s 2030 General Plan and Local Coastal Land Use Plan; and

WHEREAS, the Oxnard City Council adopted that 2025-2029 CIP on June 4, 2024; and

WHEREAS, the City of Oxnard proposes to adopt the revised 2025-2029 City of Oxnard Five Year Capital Improvement Program (the “Revised 2025-2029 CIP”); and

WHEREAS, the revised 2025-2029 CIP is designed to serve as both a financial and project planning document; and

WHEREAS, Government Code Section 65401 requires that the Planning Commission review all capital projects that will be planned, initiated or constructed during the ensuing fiscal years for conformity with the General Plan and Local Coastal Land Use Plan; and

WHEREAS, Government Code Section 65402 requires that real property acquisition or disposition, street vacation or abandonment, public building or structure construction be consistent with the General Plan and Local Coastal Land Use Plan as to location, purpose and extent; and

WHEREAS, the revised 2025-2029 CIP identifies various potential public projects, which are consistent with the 2030 General Plan and Local Coastal Land Use Plan; and

WHEREAS, the revised 2025-2029 CIP adds projects that were not previously included in previous versions of the CIP; and

WHEREAS, the revised 2025-2029 CIP General Plan and Coastal Land Use Plan conformity determination report is not a “project” subject to review under the California Environmental Quality Act (CEQA) because it can be seen with certainty pursuant to CEQA Guidelines Sections 15061(b)(3) and 15378(b)(4) that there is no possibility that a determination of General Plan and Local Coastal Land Use Plan consistency report may have a significant impact on the environment as the proposed revised 2025-2029 CIP is a government funding document that does not involve any commitment to any specific project which may result in a

potentially significant physical impact on the environment; and

WHEREAS, as required by CEQA, environmental review will be conducted prior to construction of the individual projects identified within 2025-2029 CIP. Any required environmental documents will be prepared pursuant to CEQA as part of project permit processing or at any other point in time as required by CEQA.

NOW THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Oxnard reviewed the proposed revised 2025-2029 CIP and finds that all of the projects within that revised 2025-2029 CIP conform with the 2030 General Plan and Local Coastal Land Use Plan.

PASSED, APPROVED and ADOPTED by the Planning Commission of the City of Oxnard on this 5th Day of June, 2025, by the following vote:

Ronald Arruejo, Chair

I hereby certify that the foregoing is a true copy of a Resolution adopted by the Planning Commission of the City of Oxnard at a meeting held this 5th Day of June 2025, and carried by the following vote:

AYES: Commissioner(s):

NOES: Commissioner(s):

ABSENT: Commissioner(s):

ABSTAIN: Commissioner(s):

RECUSED: Commissioner(s):

Joe Pearson II, Secretary

2030 General Plan and Local Coastal Plan Conformity Determination for the City of Oxnard Mid-Cycle Update Capital Improvement Program (CIP) Fiscal Years (FY) 2025-2029.

Planning Commission
June 5, 2025

Morgan Kessler, P.E.
City Engineer

Project Description and Applicant

- The Planning Commission will review the Mid-Cycle Update to the CIP for FY 2025-2029 to confirm the projects are in conformance with the City of Oxnard 2030 General Plan and relevant Coastal Land Use Plan policies pursuant to Section 65401 of the Government Code.
- The CIP includes a range of roadway improvements, maintenance of public facilities, stormwater drainage improvements and other miscellaneous projects. The whole of the proposed CIP projects are located throughout the City of Oxnard and vary in scope and funding.

Background

- In accordance with Government Code Section 65401, the Planning Commission is required to review the list of proposed capital improvement projects for the ensuing fiscal years.
- The Planning Commission will verify their conformance with the City's 2030 General Plan and relevant Coastal Land Use Plan policies.

Discussion

- A CIP contains all the individual capital (major) projects for a local government along with their design and construction phase, completion schedules and financing plans.
- The identified list of capital improvement projects are anticipated to be constructed during FY 2025-2029
- Some of which are pending funding and securing of grants.
- The proposed Mid-Cycle Update to the CIP for FY 2025-2029 consists of 124 projects with identified funding, 61 unfunded, and totaling approximately \$750 million in project value.
- Thirteen (13) new projects have been identified and added.

Discussion (Cont'd)

- The categories of the 13 new projects identified by Oxnard City departments include:
 - **Buildings** (signage updates, HVAC updates, lighting controls, etc.)
 - **Parks and Open Space** (playground structure replacement, lighting, etc.)
 - **Transportation and Drainage** (asphalt repair)

Discussion (Cont'd)

- These new projects have not been previously reviewed by the Planning Commission and require its determination that they are in conformance with the City of Oxnard 2030 General Plan and relevant Coastal Land Use Plan
- The focus of the Planning Commission's review will be on the new projects not yet determined to be consistent with the City's 2030 General Plan and relevant Coastal Land Use Plan policies

Environmental Review

- The lead agency has determined that this CIP General Plan and Coastal Land Use Plan conformity determination report is not a “project” under CEQA
- And has determined with certainty that the proposed CIP is a government funding document that does not involve any commitment to any specific project which may result in a potentially significant physical impact on the environment.
- Environmental review will be conducted prior to construction of the individual projects identified within this staff report.

Next Steps

- The Planning Commission's action on this matter is advisory to the City Council.
- The Planning Commission's recommendation on this matter will be forwarded to the City Council for consideration as they review the adoption of the Mid-Cycle Update to the CIP for FY 2025-2029.
- The Mid-Cycle Update to the CIP for FY 2025-2029 was reviewed by the PWTC on April 22, 2025, and the City Council on May 20, 2025.

Staff Recommendation

1. That the Planning Commission find the Mid-Cycle Update to the Capital Improvement Program (CIP) projects for FY 2025-2029 is not a “project” under the California Environmental Quality Act pursuant to section 15601 (b)(3) and 15378(b)(4); and
2. Adopt Resolution 2025-XX finding that the proposed Mid-Cycle Update to the Capital Improvement Program (CIP) projects for FY 2025-2029 are in conformance with the City of Oxnard 2030 General Plan and relevant Coastal Land Use Plan policies pursuant to Section 65401 of the Government Code.



QUESTIONS

**PLANNING COMMISSION
STAFF REPORT**

TO: Planning Commission

FROM: Juan Carlos Torres, Associate Planner

DATE: June 5, 2025

SUBJECT: **Project Name: Albany Apartments;** Planning and Zoning Permit No. 24-500-03 (Special Use Permit), Planning and Zoning Permit No. 24-535-01 (Density Bonus), and Planning and Zoning Permit No. 24-300-03 (Tentative Parcel Map); Property Located at 2929-2931 Albany Drive, APNs 221-0-061-195 & 221-0-061-035 .

- 1) Recommendation:** That the Planning Commission (“**Commission**”):
 - a)** Find the Project to be Exempt from the California Environmental Quality Act (CEQA), pursuant to Sections 15315 and 15332 (Minor Land Division & In-fill Development Projects) of the CEQA Guidelines; and
 - b)** Adopt Resolution 2025-XX recommending that the City Council approve Planning and Zoning Permit No. 24-300-03 (Tentative Parcel Map and vacating and relocation of alley) subject to certain findings and conditions.
 - c)** Adopt Resolution 2025-XX approving Planning and Zoning Permit No. 24-500-03 (Special Use Permit) and Planning and Zoning Permit No. 24-535-01 (Density Bonus), subject to certain findings and conditions.
- 2) Project Description and Applicant:** The applicant is requesting a Special Use Permit for the partial demolition of a former pre-school site and the construction a 20-unit, multi-family, apartment complex for a property located in the High-Rise Residential - Planned Development (R-4-PD) zone and Residential Medium High (RMH) land use designation. The project site construction includes reuse of an existing class room building (5,500 square feet) and new construction of two new buildings totaling 36,618 square feet to allow for a 20-unit, 42,204 square feet apartment complex with ten 2-bedroom and ten 3-bedroom units within a developable area of approximately 1.2-acres. Two of the units shall be affordable to the Lower and Very Low income levels. The project also includes a request for a Tentative Parcel Map to allow for the creation of a new lot (1.3-acres), vacating existing easements and right-of-way that are no longer needed, and granting of new easements to the City of Oxnard. The Project also includes a request for the ministerial approval of a Density Bonus Permit consisting of two concessions.

As shown in the following table, the Project includes a request for two concessions and parking reductions:

Project Deviations	
Density Bonus Concession (2)	1. Oxnard General Plan Goal SH-6.12: Require that new habitable structures be setback at least 85 feet from the nearest railroad track (provided 15 feet, 4 inches). 2. Oxnard General Plan Goal CD-9.4 View Corridor Preservation: View corridors by creating edge treatments along greenbelt areas and a landscape buffer corridor of at least 30 feet along designated scenic corridors (provided 15 feet). In conjunction with this request, the application is reducing the front yard setback from 15 to zero to allow for the front yard area to be included as part of the required interior yard space area for compliance with OCC Section 16.23 of the R-4 zone.
State Bonus Density Parking Reductions	Provide 31 parking spaces onsite (40 parking spaces Required). 3. 1 spaces per unit for 1 bedroom and 1.5 spaces for 2 or 3 bedrooms. (1 space/1 bedroom & 2 space/2 bedrooms or more required by the OCC) 4. Allow uncovered parking (Garage required by the OCC) 5. Visitor parking reduction (one covered space for the first 30 units; 0.5 spaces after 31st unit required by the OCC).

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

- 3) Existing & Surrounding Land Uses:** The Project site was a former private pre-school and is currently non-operational. The Project site is within the General Plan College Estates neighborhood. The following table lists and identifies the General Plan Land Use

Designations, Zoning Designations, and existing land uses of the Project site and properties immediately adjacent to the site, which are also illustrated in Attachment A:

TABLE 1 EXISTING AND SURROUNDING LAND USES			
Property Location	General Plan Land Use Designation	Zoning Designation	Existing Land Use
Project Site	Residential Medium High (RMH)	High Rise Residential Planned Development (R-4-PD)	Former private pre-school
North	Commercial General (CG)	General Commercial Planned Development (C-2-PD)	Across Channel Islands Boulevard, Self-Storage Facility.
South	Residential Medium High (RMH)	High Rise Residential Planned Development (R-4-PD)	An apartment complex
East	Residential Medium High (RMH)	High Rise Residential Planned Development (R-4-PD)	An apartment complex
West	Residential Low (RL)	Single Family Residential (R-1)	Across the railroad tracks, single family residential

4) Background Information:

The property located at 2929 Albany Drive (Lot 51 and 52):

- In June 1964, the City approved the Subdivision Map 1570 of from a parcel to two lots. The combine lots square footage of the lot was
- In November 1964, a Zone Change was approved by the City Council from R-PD to R-3-PD Zone.

- In December 1964, The approval of a Special Use Permit No. 145 for the construction of multiple family dwelling units. The application expired on November 19, 1965.
- In January 1968, Special Use Permit No 292 was approved for the construction of a 90 bed convalescent hospital. The application expired.
- On May 22, 1969, Special Use Permit No. 351 was approved by the Planning Commission for the construction of a 90-bed convalescent hospital. The application expired on
- On May 5, 1978, the Planning Commission approved Special Use Permit 336 for the construction of a 16-unit apartment complex. The application expired.
- In 1978; Parcel Map No. 78-16-The City Council approved a map to revert to acreage 0.8.
- On November 7, 1985; The Planning Commission approved Planned Development Permit No. 415 for the construction of a 15-unit apartment complex. The permit expired on May 7, 1987.
- On March 2, 1987; The Planning Commission approved Special Use Permit 1205 for the construction of an elementary and pre-school.
- On October 5, 1987, the construction of a 8,460 square foot private school was completed and released by Building and Engineering.
- The private school ceased business in 2022.

The property located at 2931 Albany Drive (Lot 53):

- On July 18, 1968, the Planning Commission approved Special Use Permit 309 for the construction of a 3000 square foot nursery school.
- On January 7, 1969, a building permit (Permit No. 19111) was issued for the construction of a nursery school with a two car garage and two car carport spaces.
- On March 11, 1971, building permit (Permit No. 0419) was issued for a 1,250 square foot addition to the existing nursery school.
- On December 12, 1972, a building permit (Permit No. 1241) was issued for the construction of a 20 feet by 25 feet classroom.
- On July 21, 1987, a minor modification was approved by the Planning Division to convert an existing garage into a classroom.
- The private school ceased business in 2022.

5) Environmental Determination: In accordance with Sections 15315 & 15332 (Class 15, Minor Land Division & Class 32, In-Fill Development Projects) of the California Environmental Quality Act (CEQA) Guidelines, projects consists in the redevelopment of a former private pre-school with the construction of a new residential apartment complex and merging three existing parcels may be found to be exempt from the requirements of the CEQA.

The project consists of combining three existing parcels, vacating and relocation of an existing alley resulting in a new combined parcel of approximately 1.3-acres inclusive of public access alley easements. The developable area not including the public access alley easement will be approximately 1.2-acres. Merging the existing parcels, relocating and vacating the alley would allow for the construction of a new 20-unit apartment complex with ancillary parking, interior yard space, and landscaping consistent with the General Plan Land Use (RMH) and the zoning designations (R-4-PD). The project consists in the redevelopment of a former private school site that contains approximately 13,295 square feet within three parcels, the Special Use Permit proposes the demolition of 7,977 square feet, the rehabilitation of 5,586 for residential purposes, and the construction of two new two-story residential buildings with a combined square footage of approximately 42,204 square feet. The project site has no value as habitat for endangered, rare, or threatened species. Additionally the Project will not result in any significant effect relating to traffic, noise, air quality, or water quality. No Exceptions to the Exemptions (Section 15300.2) apply to defeat the Exemption. Therefore, staff has determined that there is no substantial evidence that the project will have a significant effect on the environment and recommends that the Planning Commission recommend that the City Council accept the Notice of Exemption (Attachment C) attached to the staff report.

6) Project Analysis:

- a) General Discussion:** As discussed below, the Project has been found to be consistent with both the 2030 General Plan and the Oxnard City Code (OCC), subject to approval of the proposed Parcel Map by the City Council.

The Planning Commission is the decision maker for Special Use Permit pursuant to OCC Section 16-531. The Planning Commission makes recommendations to the City Council for the proposed Parcel Map (OCC Section 15-40).

Pursuant to OCC Section 16-273(A), at this location a Special Use Permit is required for the development of multi-family residential uses permitted under Division 17 (Planned Development-Additive Zone). The Planning Commission is the decision maker for Special Use Permit pursuant to OCC Section 16-531. Concurrently with the Special Use Permit, a Density Bonus application Pursuant to OCC Section 16-410.3 was submitted for the request of two concessions in-lieu of two very-low affordable housing units within the proposed development.

Pursuant to OCC §16-410.3, an applicant for a density bonus permit shall file an application in accordance with OCC §16-410.5 and 16-410.6. Pursuant to OCC §16-410.6(E), approval of a Density Bonus permit shall be made by the approval authority within the City that is authorized to approve the associated discretionary approval or ministerial approval for the underlying development permit for the housing

development. As described above, the Special Use Permit requires discretionary approval by the Planning Commission. Therefore, the Planning Commission is the decision maker for the requested Density Bonus. The approval of the density bonus application is non discretionary unless the city adopts written findings justifying the denial of the density bonus.

- b) General Plan Consistency:** The City's 2030 General Plan land use designation for the subject site is Residential Medium High (RMH) which allows for mid-rise residential buildings with a density between 18-30 dwelling units per acre. The proposed Project includes the development of a new multi-family apartment complex at a density of 18 units per acre. The approval of this Project has been determined to be consistent with the property's existing and proposed land use designations, subject to approval of the requested Tentative Parcel Map and Density Bonus application.

Pursuant to the OCC Chapter 16 Division 7A, Density Bonus and Related Incentives and Concessions Program and the State's Density Bonus law (Government Code § 65915-§ 65918), the applicant requested approval of two General Plan residential development goals concessions in exchange for constructing two (2) affordable units. Aside from the requested development concessions, the project complies with the standards of the High Rise Residential Planned Development zoning district. Approval of the proposed SUP 24-500-03 for the development plan and a Density Bonus Application is required to ensure consistency with the General Plan and land use designation.

Consistency with the 2030 General Plan is defined by the relationship between 2030 General Plan policies and the proposed project. The three consistency classification levels are:

- I. Direct Applicability to a Proposed Project or Program (full text of the policy and an explanation).
- II. Related or Indirect Applicability to the Proposed Project or Program (policy title and an explanation for each or groups of related or indirectly related policies).
- III. No or Distant Applicability to the Proposed Project or Program (all policies not listed as Level I and II are assumed to be consistent).

POLICY	LEVEL	POLICY OR TITLE	EXPLANATION
CD-1.5	I	Promote the development of a variety of housing types throughout the City including apartments, condominiums, lofts, townhouses, and attached and detached single-family units.	The Project is proposed on a former pre-school campus that is no longer in use. Site improvements and new apartments will address an overall housing need within the immediate area.
CD-8.1	I	Continue to limit development to those areas that can be served by existing or planned utilities, transportation, and service systems.	The proposed Project is surrounded by urban development, and existing utilities along Albany Drive that can adequately serve the proposed Project.
CD-9.1	I	Recognize, preserve, and improve the visual identity and character of existing neighborhoods.	The two-story infill development is located within a predominantly two-story community that is designed with alley access to driveway and parking.
CD-14.1	I	In the evaluation of development proposals, continue to ensure that public and private development Projects comply with City design policies, plans, and guidelines.	The Project includes development and performance conditions recommended by Development Advisory Committee (DAC) to ensure that the Project complies with City permitting expectations and policies.
ISC-1.2	I	Review development proposals for their impacts on infrastructure (e.g., sewer, water, fire stations, libraries, streets) and require appropriate mitigation measures to ensure that proposed developments do not create substantial adverse impacts on existing infrastructure and that the necessary infrastructure will be in place to support the development.	The proposed development and associated improvements would tie into existing infrastructure, which has the capacity to provide service to the proposed residential apartment complex. The project includes standards and special development project conditions by City Department representatives.
ER-9.2	I	Enhance neighborhood diversity and reinforce the desirable elements of neighborhood character and quality through incorporation of design guidelines, use of landscape materials, and encouraging new developments to integrate historical and culturally significant elements into proposed Projects.	The 20-unit apartment complex development proposes to maintain existing neighborhood characteristics.
CD-9.2 ICS-8.5	II	“...promote the revitalization of residential... properties that are deteriorated or detract from the visual quality of the City” Consider and require where appropriate and feasible the enhancement of the pedestrian environment as part of private development and public works Projects, especially for public sidewalks.	The majority of the existing former private school buildings and infrastructure will be cleared and the residential zoned property will incorporate multi-family and setbacks that include a streetscape design that will complement the existing community setting.

H-2.1	I	Adequate Development Opportunities	
H-2.2	I	Balanced Opportunities	The project includes the development of the required affordable housing that will be used to meet the City's RHNA requirements; this housing type will meet the growing need for housing. Per the Conditions, the project will be required to have a 10 percent inclusionary requirement.
H-3.4	I	Inclusionary Housing Program	
CD-3.4 CD-14.1 CD-14.2 CD-14.3 ICS-11.10 ER-9.4 ER-10.1	II	Neighborhood Quality of Life Design Review Process Development Advisory Committee Functions Quality of Design Water Supply Findings for Smaller Projects Human Scale Development Promote Use of Native and Water Wise Plants	The DAC review process led to changes in the Project and/or conditions of approval that meet these Level II policies.
SH-6.12		Development Near Railroads and Oxnard Airport: Require that new habitable structures be setback at least 85 feet from the nearest railroad track measured from the edge of the outermost railroad track, and only compatible new development is located within the Oxnard Airport 65 dBA CNEL contour.	Pursuant to OCC §16-410.12 through §16-410.14 and Cal. Gov't Code Section 65915, an applicant for affordable housing may submit to the City a proposal for specific incentives or concessions that the applicant requests. The applicant for an incentive may also be an applicant for a density bonus. Pursuant to Cal. Gov't Code Section 65915(d)(2)(B), the subject project is eligible to receive a total of two (2) incentives or concessions, because it includes very-low-income housing units equal to at least 10 percent of the number of units allowed per the maximum base density. In addition, as conditioned, the project will be required to comply with an exterior noise level for the usable open space of 65 dBA and 45 dBA within the interior of the residential units.
CD-9.4	II	View Corridor Preservation: Ensure all public and private investments positively	Pursuant to OCC §16-410.12 through §16-410.14 and Cal. Gov't Code Section

		contribute to the overall character of the City by minimizing impacts on important view corridors by creating edge treatments along greenbelt areas and a landscaped buffer corridor of at least 30 feet along designated scenic corridors and other major transportation corridors.	65915, an applicant for affordable housing may submit to the City a proposal for specific incentives or concessions that the applicant requests. The applicant for an incentive may also be an applicant for a density bonus. Pursuant to Cal. Gov't Code Section 65915(d)(2)(B), the subject project is eligible to receive a total of two (2) incentives or concessions, because it includes very-low-income housing units equal to at least 10 percent of the number of units allowed per the maximum base density.
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As conditioned, the Project is consistent with 2030 General Plan land use designation and the Goals and Policies.

- c) Conformance with Zoning Code Development Standards:** Pursuant to OCC §16-270 to 16-278, in addition to the Planned Development (Additive) Zone, new residential development in the -PD additive zone is subject to the R-4 High Rise Residential development standards (OCC §16-23 to 16-24(D)), the attached dwelling unit development standards (OCC §16-360 to 16-363), the off-street parking requirements (Article X of Chapter 16 of the City Code), and standards for all zones (Article IV of Chapter 16 of the City Code) except as otherwise provided under OCC Division 7A Density Bonus and Government Code Chapter 4.3 Density Bonus and Other Incentive Sections 65915-65918.

The proposed 20-unit apartment complex within was evaluated for consistency with the above-referenced development standards. As found in Attachment D, the Project is designed to be consistent with the development standards, except as otherwise noted.

- d) Tentative Parcel Map:** The subject residential Project is composed of three residential lots (Lot 51-53 of Tract 1570-1) in the R-4-PD zone. Lot 51 and 52 are located at the southwest corner of Albany Drive and Channel Islands Boulevard, with the main frontage along Channel Islands Boulevard. The combined acreage for Lot 51-52 is approximately .83-acres. To the south, rear, of Lot 51 and 52, across a 20 foot wide public alley, Lot 53 is situated. Lot 53 is approximately .32-acres and the main frontage is along Albany Drive with a 20 foot wide access alley along the north and west of the property. The public alley currently provides access to the existing apartment complexes south of the existing site. Lots 51-53 are under the same ownership.

In order to allow for the proposed residential development, the applicant is requesting a tentative parcel map which consists of the creation of a new lot (merging all three lots and alley), vacating any existing easements and right-of-way (existing alley way), and granting of new easements (proposed new alley access) to the City of Oxnard to continue providing access to the existing residential developments adjacent and within the vicinity of the proposed Project site.

Pursuant to OCC Chapter 15, Division 1, Section 15-11 (A) and the California Subdivision Map Act, a Tentative Parcel Map shall be required for each division of land creating four or fewer parcels. The Project proposes to merge three existing lots, the creation of a new parcel, vacating existing easements and right-of-ways, and granting new easements for a proposed alley. Pursuant to OCC Chapter 15, Division 2, Section 15-41, the proposed development of the 20-unit apartment complex, SUP 24-500-03 & Density Bonus, 24-535-01, is subject to City Council approval of the Tentative Parcel Map, 24-300-03.

- e) **Density Bonus Permit Request:** Pursuant to OCC §16-410.3 through §16-410.11 and Cal. Gov't Code Section 65915, density bonuses are available to affordable housing developers. A “density bonus” is an increase over the otherwise maximum allowable residential density for a qualified housing development. If the requirements of OCC §16-410.3 are met, then the affordable housing developer is entitled to a density bonus pursuant to Cal. Gov't Code, Section 65915(f).

The proposed Project meets the requirements of §16-410.13, subsection (B), by including a minimum affordable housing component as identified in Cal. Gov't Code, Section 65915(b). The proposed Project is requesting for two concessions and is not requesting to increase the density of the site as it proposes a 20-unit apartment complex within a proposed developable area, exclusive of public access alley easements, of approximately 1.2-acre site for a density of approximately 18 dwelling units per acre. The Oxnard General Plan Land Use Designation for the subject site is Medium High and the R-4-PD allows up to a maximum of 30 dwelling units per acre. Therefore, the proposed housing project would comply with the allowed density and proposes 20 apartment units in which two will be affordable units.

TABLE 4 DENSITY BONUS CALCULATION			
	High Rise Residential (R-4-PD) Zone	Density Bonus	Total
Density	30 units/acre	N/A	30
No. of Units	20	N/A	20

* Includes 2 affordable units.

Incentives/Concessions for Affordable Housing Pursuant to OCC §16-410.12 through §16-410.14 and Cal. Gov't Code Section 65915, an applicant for affordable housing may submit to the City a proposal for specific incentives or concessions that the applicant requests. The applicant for an incentive may also be an applicant for a density bonus. Pursuant to Cal. Gov't Code Section 65915(d)(2)(B), the subject project is eligible to receive a total of two (2) incentives or concessions, because it includes very-low-income housing units equal to at least 10 percent of the number of units allowed per the maximum base density.

With respect to the subject project, the applicant has submitted a request for a total of (2) two incentives and/or concessions, as follows:

- The applicant requests a concession to allow for less than the minimum required railroad setback of 85 feet clearance for new habitable structures from the nearest railroad track pursuant to Oxnard General Plan Safety and Hazards Element-Noise Consideration Development Review Goal SH 6.12 Development Near Railroads and Oxnard Airport. The applicant proposes to construct the residential project with a 15 feet, 4 inches clearance from the railroad tracks to habitable areas. The applicant estimates that meeting the General Plan Requirement would create an infeasibility for the property to construct residential units because the required railroad clearance takes approximately 38% of the site from being able to locate residential units.
- The applicant requests a concession to allow for less than the minimum required 30-foot greenbelt/landscape buffer corridor for designated scenic corridors pursuant to Oxnard General Plan Community Development 3.6 Goals and Policies-Urban Design CD-9.4 View Corridor Preservation. The applicant proposes to rehabilitate, and maintain 5,318 square feet of former pre-school building for residential purposes which provides a 15 foot front yard clearance adjacent to Channel Islands Boulevard.

In conjunction with the request, the applicant is requesting to reduce the front yard setback to zero to allow for the front yard area to be included as part of the interior yard space area as required by the OCC Section 16.23 of the R-4 zone. The interior yard area requires 30% of the lot area with a minimum 15 feet by 15 feet dimension. The proposed development will provide 30.3% of interior yard area inclusive of the front yard setback. The applicant estimates that meeting the General Plan requirement would create construction infeasibility of residential units because of the required landscape buffer will reduce the construction area and would make the project unfeasible.

Pursuant to Cal. Gov't Code, Section 65915(d)(1), a city shall grant the concessions or incentives requested by the applicant unless the city makes a written finding, based upon substantial evidence, of any of the following:

A) The concession or incentive does not result in identifiable and actual cost reductions.

Staff Response: Based upon information submitted by the applicant, the requested concessions or incentives would result in identifiable and actual cost reductions.

B) The concession or incentive would have a specific, adverse impact upon public health and safety or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact without rendering the development unaffordable to low-income and moderate-income households.

Staff Response: According to the findings of the Environmental Determination under CEQA Sections 15315 & 15332 (Class 15, Minor Land Division & Class 32, In-Fill Development Projects), the Project would not result in a specific, adverse impact upon public health and safety or on any real property that is listed in the California Register of Historical Resources.

C) The concession or incentive would be contrary to state or federal law.

Staff Response: The project complies with all local, state, and federal laws.

- f) **Building Design:** The proposed redevelopment of the property includes the construction of two new two-story buildings and the redevelopment of a single-story building consisting of a 20-unit apartment complex. The project's overall square footage including the redevelopment of the existing building is approximately 42,204 square feet within a proposed 1.2-acre developable area. The buildings include ten, 2-bedroom and ten, 3-bedroom apartment units ranging between 1,075-1,630 square feet for the 2-bedroom units and 1,521 to 1,563 square feet for the 3-bedroom units.

The redevelopment of the single-story building (Building B) consists of providing four, single-story, apartment units and a recreational room, the enhancement of the existing building elevations to match the proposed Contemporary Spanish Style of Architecture design of the new two-story buildings. Additional enhancements to Building B includes the use of dark gray lightweight concrete tile roofs, new window and window trims, metal awnings, cement plaster walls and a stone veneer wainscot on the lower part of the building. The proposed residential units' entrances will be facing to the interior of the property.

Building A has an L shape form and includes a total of 12, two-story, units with entrances facing Albany Drive and to the interior courtyard area located between Building A and Building B. Building A-1 proposed on the southwesterly corner of the property, includes a total of four, 2-story, units with the main access point facing the proposed picnic areas.

The proposed new two-story building provides a Contemporary-Spanish Style of Architectures and includes rectangular forms, and articulated massing. Exterior building walls are composed primarily of plaster cement with accent stone veneer wainscot along the bottom of the building. The building provides architectural recess areas, balconies that include the use of metal railings. The building elevations incorporate the use of earthy terracottas and warm whites with accent desaturated pastels, soft grey, and charcoal colors.

Site Design: The proposed development of the apartment complex consists of the redevelopment of an existing single-story building and the construction of two new, 2-story, buildings. Building-B provides a 15 foot front yard setback along the northerly property line, adjacent to Channel Islands Boulevard, and a sideyard setback of 5 feet, 10 inches, along the railroad tracks. Building-A provides a 20 foot sideyard setback along the easterly property line, along Albany Drive, and a rear setback of 8 feet to the proposed new alley way. Building-A-1, has been designed with the unit's main entrances facing the westerly property line and provides a 10 foot sideyard setback and a rear setback of 32 feet from the proposed new alley way.

Patio areas of 100 square feet for all first floor access situated along and within the main entrances of the units. The Project does not provide fencing along the northerly or southerly, and westerly Building-A front patio areas will be visible from public view from Albany Drive. To ensure privacy to the patio areas along Building A, a condition of approval has been included for the Project to construct a decorative fencing in accordance with OCC Section 16-308 & 16-309 along Albany Drive to provide screening and privacy for all units exposed to the public view.

The Project was also designed to include site amenities;

- A Community Room with kitchen facilities of approximately 986 square feet.

- An on-site leasing office of approximately 95 square feet.
- An outdoor Bar-B-que area of approximately 300 square feet.
- Picnic tables with an area approximately 350 square feet.
- A site par-course fitness area of approximately 1000 square feet.

The project provides 31 off-street parking spaces partially covered by the proposed second floors of Building A and A-1. The parking will be composed of 28 standard parking stalls, an accessible EV parking stall, a van accessible parking stalls, and a motorcycle parking stall. A total of two Electrical Vehicle (EV) charging stations will be provided for the proposed development. Vehicle access is provided via a single driveway located south of the site to the proposed new shared access alley way to Albany Drive.

The Project's new combined lot area after alley relocation, not including the alley area, will be approximately 1.2-acres (52,883.54 square feet). The new relocated alley would be approximately 3,943.19 square feet. The project will provide a building lot coverage of approximately 28.4% (15,0595 SQ. FT) of the overall site will be provided. A total of 37.6% (19,888.84 SQ. FT.) of the overall site will be dedicated to driveway, parking, and pathways. The development will dedicate approximately 33.2% (17,603 SQ. FT) of the overall site for landscaping.

The Project includes a combined overall Interior Yard Space of approximately 30.3% (16,070 SQ. FT.) in which 30% is required for the R-4-PD Zone. Additionally, adjacent to the westerly property line between the south portion of Building-A and northerly of Building-A-1, a lawn area of 2,42 square feet, with dimension greater than 40 feet by 40 feet in any direction is provided.

Along the westerly property line and adjacent to the railroad tracks, a 10-foot high noise attenuation and screen wall will be provided. The wall will be composed of a concrete masonry unit (CMU) with a cement plaster with a precast concrete cap with colors to match the existing and proposed buildings.

- g) **Parking:** Pursuant to Density Bonus State Law, Government Code Section 65915(p). This Government Code section provides relief and preempts the City's off street parking requirements for bedroom vs number of parking stalls required, garage parking, and visitor parking. The following table provides a tabulation showing how the Project compares with the State Density Bonus Law.

PARKING TABLE BREAKDOWN AND DISTRIBUTION PER CALIFORNIA GOVERNMENT CODE SECTION 65915(p)(1)					
BEDROOM COUNT	# OF UNITS	OFF-STREET REQUIRED	PARKING		NOTE
			REQUIRED	PROVIDED	
1-Bed	0	1 Parking Stall	0	31	Pursuant to §65915(p)(1), the project provides 1 more parking stalls than required by Government Code Section 65915
2 to 3 Bedrooms	20	1.5 Parking Per Unit	30		
Visitor Parking		No Visitor Parking Required	0		
		Total:	30	31	

- h) Noise-Sensitive Receptors :** The Project's site is in proximity to existing railroad tracks with the proposed construction of the apartment units' as close as 15 feet, 4 inches from the railroad tracks. The proposed residential development is considered a sensitive receptor, therefore; the proposed development is required to comply with the maximum exterior noise levels of 65 CNEL (Community Noise Equivalent Levels) for common and private outdoor use areas for multi-family properties and an interior habitable noise levels not exceeding 45 CNEL in accordance with the City's Oxnard General Plan Background Report 2006-Safety and Hazards Section 6.4 Noise.

The Project as part of their submission included an Acoustical Analysis Report for Albany Apartments dated July 29, 2024(Attachment E). The submitted acoustical report shows that the existing site has a noise environment of 78 CNEL consisting primarily of traffic on East Channel Islands Boulevard, Albany Drive, and the railway noise from the tracks adjacent to the westerly side. Therefore, the proposed Project is proposing the construction of a 10-foot high wall to be located along the westerly boundary of the development to mitigate and reduce the noise levels within the property for compliance with the City's General Plan. The proposed attenuation wall is approximately 228 linear feet and it will screen the majority of the proposed new lot with the exception of the new alleyway.

In addition to the attenuation wall, the acoustical report requires that the proposed apartment units' walls provide a typical exterior wall assembly and exterior windows with a minimum of 31 Sound Transmission Class (STC) rating. Furthermore, all residential units will be required to provide interior mechanical ventilation. A condition of approval to ensure the proposed development complies with the construction recommendations as listed in the submitted acoustical report dated July 29, 2024, was included to the Project.

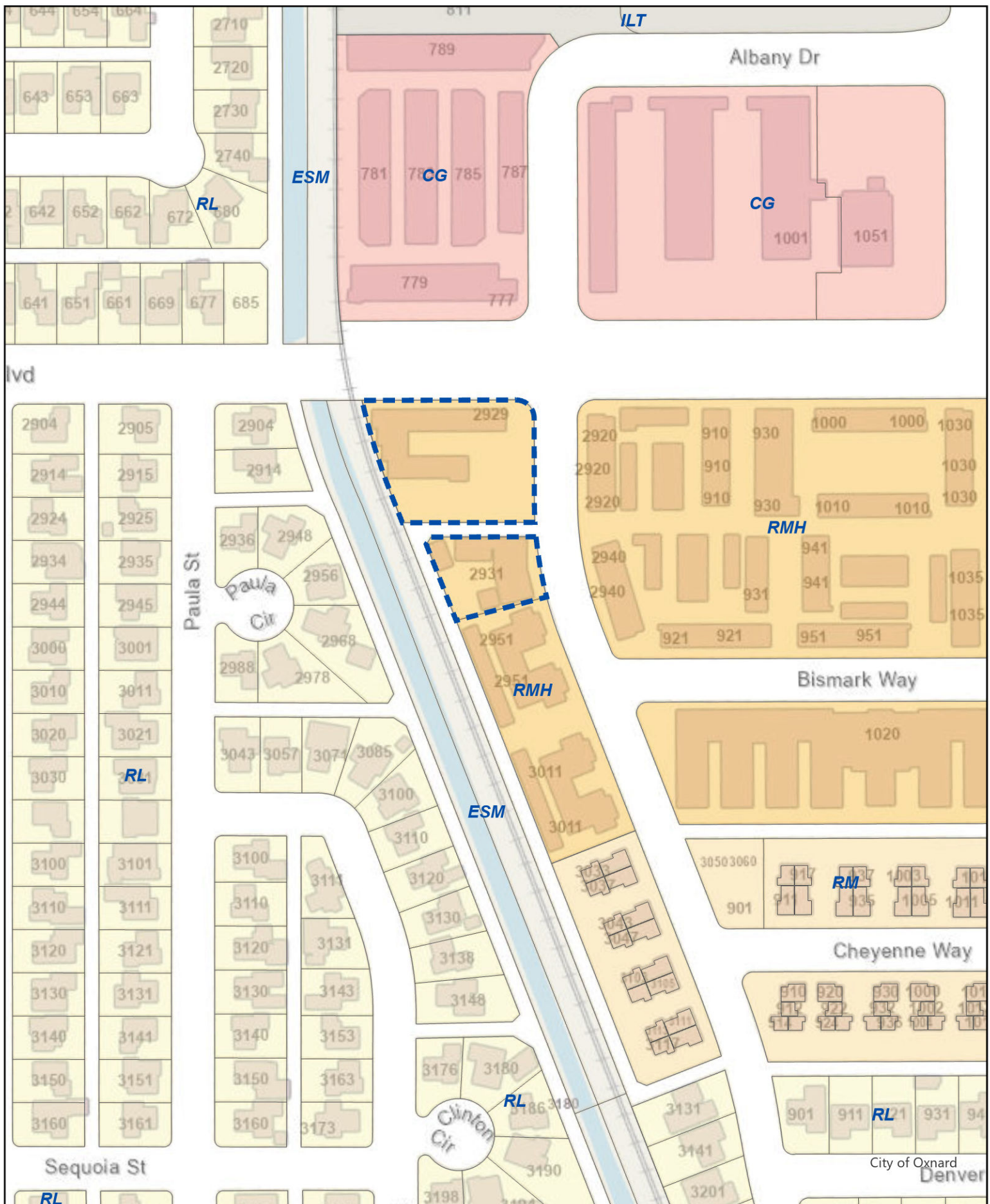
- 7) Development Advisory Committee (DAC):** The DAC reviewed the development application on May 24, 2023 and May 8, 2024. Additionally, the project was deemed incomplete on October 9, 2024, by the Planning Division. The DAC review process resulted in changes in the project and/or conditions of approval that ensured consistency with the City's development policies and appropriateness of the new development for the proposed site.
- 8) Community Workshop:** The Project site is located within the College States neighborhood. On July 15, 2024, the project was presented to the public during a Community Workshop meeting. A notice of this meeting was posted on the Project site with a brief description and contact information. During the public hearing notice, there were two members of the public that commented about the project. The first commenter was in favor of the Project to include housing opportunities for areas in proximity to the Oxnard Community College. The second commentator had concerns in regards to potential parking issues and the increase in traffic to the general area. As discussed above the project is in compliance with the state mandated parking requirements, pursuant to density bonus law. Also, the project was reviewed by the City of Oxnard Traffic Division, and their comments and conditions have been incorporated into this project.
- 9) Noticing and Public Comments:** Consistent with public noticing requirements, the Planning Commission Hearing was advertised with on-site postings and by mail to property owners within 300 feet of Project Site. To date, Planning Staff has not received any comments or iniquity from the public regarding the proposed project.
- 10) Appeal Procedure:** In accordance with Section 16-545 of the Oxnard City Code, the Planning Commission's action may be appealed to the City Council not later than 18 days after the decision date. Appeal forms may be obtained from the City Clerk and must be submitted with the appropriate fees before the end of the appeal period. If an appeal to the City Council is not filed within 18 days of the Planning Commission's decision, the decision of the Planning Commission shall be considered final. The action of the Planning Commission on the Tentative Parcel Map is a recommendation of either approval or denial to the City Council. All aspects of this Project shall not become effective unless and until the City Council approves the Tentative Parcel Map.

Attachments:

- A. Maps (Vicinity, General Plan, Zoning, Aerial)
- B. Reduced Project Plans
- C. Notice of Exemption
- D. Zoning Consistency Analysis
- E. Acoustical Analysis Report for Albany Apartments
- F. Draft Resolution Approving Planning and Zoning Permit Nos. 24-500-03 (Special Use Permit) and 24-535-01 (Density Bonus)

Albany Apartments; Planning and Zoning Permit Nos. 24-500-03(Special Use Permit), 24-535-01 (Density Bonus), and 24-300-03 (Tentative Parcel Map)
Planning Commission Hearing Date: June 5, 2025
Page 17 of 17

- G. Draft Resolution Recommending Approval of Planning and Zoning Permit No. 24-300-03 (Tentative Parcel Map)
- H. Staff Presentation



General Plan 2030 Map

PZ 24-500-03

PZ 24-535-01

PZ 24-300-03

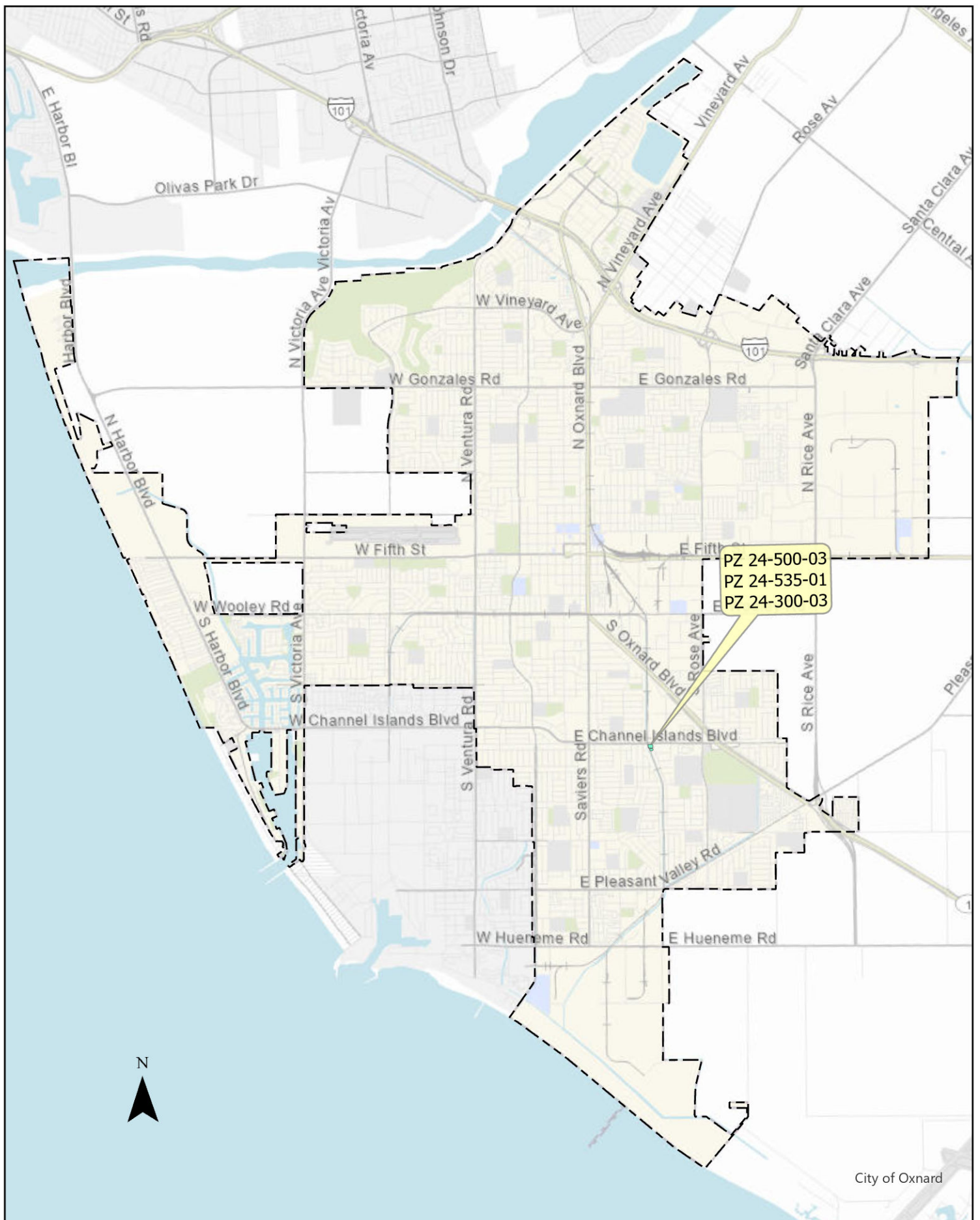


Zoning Map

PZ 24-500-03

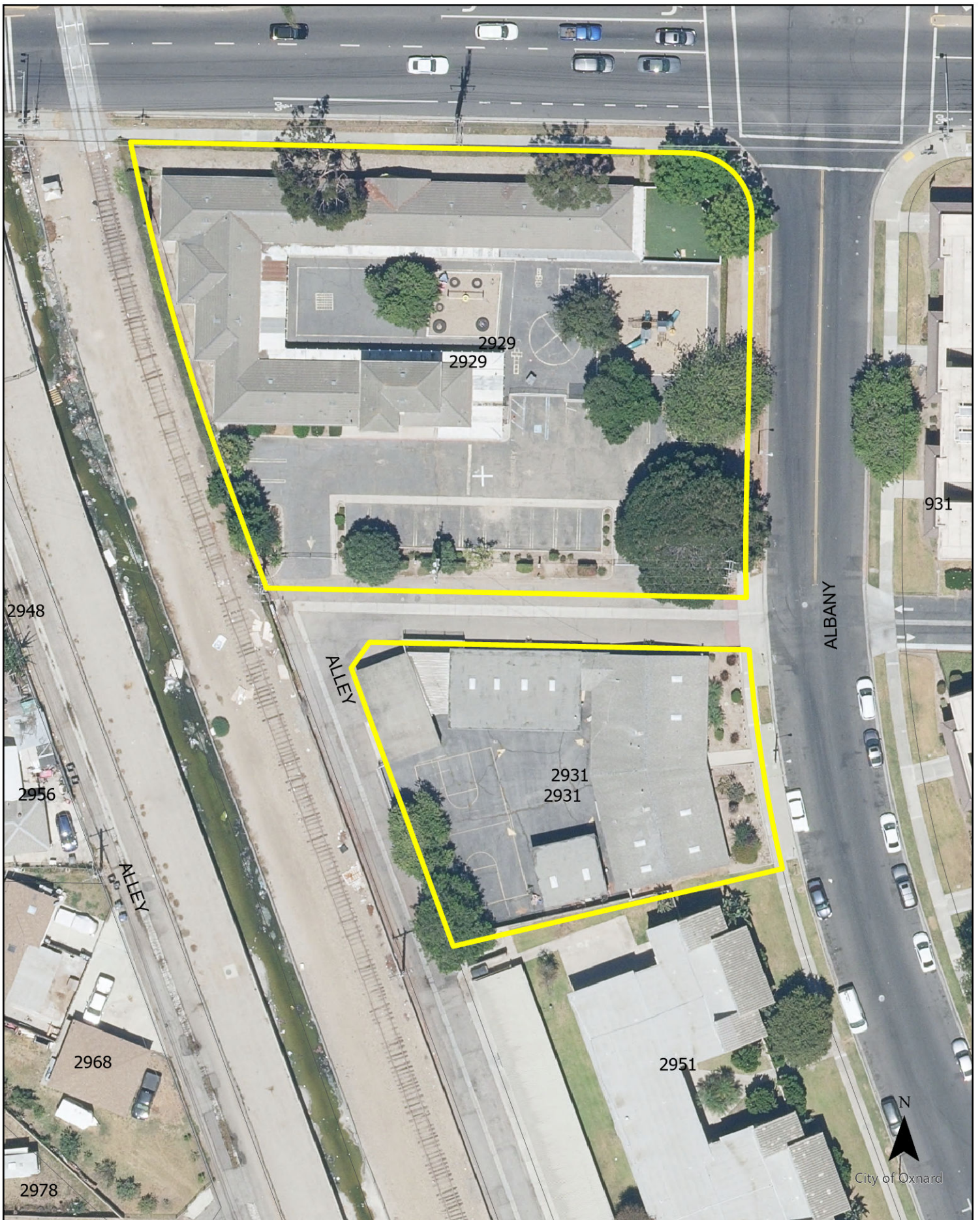
PZ 24-535-01

PZ 24-300-03



Vicinity Map

PZ 24-500-03
PZ 24-535-01
PZ 24-300-03



0 20 40 80 Feet

Aerial Map
PZ 24-500-03
PZ 24-535-01
PZ 24-300-03



B

Elite Series 5 inch Single Post Cantilever Swing

MSRP \$2,070.00
SALE \$1,387.00

Highlights:

- Cantilever attachment for bucket seats only
- Custom colors available at a 10 - 14 week shipping time.
- Powder coat painted steel for greater weather resistance
- 7 foot cantilever height, 8-foot bay section top rail height



Age Group: 2 to 12 years
Note: 1 Bay, 1 Cantilever (32" x 27" 8 1/2" 1 Bay, 2 Cantilever (32" x 31" 11 1/2" 2 Bays, 1 Cantilever (32" x 39" 2 1/2" 2 Bays, 2 Cantilever (32" x 43" 3")
Use Zone: 1 Bay, 1 Cantilever (32" x 27" 8 1/2" 1 Bay, 2 Cantilever (32" x 31" 11 1/2" 2 Bays, 1 Cantilever (32" x 39" 2 1/2" 2 Bays, 2 Cantilever (32" x 43" 3")

COMPLIES With:
ASTM F1487-17
CPSC IJUR #325

The Elite Series 5-inch Single Post Cantilever Swing is a cleverly designed swing which is made to delight both young and old riders. The most unique feature of these swings is the cantilever, which is an extra attachment which is perfect for preschool aged children. The cantilever sets one swing at a slightly lower height, with farther spaced hangers. This slows that swing down, and prevents it from swinging dangerously high. The main bays house two swings apiece, and are designed for a more standard swinging experience which is suitable for older children and even adults. This set can be ordered with one or two bays, and one or two cantilevers. This allows some flexibility in the size of your swing, and a potential capacity of six seats (including the cantilever swings). It can optionally be ordered with a toddler-safe bucket seat for each cantilever, and two belt seats for each bay. It can also be ordered without any seats included, allowing you to customize the seats in your bay sections.

A

Sunshine Special Playground

MSRP \$13,792.00
SALE \$10,610.00

Highlights:

- Slides on both ends of the unit
- Designed for a younger audience
- Find fun on every side of the structure
- Can be colored for almost any preference



Age Group: 2 to 12 years
Capacity: 24-34
Fall Height: 48"
Use Zone: 21' 9" x 34' 5"

COMPLIES With:
ASTM F1487-17
CPSC IJUR #325
ADA Compliant

The Sunshine Special Playground will brighten just about any kid's day. This almost symmetrical unit has fun placed at every corner. On the ground, copious creative activities reside. A Ships Wheel for aspiring showgirls, a Car Panel for pretend car races and a Score Panel for the store of their dreams. Getting to the top is more of a physical challenge. The Pea Pod Climber, Snake Climber and Vertical Ladder all provide different experiences for those scrambling up the structure. The dock above hosts more fun like two different slides that glide children down to opposite sides of the structure. This gives kids an element of choice to their playground experience. The Straight Slide is a classic drop and the Wavy Slide is a bumpy ride to the ground. The Sunshine Special Playground will bring a smile to the faces of kids and parents alike.

04

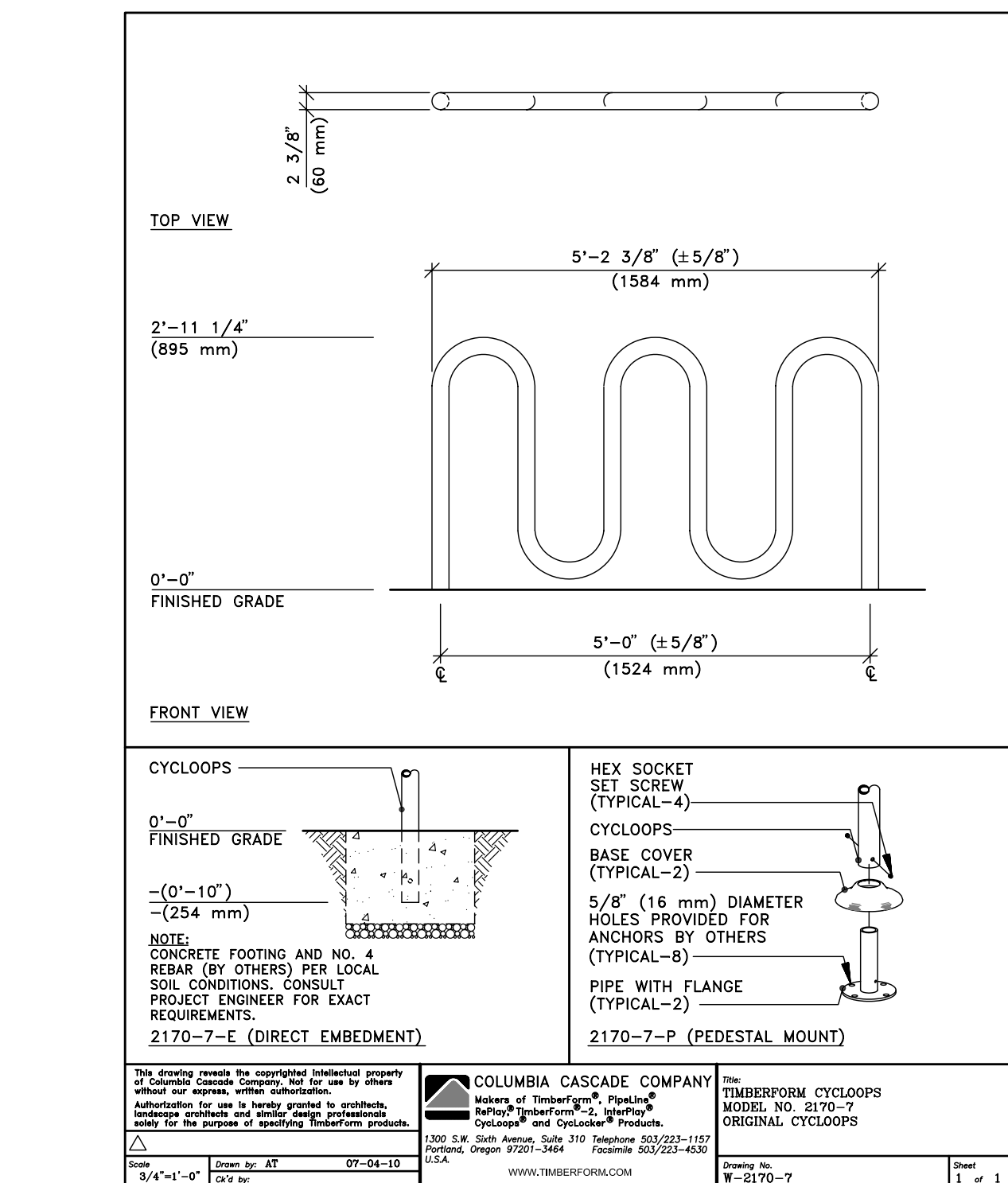
PLAYGROUND

SCALE: 1:1.33

03

SITE TRASH CANS

SCALE: 1:1.33



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MODEL #3716D-20
4C HORIZONTAL MAILBOXES - FRONT LOADING

AVAILABLE COLORS:
ALUMINUM, BRONZE, SANDSTONE OR BLACK

AVAILABLE FOR:
USPS ACCESS OR PRIVATE ACCESS

Established in 1936, Salsbury Industries is the industry leader in manufacturing and distributing quality mailboxes.

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email: engineering@mailboxes.com

Drawn: 01/2021

MAXIMUM HEIGHT UNITS - 57'-1/8" H

11 DOOR HIGH UNITS - 41'-3/8" H

3716D-20 Double Column - Front Loading

3716D-15 Double Column - Front Loading

3711D-20 Double Column - Front Loading

3711D-10 Double Column - Front Loading

RECESSED MOUNTED 4C HORIZONTAL MAILBOXES - FRONT LOADING - USPS PLS APPROVED

MAXIMUM HEIGHT UNITS - 57'-1/8" H (maximum allowable height)

MODEL	DESCRIPTION	UNIT SIZE	MAXIMUM HEIGHT	WEIGHT
3716D-20	20 Mailbox Down and 2 Parcel Lockers (PLA, PLB, PLG, PLH, PLI, PLJ, PLK, PLM, PLN, PLO, PLP, PLQ, PLR, PLS, PLT, PLU, PLV, PLW, PLX, PLY, PLZ)	35.18" W x 57.18" H x 16.10" D	270 lbs.	140 lbs.
3716D-15	15 Mailbox Down and 1 Parcel Locker (PLA, PLB, PLG, PLH, PLI, PLJ, PLK, PLM, PLN, PLO, PLP, PLQ, PLR, PLS, PLT, PLU, PLV, PLW, PLX, PLY, PLZ)	35.18" W x 57.18" H x 16.10" D	140 lbs.	140 lbs.
3716D-10	10 Mailbox Down and 1 Parcel Locker (PLA, PLB, PLG, PLH, PLI, PLJ, PLK, PLM, PLN, PLO, PLP, PLQ, PLR, PLS, PLT, PLU, PLV, PLW, PLX, PLY, PLZ)	35.18" W x 57.18" H x 16.10" D	140 lbs.	140 lbs.
3716D-05	5 Mailbox Down and 1 Parcel Locker (PLA, PLB, PLG, PLH, PLI, PLJ, PLK, PLM, PLN, PLO, PLP, PLQ, PLR, PLS, PLT, PLU, PLV, PLW, PLX, PLY, PLZ)	35.18" W x 57.18" H x 16.10" D	140 lbs.	140 lbs.
3716D-02	2 Mailbox Down and 1 Parcel Locker (PLA, PLB, PLG, PLH, PLI, PLJ, PLK, PLM, PLN, PLO, PLP, PLQ, PLR, PLS, PLT, PLU, PLV, PLW, PLX, PLY, PLZ)	35.18" W x 57.18" H x 16.10" D	140 lbs.	140 lbs.
3716D-01	1 Mailbox Down and 1 Parcel Locker (PLA, PLB, PLG, PLH, PLI, PLJ, PLK, PLM, PLN, PLO, PLP, PLQ, PLR, PLS, PLT, PLU, PLV, PLW, PLX, PLY, PLZ)	35.18" W x 57.18" H x 16.10" D	140 lbs.	140 lbs.

MAXIMUM HEIGHT UNITS - 57'-1/8" H

11 DOOR HIGH UNITS - 41'-3/8" H

MODEL	DESCRIPTION	UNIT SIZE	MAXIMUM HEIGHT	WEIGHT
3711D-20	20 Mailbox Down and 1 Parcel Locker (PLA, PLB, PLG, PLH, PLI, PLJ, PLK, PLM, PLN, PLO, PLP, PLQ, PLR, PLS, PLT, PLU, PLV, PLW, PLX, PLY, PLZ)	35.18" W x 41.38" H x 16.10" D	140 lbs.	140 lbs.
3711D-15	15 Mailbox Down and 1 Parcel Locker (PLA, PLB, PLG, PLH, PLI, PLJ, PLK, PLM, PLN, PLO, PLP, PLQ, PLR, PLS, PLT, PLU, PLV, PLW, PLX, PLY, PLZ)	35.18" W x 41.38" H x 16.10" D	140 lbs.	140 lbs.
3711D-10	10 Mailbox Down and 1 Parcel Locker (PLA, PLB, PLG, PLH, PLI, PLJ, PLK, PLM, PLN, PLO, PLP, PLQ, PLR, PLS, PLT, PLU, PLV, PLW, PLX, PLY, PLZ)	35.18" W x 41.38" H x 16.10" D	140 lbs.	140 lbs.
3711D-05	5 Mailbox Down and 1 Parcel Locker (PLA, PLB, PLG, PLH, PLI, PLJ, PLK, PLM, PLN, PLO, PLP, PLQ, PLR, PLS, PLT, PLU, PLV, PLW, PLX, PLY, PLZ)	35.18" W x 41.38" H x 16.10" D	140 lbs.	140 lbs.
3711D-02	2 Mailbox Down and 1 Parcel Locker (PLA, PLB, PLG, PLH, PLI, PLJ, PLK, PLM, PLN, PLO, PLP, PLQ, PLR, PLS, PLT, PLU, PLV, PLW, PLX, PLY, PLZ)	35.18" W x 41.38" H x 16.10" D	140 lbs.	140 lbs.
3711D-01	1 Mailbox Down and 1 Parcel Locker (PLA, PLB, PLG, PLH, PLI, PLJ, PLK, PLM, PLN, PLO, PLP, PLQ, PLR, PLS, PLT, PLU, PLV, PLW, PLX, PLY, PLZ)	35.18" W x 41.38" H x 16.10" D	140 lbs.	140 lbs.

Current Pricing and Volume Discounts Available at Mailboxes.com!

1 Specify - USPS Access or private access (see 4079 model commercial lock for private access on US and PLZ)
2 Specify - USPS Access or private access (see 4079 model commercial lock for private access on US and PLZ)

Phone: 1.800.MAILBOX www.mailboxes.com (SALSBUURY) 17

05

MAILBOXES + PACKAGE LOCKER

SCALE: 1:1.33



Sales: 1.888.978.7759

Model: WB237726BK

EXCLUSIVE BRANDS BESTSELLER

Global Industrial™ Outdoor Slatted Steel Trash Can With Flat Lid, 36 Gallon, Black

★★★★★ (33)



Ships Same Day

Product Description

- Steel frame with rolled edges & powder coat finish.
- Flat bar design deters vandalism.
- Durable, fully-welded construction.

The 36-gallon Global Industrial™ Outdoor Steel Slatted Trash Can gives you a large capacity for rubbish with design and construction details that provide resistance to the elements, graffiti, and vandalism. The flat-bar steel slats are fully welded and treated with a polyester powder coat finish to create a durable receptacle that will hold up against harsh summer and winter weather.

- Measures 28" diameter x 36"H.
- Includes anchor kit, security cable and plastic liner.

View our coordinating collection of [Recycling Bins](#).

Specifications

Weights & Dimensions

Height	36 in
Diameter	28 in

Product Details

Type	Slatted Trash Can
Liner Material	Plastic
Color	Black
Opening	11-1/4" Dia.
Lid	Yes
Capacity	36 gal
Lid Type	Flat Lid
Material	Steel
Manufacturers Part Number	237726BK
Indoor/Outdoor	Outdoor
Collection	Steel Slat Collection
Shape	Round
Brand	Global Industrial



Sales: 1.888.978.7759

Model: WB348136

EXCLUSIVE BRANDS NEW PRODUCT

Global Industrial™ Urban 6' Plastic Picnic Table, Tan

★★★★★ (0)



Ships Same Day

Product Description

- Lightweight aluminum base for durability and versatility
- Picnic table offers umbrella hole to provide shade
- Enhanced structural reinforcements for heightened capacity

Transform outdoor spaces with this Global Industrial™ Urban Plastic Picnic Table. Crafted with extra supports for heightened durability & weight capacity, a lightweight aluminum base, and 6' planks for increased comfort, this rectangular table with connected benches can easily be mounted in-ground or on surfaces for use in a variety of settings. This tan picnic table is designed to withstand the elements, while also providing a maintenance-free design for worry-free upkeep. Ideal for town squares, city parks, outdoor offices, community gardens, patios, and other outdoor venues. Limited 1-Year Warranty.

- Plastic Laminate seating allows for an easy to clean surface
- Maintenance-free design with no need for sanding, painting, or refinishing
- Table weight capacity: 1323 lbs.
- Table dimensions: 72"L x 33"W x 30"H
- Bench weight capacity: 900 lbs.
- Bench dimensions: 72"L x 11"W x 18"H

Specifications

Weights & Dimensions

Length	72 in
Width	67 in
Height	30 in
Weight Capacity	Bench: 900 lbs, Table: 1323 lbs
Weight	93.7 lbs
Seat Thickness	2-1/2 in
Seat Height	18 in
Table Width	33 in
Table Height	30 in
Seat Length	72 in
Seat Width	11 in
Table Length	72 in

Product Details

Assembly Required	Yes
Frame Color Family	Black
Mounting Location	In Ground or Surface
Material	Plastic
Manufacturers Part Number	348136
Collection	Urban
Shape	Rectangular
Brand	Global Industrial
Type	Standard Table
Color	Tan
Cushion Included	No
Frame Material	Aluminum

01

32 INCH BBQ

SCALE: 1:1.67

MAXIMUM HEIGHT UNITS - 57'-1/8" H

11 DOOR HIGH UNITS - 41'-3/8" H

3716D-20 Double Column - Front Loading

3716D-15 Double Column - Front Loading

3711D-20 Double Column - Front Loading

3711D-10 Double Column - Front Loading

RECESSED MOUNTED 4C HORIZONTAL MAILBOXES - FRONT LOADING - USPS PLS APPROVED

MAXIMUM HEIGHT UNITS - 57'-1/8" H (maximum allowable height)

MODEL	DESCRIPTION	UNIT SIZE	MAXIMUM HEIGHT	WEIGHT
3716D-20	20 Mailbox Down and 2 Parcel Lockers (PLA, PLB, PLG, PLH, PLI, PLJ, PLK, PLM, PLN, PLO, PLP, PLQ, PLR, PLS, PLT, PLU, PLV, PLW, PLX, PLY, PLZ)	35.18" W x 57.18" H x 16.10" D	270 lbs.	140 lbs.
3716D-15	15 Mailbox Down and 1 Parcel Locker (PLA, PLB, PLG, PLH, PLI, PLJ, PLK, PLM, PLN, PLO, PLP, PLQ, PLR, PLS, PLT, PLU, PLV, PLW, PLX, PLY, PLZ)	35.18" W x 57.18" H x 16.10" D	140 lbs.	140 lbs.
3716D-10	10 Mailbox Down and 1 Parcel Locker (PLA, PLB, PLG, PLH, PLI, PLJ, PLK, PLM, PLN, PLO, PLP, PLQ, PLR, PLS, PLT, PLU, PLV, PLW, PLX, PLY, PLZ)	35.18" W x 57.18" H x 16.10" D	140 lbs.	140 lbs.
3716D-05	5 Mailbox Down and 1 Parcel Locker (PLA, PLB, PLG, PLH, PLI, PLJ, PLK, PLM, PLN, PLO, PLP, PLQ, PLR, PLS, PLT, PLU, PLV, PLW, PLX, PLY, PLZ)	35.18" W x 57.18" H x 16.10" D	140 lbs.	140 lbs.
3716D-02	2 Mailbox Down and 1 Parcel Locker (PLA, PLB, PLG, PLH, PLI, PLJ, PLK, PLM, PLN, PLO, PLP, PLQ, PLR, PLS, PLT, PLU, PLV, PLW, PLX, PLY, PLZ)	35.18" W x 57.18" H x 16.10" D	140 lbs.	140 lbs.
3716D-01	1 Mailbox Down and 1 Parcel Locker (PLA, PLB, PLG, PLH, PLI, PLJ, PLK, PLM, PLN, PLO, PLP, PLQ, PLR, PLS, PLT, PLU, PLV, PLW, PLX, PLY, PLZ)	35.18" W x 57.18" H x 16.10" D	140 lbs.	140 lbs.

MAXIMUM HEIGHT UNITS - 57'-1/8" H

11 DOOR HIGH UNITS - 41'-3/8" H

MODEL	DESCRIPTION	UNIT SIZE	MAXIMUM HEIGHT	WEIGHT
3711D-20	20 Mailbox Down and 1 Parcel Locker (PLA, PLB, PLG, PLH, PLI, PLJ, PLK, PLM, PLN, PLO, PLP, PLQ, PLR, PLS, PLT, PLU, PLV, PLW, PLX, PLY, PLZ)	35.18" W x 41.38" H x 16.10" D	140 lbs.	140 lbs.
3711D-15	15 Mailbox Down and 1 Parcel Locker (PLA, PLB, PLG, PLH, PLI, PLJ, PLK, PLM, PLN, PLO, PLP, PLQ, PLR, PLS, PLT, PLU, PLV, PLW, PLX, PLY, PLZ)	35.18" W x 41.38" H x 16.10" D	140 lbs.	140 lbs.
3711D-10	10 Mailbox Down and 1 Parcel Locker (PLA, PLB, PLG, PLH, PLI, PLJ, PLK, PLM, PLN, PLO, PLP, PLQ, PLR, PLS, PLT, PLU, PLV, PLW, PLX, PLY, PLZ)	35.18" W x 41.38" H x 16.10" D	140 lbs.	140 lbs.
3711D-05	5 Mailbox Down and 1 Parcel Locker (PLA, PLB, PLG, PLH, PLI, PLJ, PLK, PLM, PLN, PLO, PLP, PLQ, PLR, PLS, PLT, PLU, PLV, PLW, PLX, PLY, PLZ)	35.18" W x 41.38" H x 16.10" D	140 lbs.	140 lbs.
3711D-02	2 Mailbox Down and 1 Parcel Locker (PLA, PLB, PLG, PLH, PLI, PLJ, PLK, PLM, PLN, PLO, PLP, PLQ, PLR, PLS, PLT, PLU, PLV, PLW, PLX, PLY, PLZ)	35.18" W x 41.38" H x 16.10" D	140 lbs.	140 lbs.
3711D-01	1 Mailbox Down and 1 Parcel Locker (PLA, PLB, PLG, PLH, PLI, PLJ, PLK, PLM, PLN, PLO, PLP, PLQ, PLR, PLS, PLT, PLU, PLV, PLW, PLX, PLY, PLZ)	35.18" W x 41.38" H x 16.10" D	140 lbs.	140 lbs.

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2 Specify - USPS Access or private access (see 4079 model commercial lock for private access on US and PLZ)

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ALBANY APARTMENTS

2929 & 2931 ALBANY DRIVE,
OXNARD, CA 93033
ASSESSOR PARCEL NUMBER: 221-0-061-195

DATE	REVISIONS
04/23/23	04/23/23
05/25/24	05/25/24

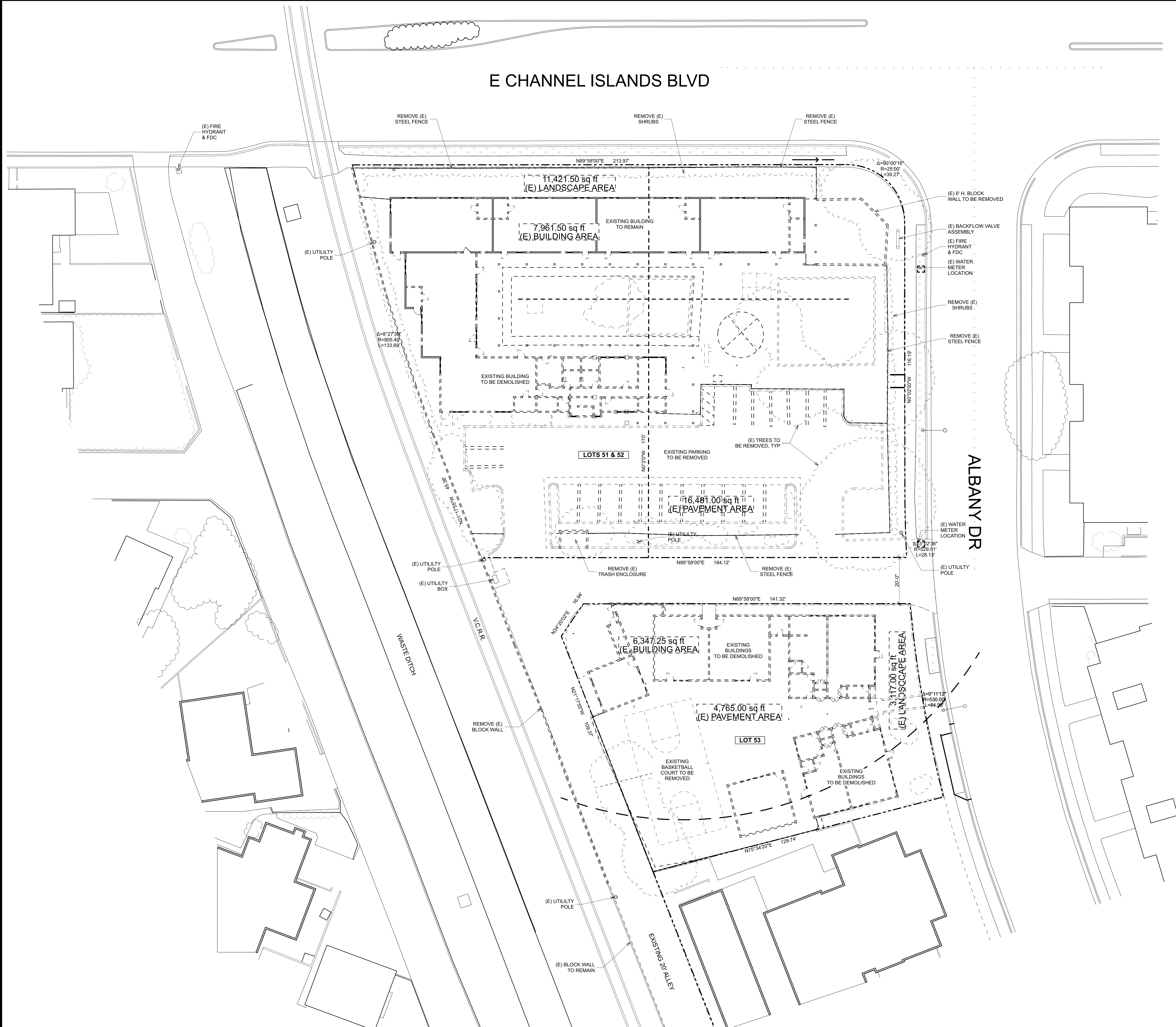
DATE: 2/28/25
Job: 22-39
Scale: AS NOTED

IF THE ABOVE DIMENSION DOES NOT MATCH THE ONE INDICATED EXACTLY, THIS DRAWING WILL HAVE BEEN ENLARGED OR REDUCED. AFFECTING ALL UNLABLED SCALES.

A0501

Plotted On: 2/28/25

SITE ACCESSORIES



A SITE DEMOLITION PLAN
SCALE: 1/16" = 1'-0"

DEMOLITION SITE PLAN NOTES

1.) REMOVE ALL WALLS, CEILINGS, & ROOF FRAMING EXCEPT AS INDICATED.

2.) REMOVE ALL FLOOR SLABS AND FOUNDATIONS, EXCEPT AS INDICATED.

 EXISTING WALLS TO REMAIN

 ELEMENTS TO BE REMOVED



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OXNARD, CA 93033
ASSESSOR PARCEL NUMBER: 221-0-061-195

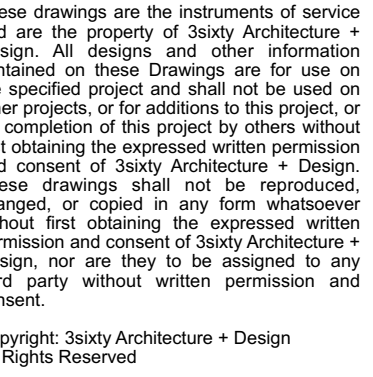
REVISIONS	DATE	REVISIONS	DATE
DP 1ST SUBMITTAL	04.23.23		
DP 2ND SUBMITTAL	03.25.24		

Date:	2/28/25
Job:	22-39
Scale:	AS NOTED

IF THE ABOVE DIMENSION DOES NOT MEASURE ONE INCH (1") EXACTLY, THE DRAWING WILL HAVE BEEN ENLARGED OR REDUCED, AFFECTING ALL LABELED SCALES.

SITE DEMOLITION PLAN

A
A1001
Plotted On: 2/28/25



1.) THIS PLAN IS FOR ILLUSTRATIVE PURPOSES ONLY. CIVIL INFORMATION ON THIS SHEET IS BASED ON INFO PROVIDED BY PACIFIC COAST CIVIL, INC. DATED 04/25/2022. FOR CIVIL INFORMATION INCLUDING SITE CONSTRUCTION DETAILS, SEE THE CIVIL PLANS.

2.) TREES NOT SHOWN FOR CLARITY; FOR TREES AND LANDSCAPING SEE LANDSCAPE PLANS.

- INDICATES A/C CONDENSER - SCREENED BY LANDSCAPING & COMPLYING WITH SECTION 7-185 FOR NOISE MITIGATION
- INDICATES PLANTED AREA
- ACCESSIBLE PATH OF TRAVEL
- D PET WASTE DISPENSER/DISPOSAL UNIT
 - CS EV CHARGING STATION LOCATION (5% REQ = 2; 2 PROVIDED)
 - R EV RECHARGE LOCATION (25% REQ = 8; 8 PROVIDED)
 - EV CAPABLE LOCATION (10% REQ = 3; 3 PROVIDED)

1 IN EVERY 25 EV CHARGING SPACES TO BE DESIGNATED AS ACCESSIBLE WITH AN ACCESS AISLE. 1 REQUIRED, 1 PROVIDED.



NORTH



16' 3

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DP 1ST SUBMITTAL	04.23.23	
DP 2ND SUBMITTAL	03.25.24	

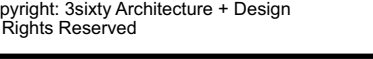
te:	2/28/25
o:	22-39
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THE ABOVE DIMENSION DOES NOT
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WING WILL HAVE BEEN ENLARGED
REDUCED, AFFECTING ALL
FILED SCALES.

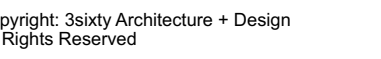
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A1100

SITE RESTRICTIONS



A
A1101
Plotted On: 2/28/25

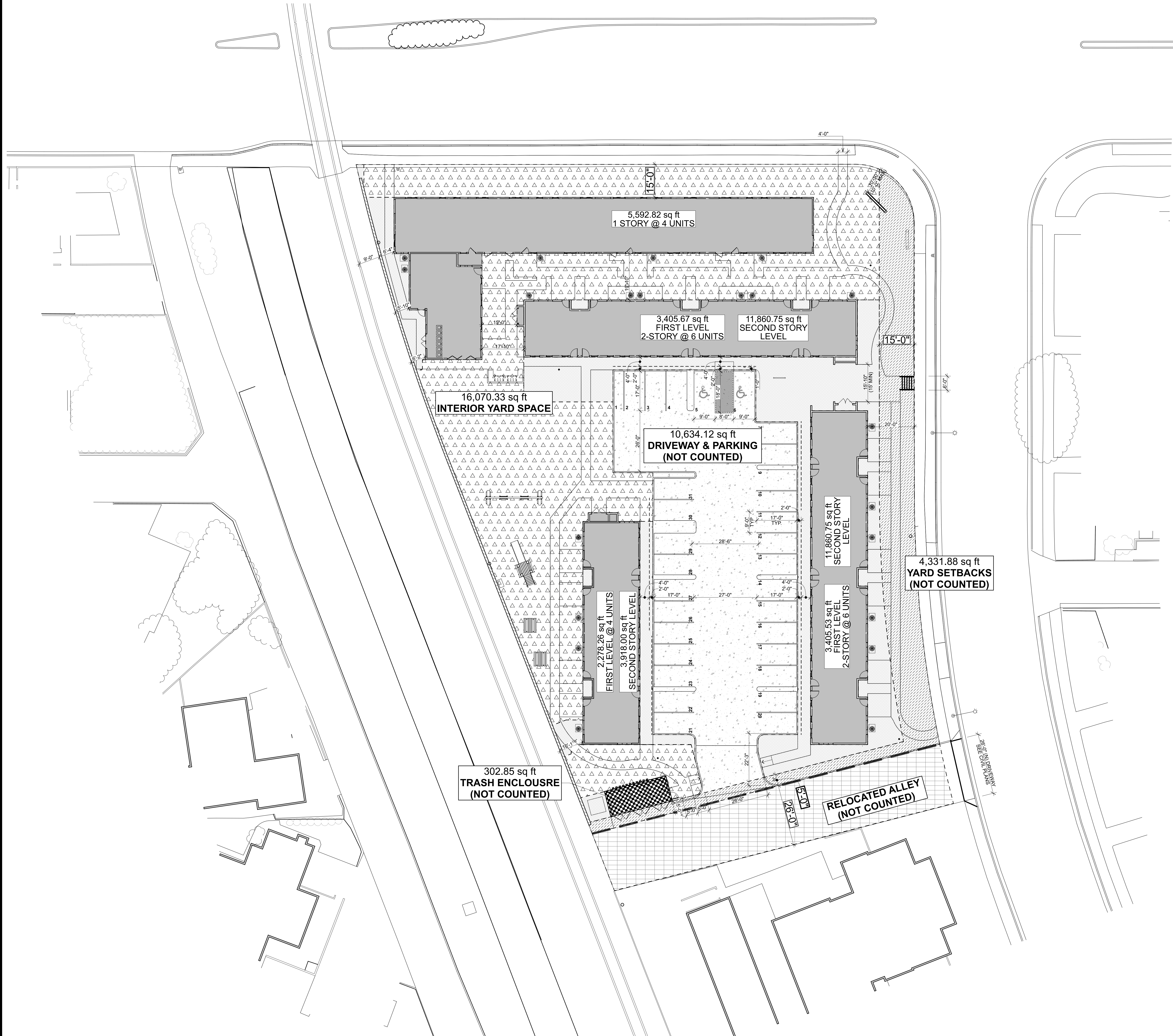


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ASSESSOR PARCEL NUMBER: 221-0-061-195

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REDUCED, AFFECTING ALL
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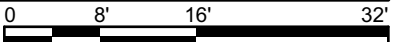
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A1102
Plotted On: 2/28/25

SHIELD LOI COVERAGE

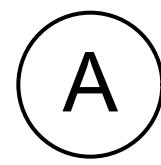


A SITE LOT COVERAGE

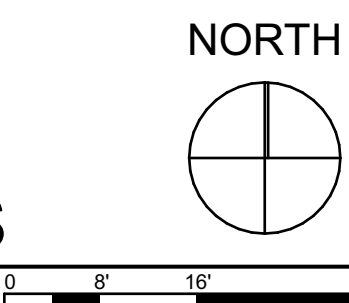
SCALE: 1/16" = 1'-0"

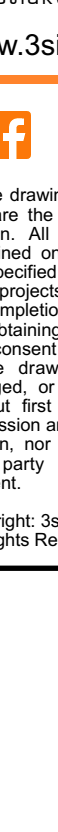


Plotted On: 2/28/25



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





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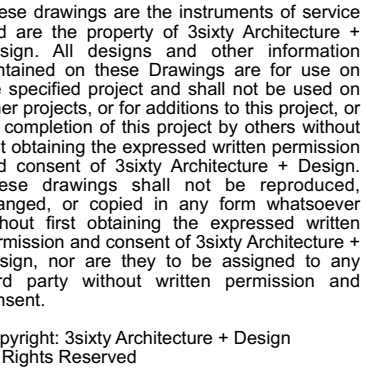
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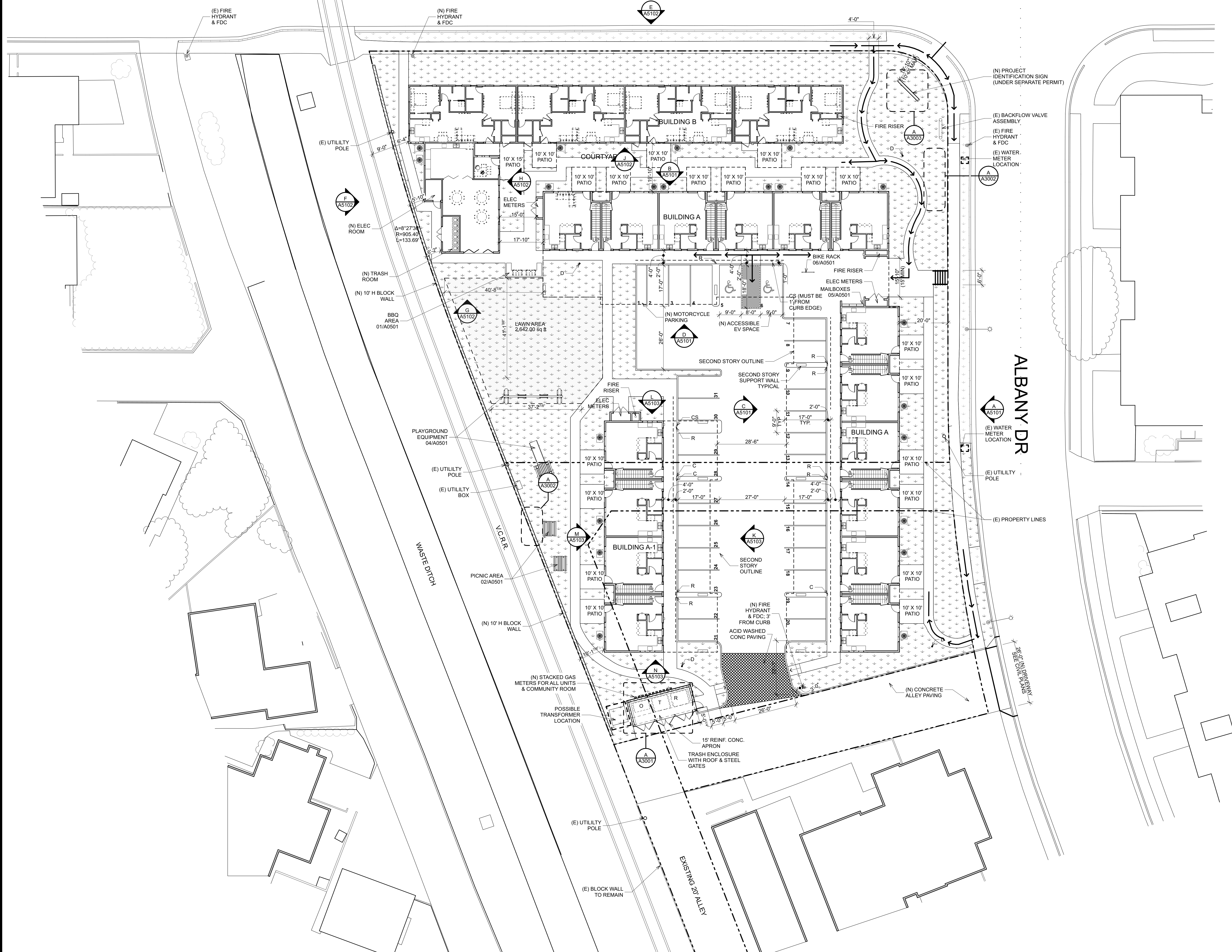
LOT COVERAGE ZONES - LANDSCAPE & PATHWAYS		
ID	ZONE NAME	AREA
07 - L	LANDSCAPE	17,603.33
08 - P	PATHWAYS	9,254.72
		<u>26,858.05 ft²</u>

LOT COVERAGE CALCULATIONS - LANDSCAPE & PATHWAYS

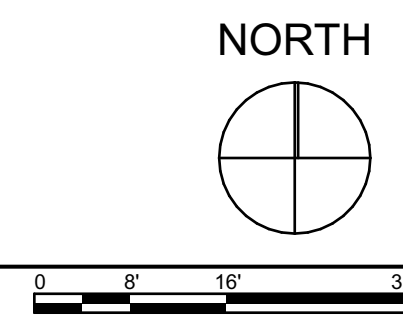
LANDSCAPE	17,603.33 sq ft / 52,883.54 sq ft = 33.2%
PATHWAYS	9,254.72 sq ft / 52,883.54 sq ft = 17.5%

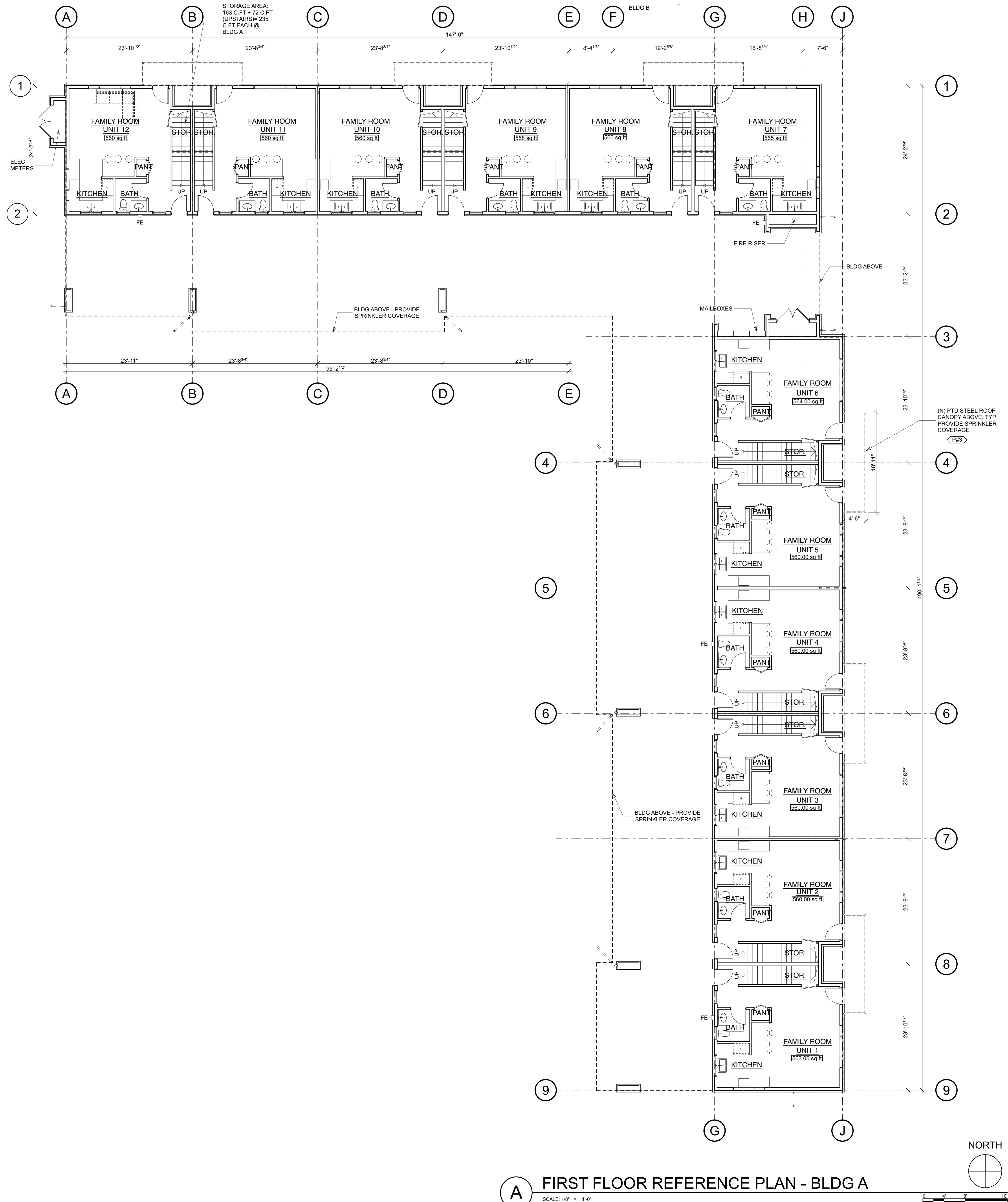


A
A1201
Plotted On: 3/3/25



A SITE REFERENCE PLAN
SCALE: 1/16" = 1'-0"





A FIRST FLOOR REFERENCE PLAN - BLDG A

FLOOR PLAN NOTES
1.) FOR UNIT SQUARE FOOTAGE BREAKDOWN SEE PROJECT DATA SUMMARY ON SHEET A2001
FE INDICATES FIRE EXTINGUISHER CABINET



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REVISIONS	DATE	REVISIONS	DATE
DP 1ST SUBMITTAL	04/23/23		
DP 2ND SUBMITTAL	03/25/24		

Date: 2/28/25
Job: 22-39
Scale: AS NOTED

IF THE ABOVE DIMENSION DOES NOT MEASURE ONE INCH (1") EXACTLY, THE DRAWING WILL HAVE BEEN ENLARGED OR REDUCED. AFFECTING ALL USED SCALES.

A2211
Plotted On: 2/28/25

FIRST FLOOR REFERENCE PLAN - BLDG A



A SECOND FLOOR REFERENCE PLAN - BLDG A
SCALE: 1/8" = 1'-0"

SCALE: 1/8" = 1'-0"

1.) FOR UNIT SQUARE FOOTAGE BREAKDOWN SEE PROJECT DATA SUMMARY ON SHEET A0001

 FE INDICATES FIRE EXTINGUISHER CABINET



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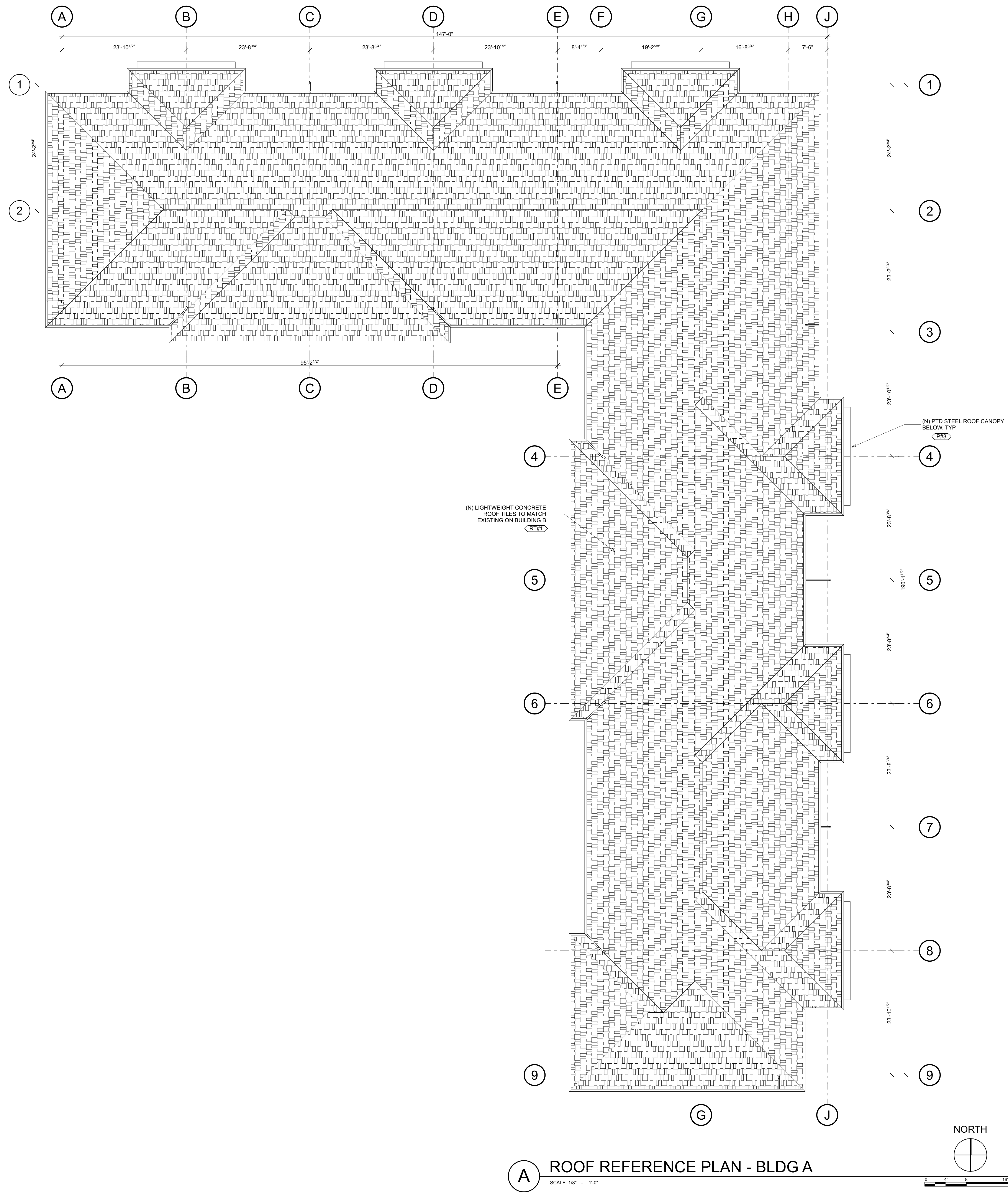
ASSESSOR PARCEL NUMBER: 221-0-061-195

REVISIONS		DATE	REVISIONS	DATE
Date:		04.23.23		
Job:		03.26.24		
Scale:	AS NOTED			

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A
A2212

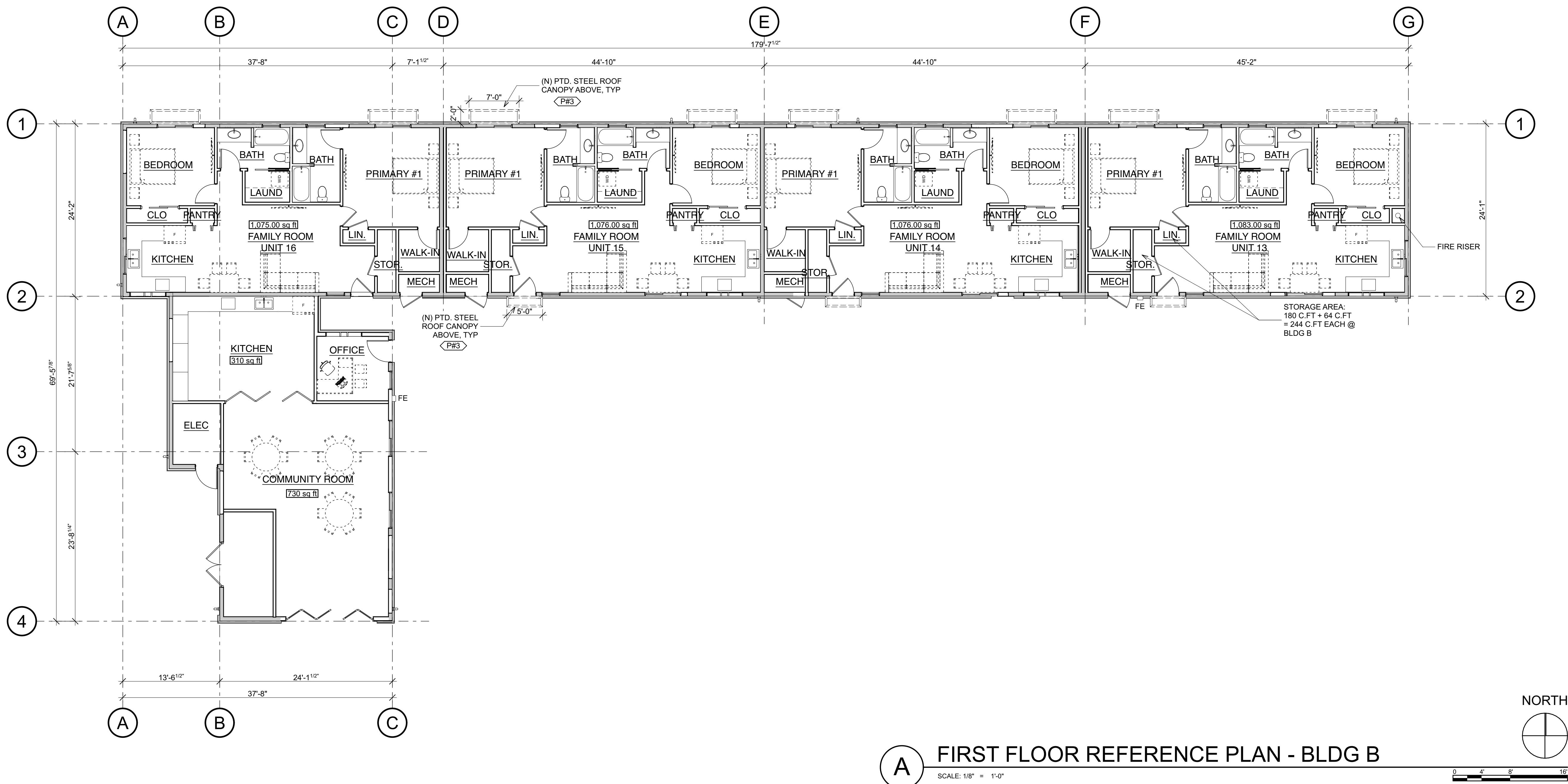
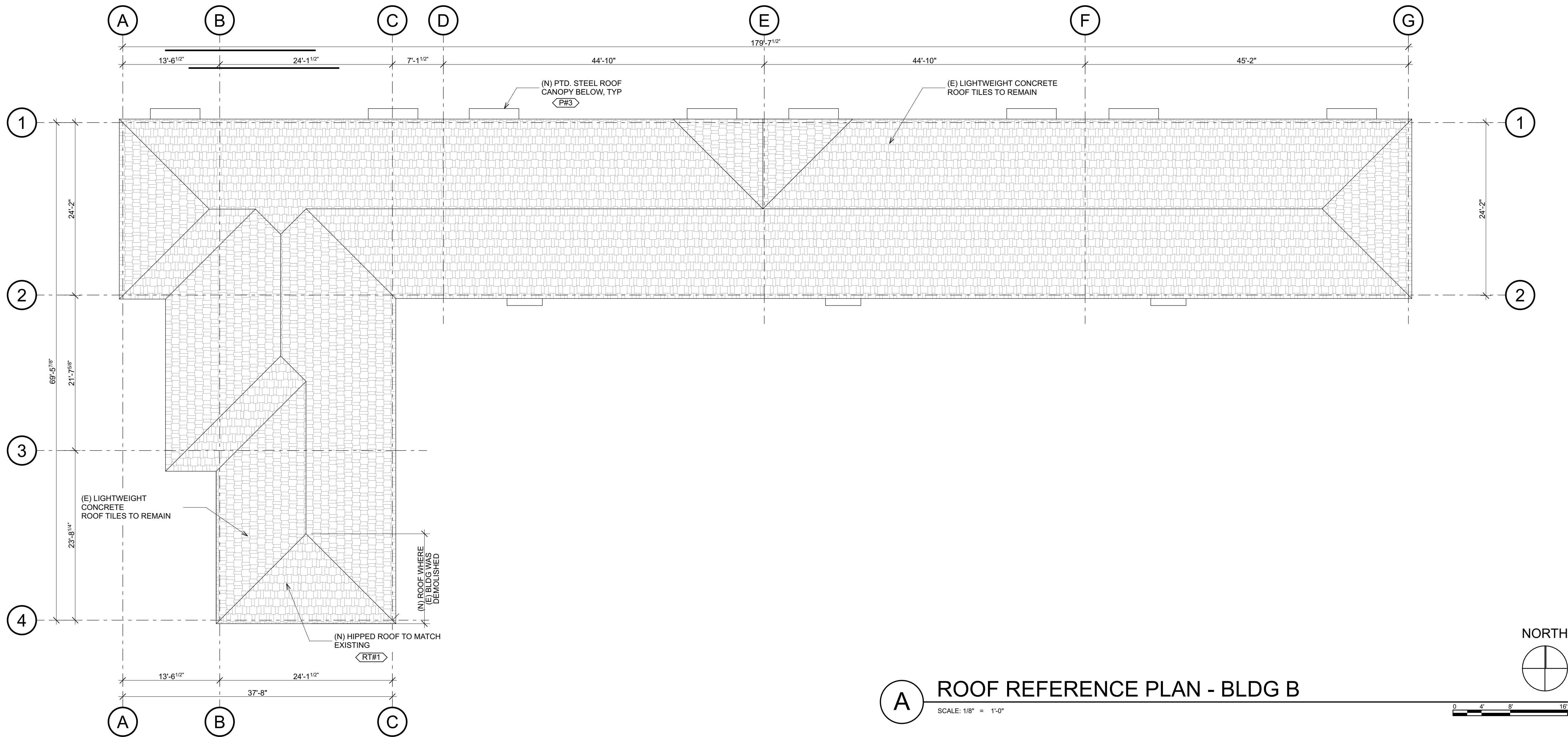
Plotted On: 2/28/25



FLOOR PLAN NOTES

1.) FOR UNIT SQUARE FOOTAGE BREAKDOWN SEE PROJECT DATA SUMMARY ON SHEET A001

FE INDICATES FIRE EXTINGUISHER CABINET





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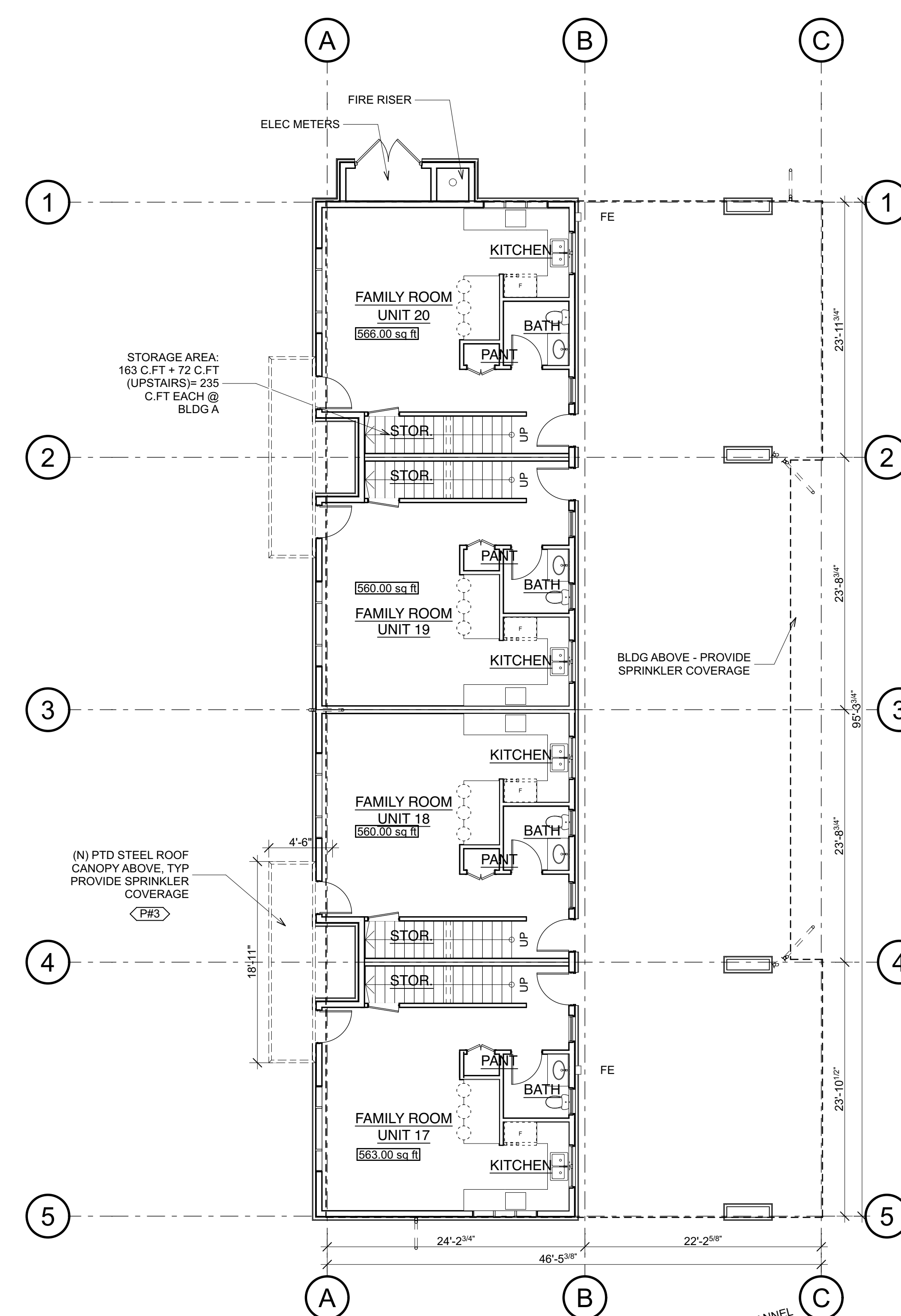
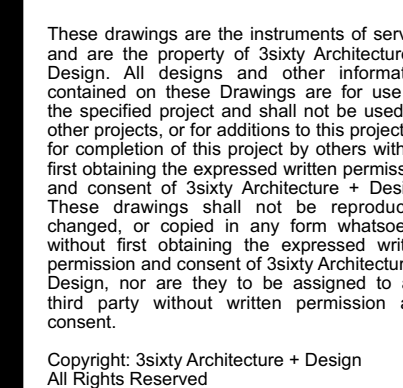
Date: 2/28/25
Job: 22-39
Scale: AS NOTED

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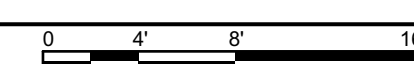
REFERENCE PLANS - BLDG B

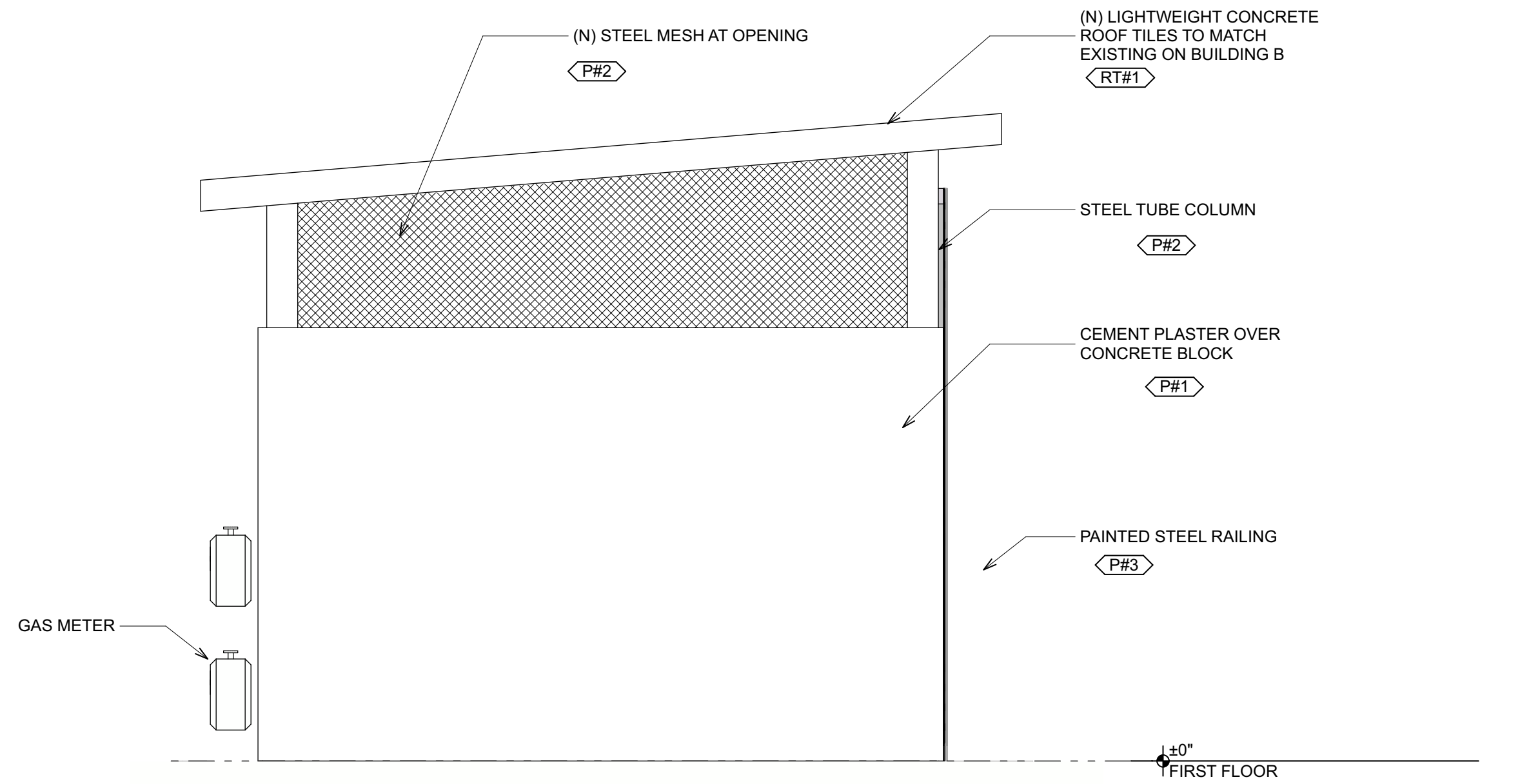


A2221
Plotted On: 2/28/25

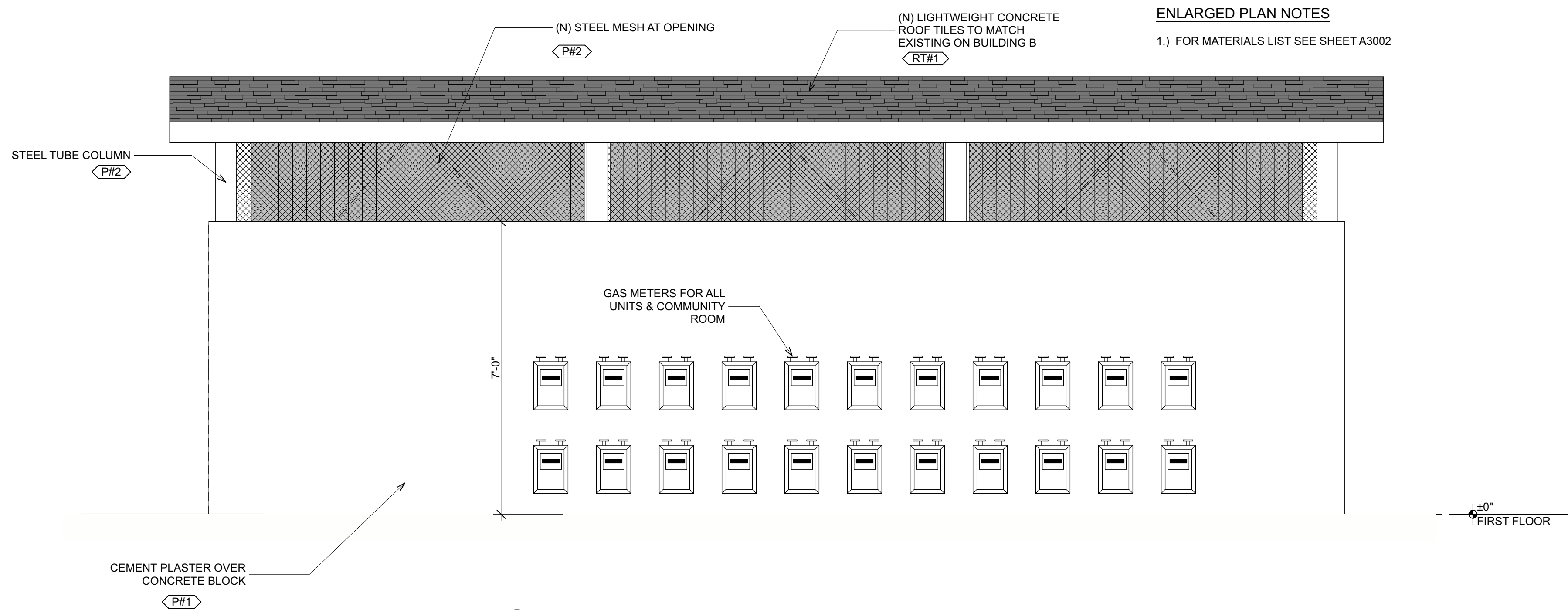


FIRST FLOOR REFERENCE PLAN - BLDG A-1

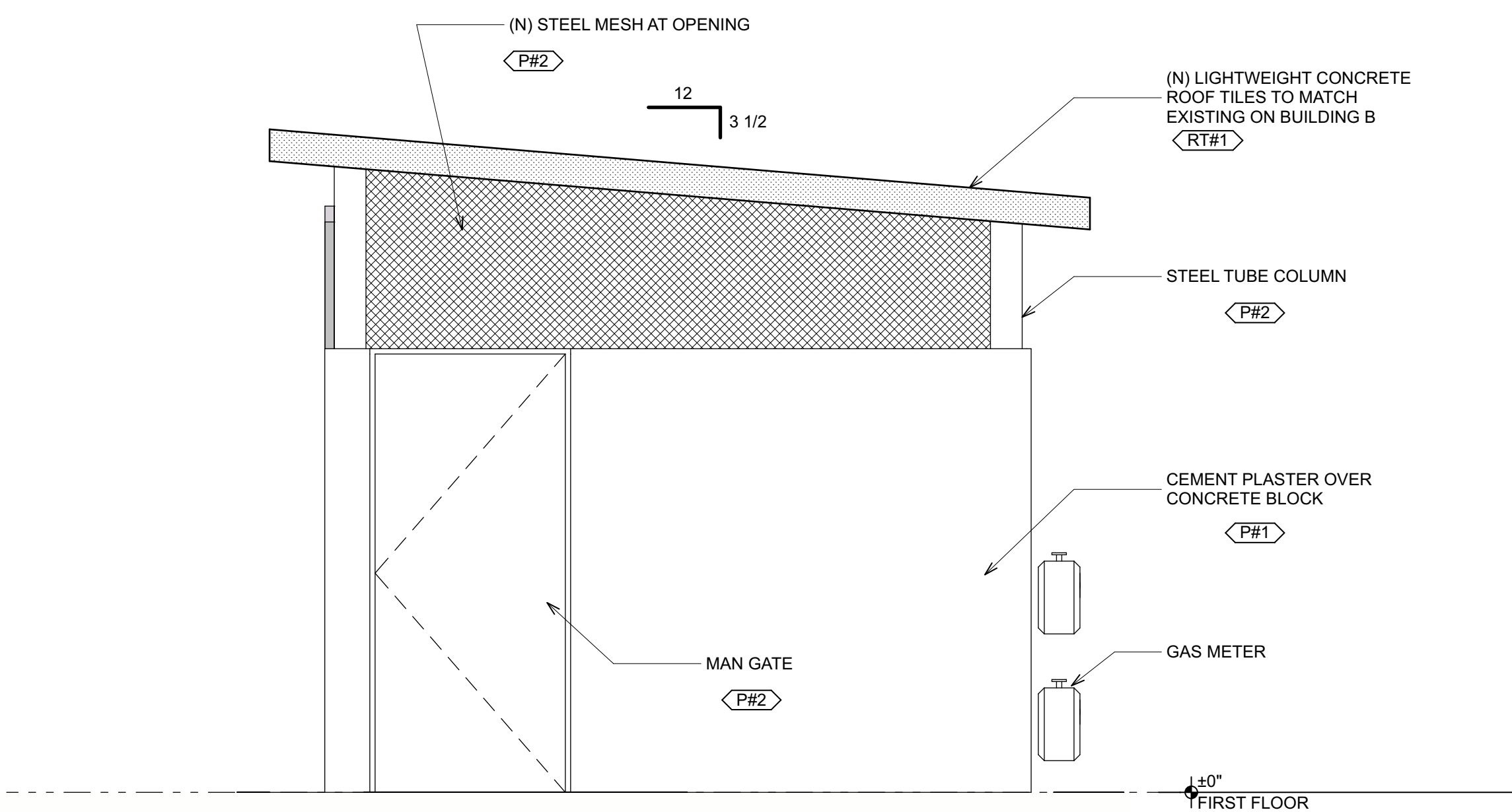




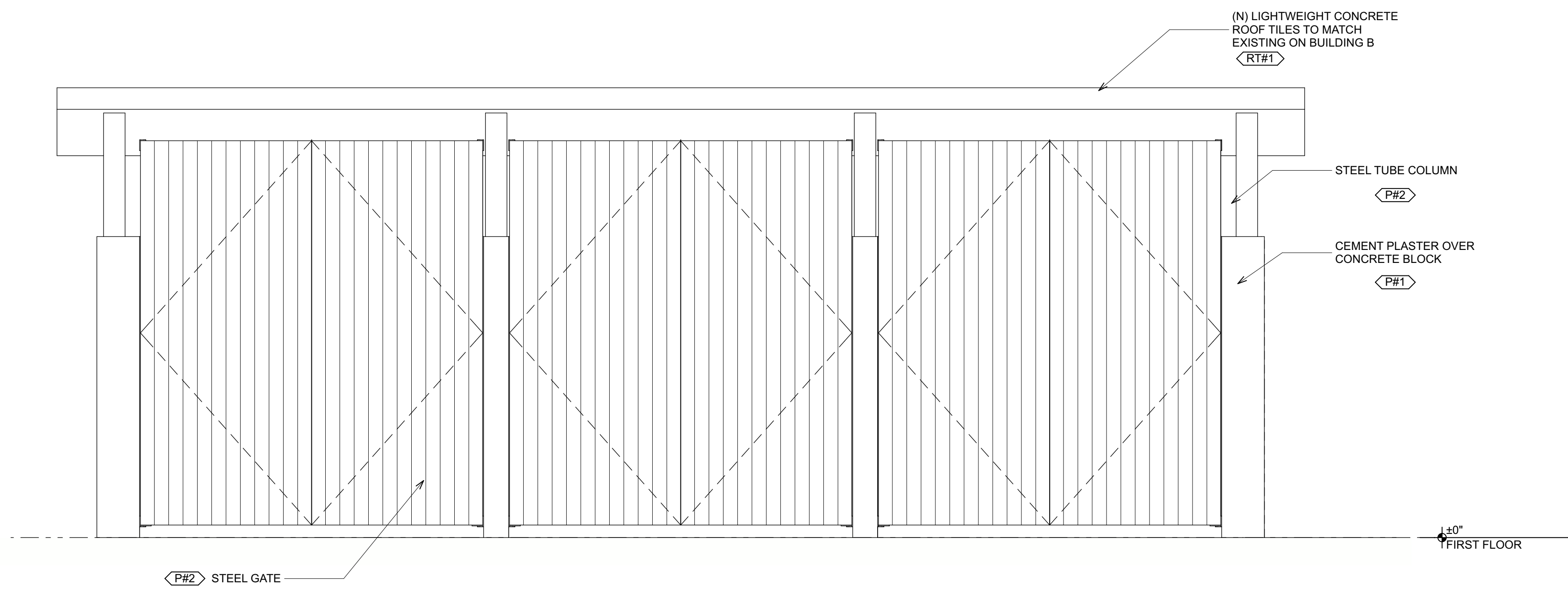
4 EXTERIOR ELEVATION - WEST
SCALE: 1/2" = 1'-0"



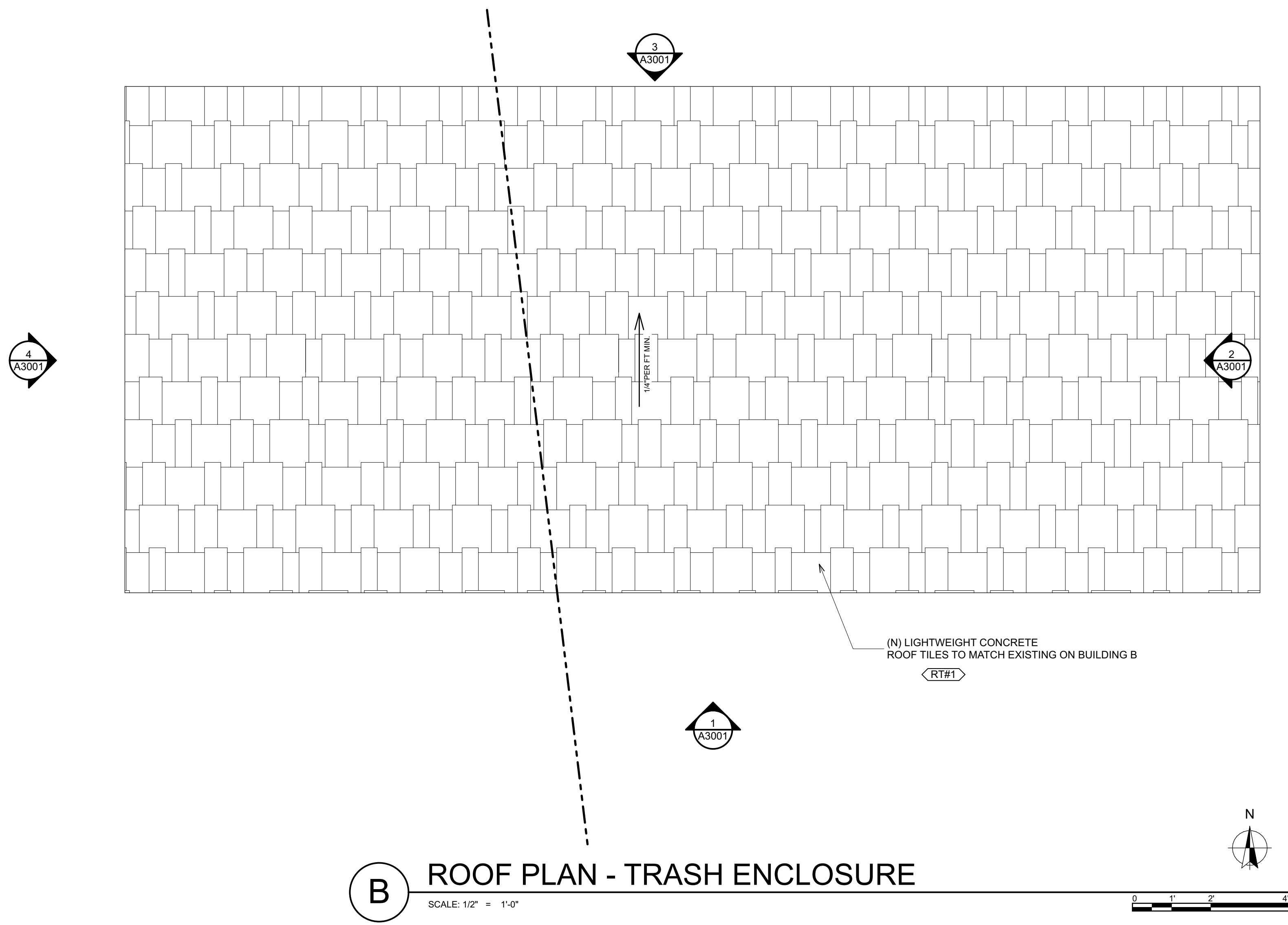
3 EXTERIOR ELEVATION - NORTH
SCALE: 1/2" = 1'-0"



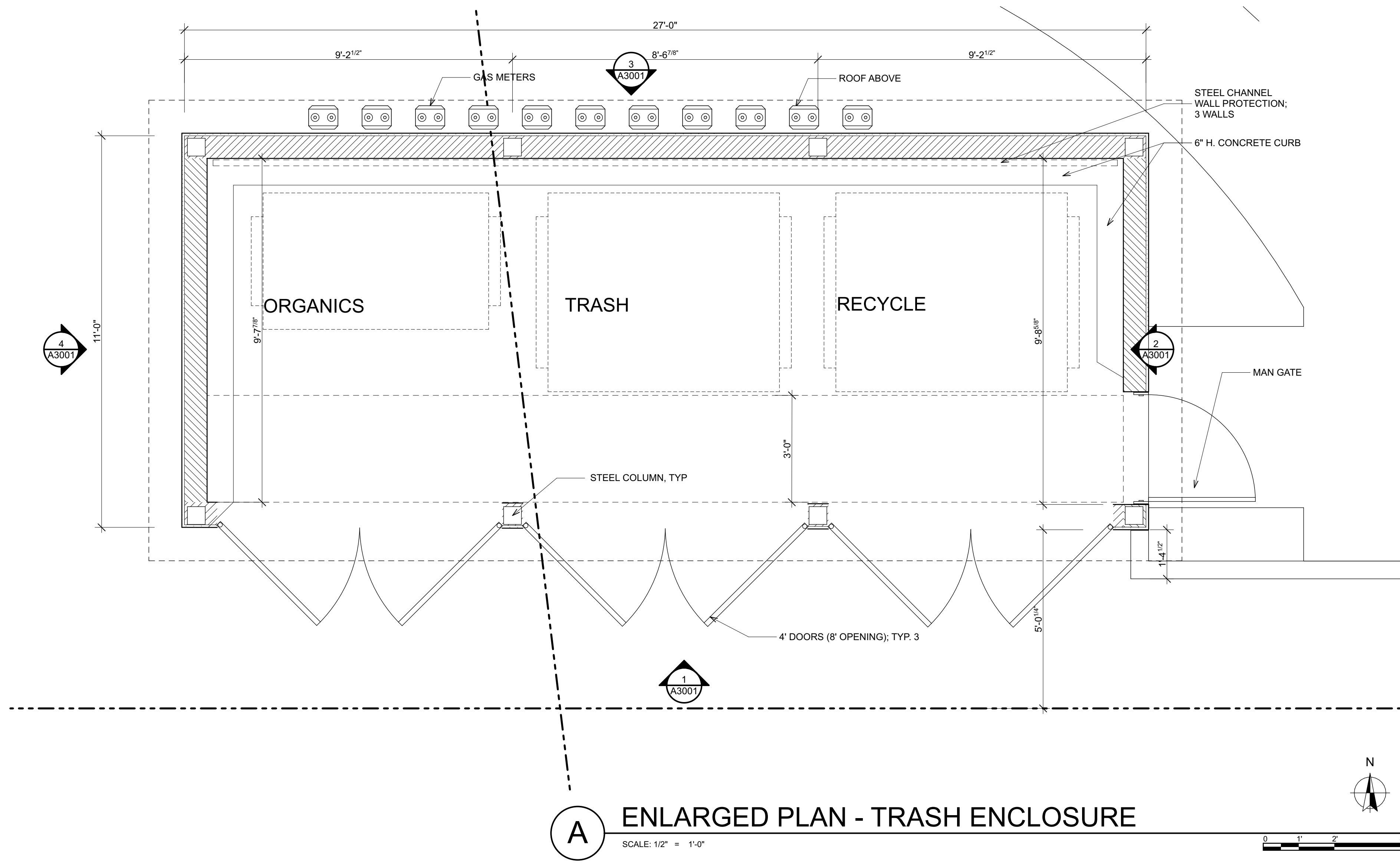
2 EXTERIOR ELEVATION - EAST
SCALE: 1/2" = 1'-0"



1 EXTERIOR ELEVATION - SOUTH
SCALE: 1/2" = 1'-0"



B ROOF PLAN - TRASH ENCLOSURE
SCALE: 1/2" = 1'-0"



A ENLARGED PLAN - TRASH ENCLOSURE
SCALE: 1/2" = 1'-0"

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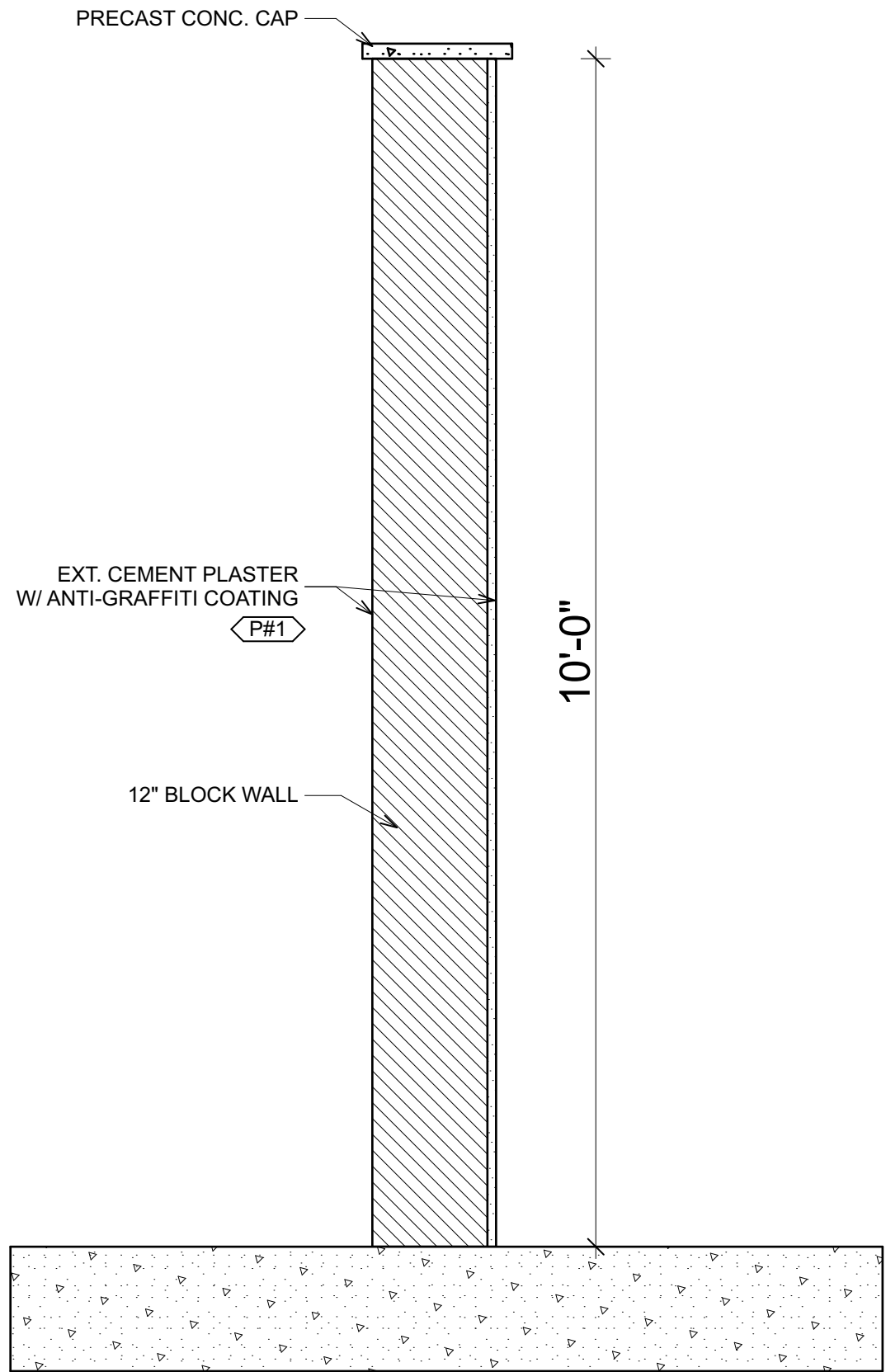
IF THE ABOVE DIMENSION DOES NOT MEASURE ONE INCH IT IS EXACTLY THE SAME AS THE DIMENSION SHOWN IN THE DRAWING. ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

A3001

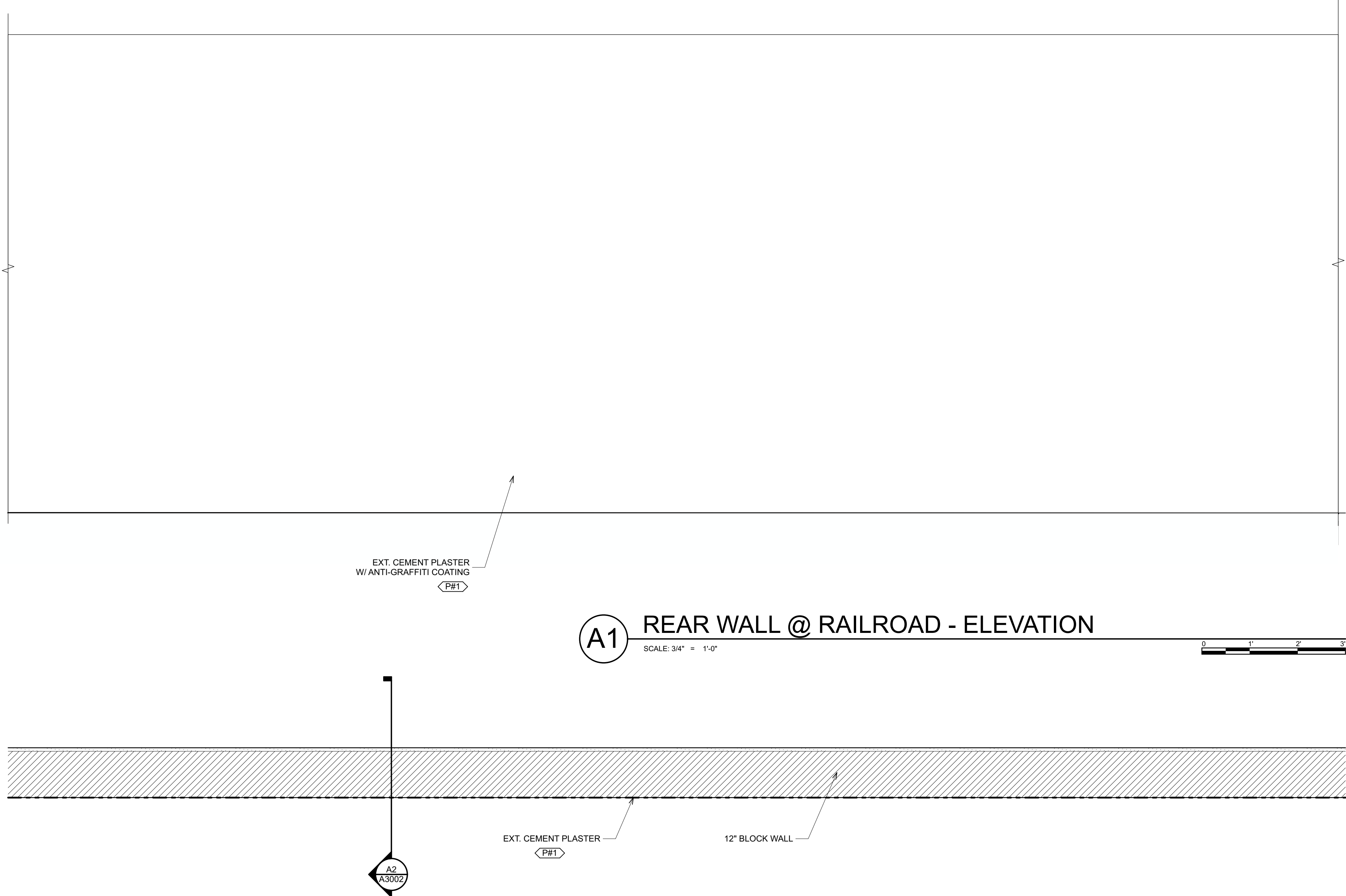
Plotted On: 2/28/25

ENLARGED PLANS TRASH ENCLOSURE

MATERIALS SCHEDULE				
KEY#	LOCATION	MATERIAL	MANUFACTURER	MODEL #
RT#1	ROOF	LIGHTWEIGHT CONCRETE TILE	TBD	TO MATCH EXISTING
CP1	WALL CAP	PRECAST CONCRETE	ELDORADO STONE	ACID WASHED
CP2	CONCRETE PAVING & SIDEWALKS	CONCRETE	CONTRACTOR SOURCED	ACID WASHED
GL#1	DOORS & WINDOWS	GLASS	ProSolar LOW-E	DUAL GLAZED, TRIPLE AT WEST SIDE
MF#1	BALCONY INTERMEDIATE RAILING	METAL	CONTRACTOR SOURCED	STAINLESS STEEL
PF1	EXTERIOR WALLS & SOFFITS	PAINT	DUNN EDWARDS	DEW391
PF2	EXTERIOR DOORS	PAINT	DUNN EDWARDS	DEC778
PF3	EXT. METALS, FENCE & CANOPIES	PAINT	TENEMEC	HIGH PERFORMANCE
PF4	WOOD ROOF TRIM	PAINT	DUNN EDWARDS	DEC778
ST#1	BLDG. WAINSCOT & SITE WALLS	STACKED STONE VENEER	NORSTONE	ROCK PANEL
WF#1	DOORS & WINDOWS	VINYL	MILGARD	TRIASSIC V300



A2 WALL @ RAILROAD - SECTION
SCALE: 3/4" = 1'-0"



A1 REAR WALL @ RAILROAD - ELEVATION
SCALE: 3/4" = 1'-0"

A REAR WALL @ RAILROAD - PLAN
SCALE: 3/4" = 1'-0"



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Job: 22-39
Scale: AS NOTED

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A3002
Potted On: 2/28/25

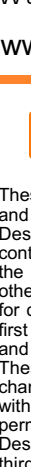
ENLARGED PLANS - PROPERTY FENCE WALLS

Diagram illustrating the cross-section of a wall assembly, showing various materials and their dimensions:

- PRECAST WALL CAP (2")
- STONE VENEER (4")
- PAINTED METAL LETTERS (2")
- SMOOTH STONE PANEL (2'-4")
- PAINTED METAL TRIM (4")
- 6" BLOCK WALL
- CONC. BASE (5")

The total height of the wall assembly is 5'-10".





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Job: 22-39		
Scale: AS NOTED		

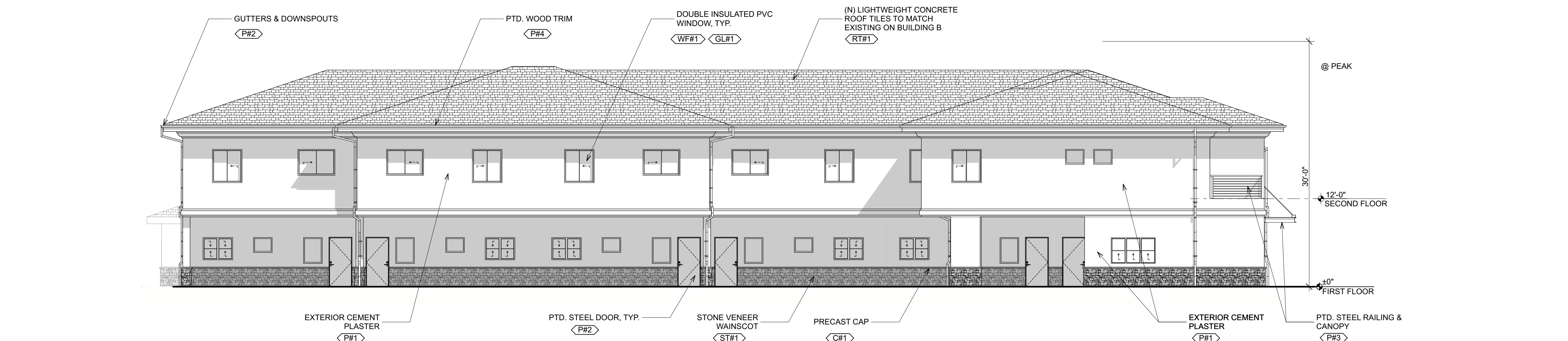
AS NOTED

IF THE ABOVE REMOVED OR NOT
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 OR REDUCED, AFFECTING ALL
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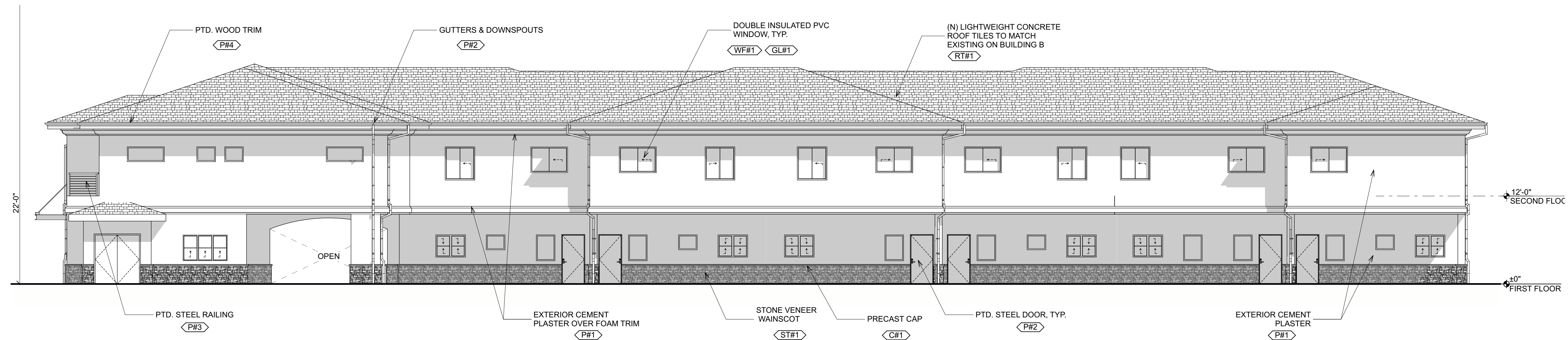


A3003

Plotted On: 2/28/25

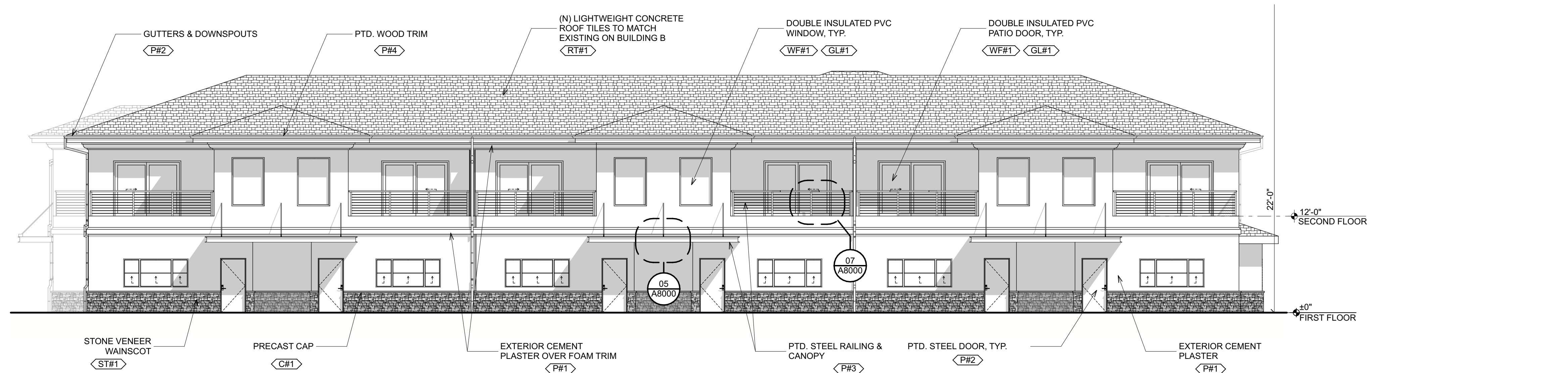


D EXTERIOR ELEVATION (BLDG A - SOUTH)
SCALE: 1/8" = 1'-0"

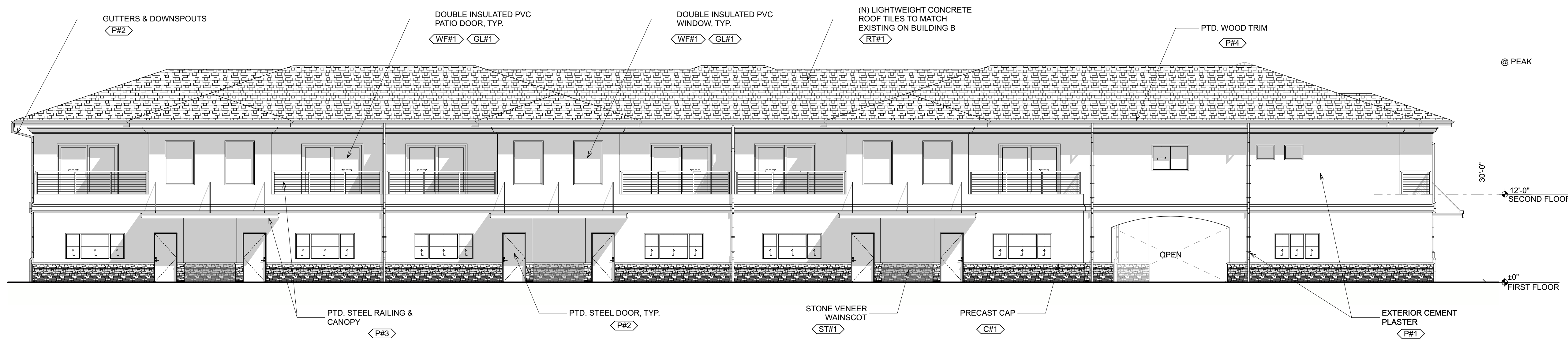


C EXTERIOR ELEVATION (BLDG A - WEST)
SCALE: 1/8" = 1'-0"

MATERIALS SCHEDULE					
KEY#	LOCATION	MATERIAL	MANUFACTURER	MODEL #	COLOR NAME
RT#1	ROOF	LIGHTWEIGHT CONCRETE TILE	TBD	TO MATCH EXISTING	TO MATCH EXISTING
C#1	WALL CAP	PRECAST CONCRETE	ELDORADO STONE	ACID WASHED	MEDIUM GREY
C#2	CONCRETE PAVING & SIDEWALKS	CONCRETE	CONTRACTOR SOURCED	ACID WASHED	NATURAL GREY
GL#1	DOORS & WINDOWS	GLASS	ProSolar LOW-E	DUAL GLAZED, TRIPLE AT WEST SIDE	CLEAR
MF#1	BALCONY INTERMEDIATE RAILING	METAL	CONTRACTOR SOURCED	STAINLESS STEEL	STRANDED CABLE
P#1	EXTERIOR WALLS & SOFFITS	PAINT	DUNN EDWARDS	DEW391	BOYSENBERRY SHADOW
P#2	EXTERIOR DOORS	PAINT	DUNN EDWARDS	DEC778	BOXWOOD
P#3	EXT. METALS, FENCE & CANOPIES	PAINT	TENEMEC	HIGH PERFORMANCE	MATCH P#2
P#4	WOOD ROOF TRIM	PAINT	DUNN EDWARDS	DEC778	BOXWOOD
ST#1	BLDG. WAINSCOT & SITE WALLS	STACKED STONE VENEER	NORSTONE	ROCK PANEL	CHARCOAL
WF#1	DOORS & WINDOWS	VINYL	MILGARD	TRIASSIC V300	BRONZE



B EXTERIOR ELEVATION (BLDG A - NORTH)
SCALE: 1/8" = 1'-0"



A EXTERIOR ELEVATION (BLDG A - EAST)
SCALE: 1/8" = 1'-0"

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Date: 2/28/25
Job: 22-39
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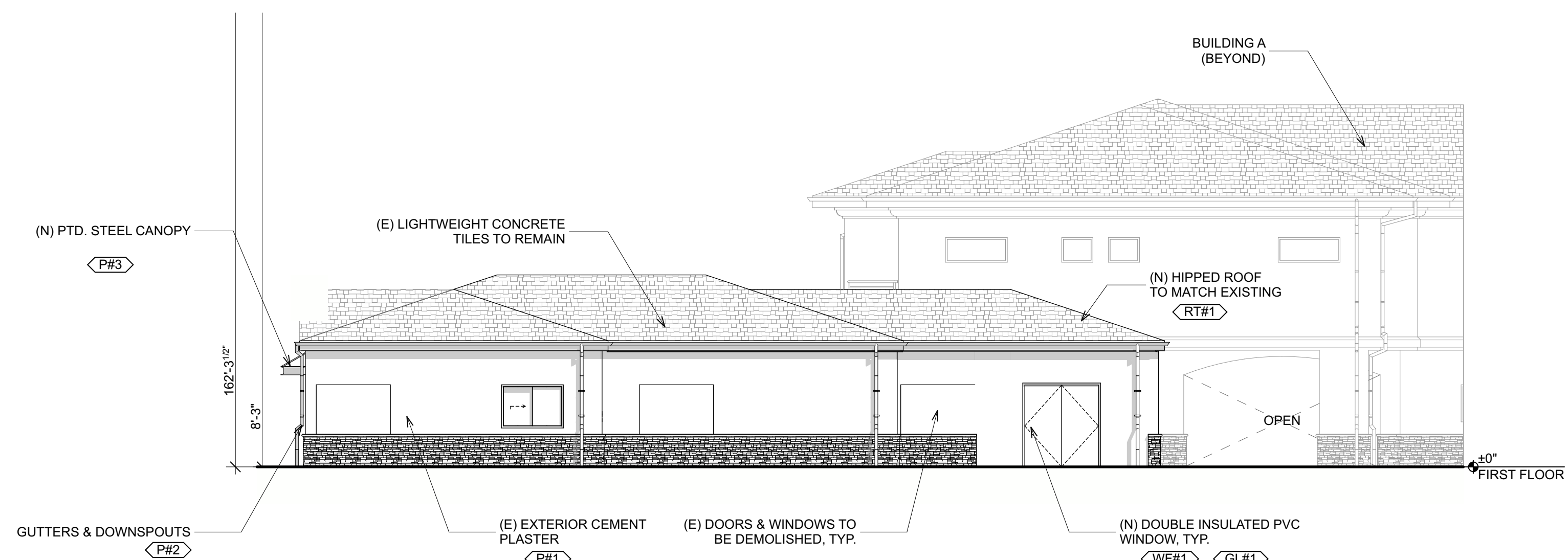
EXTERIOR ELEVATIONS - BLDG A

A5101
Plotted On: 2/28/25

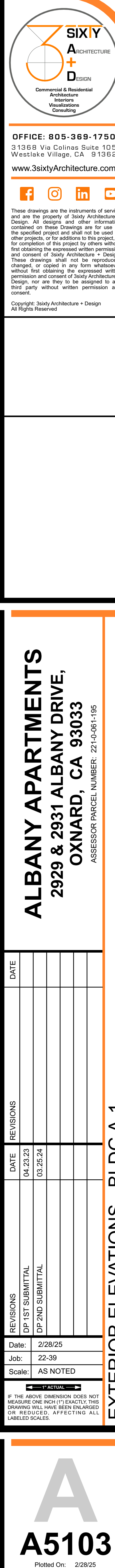
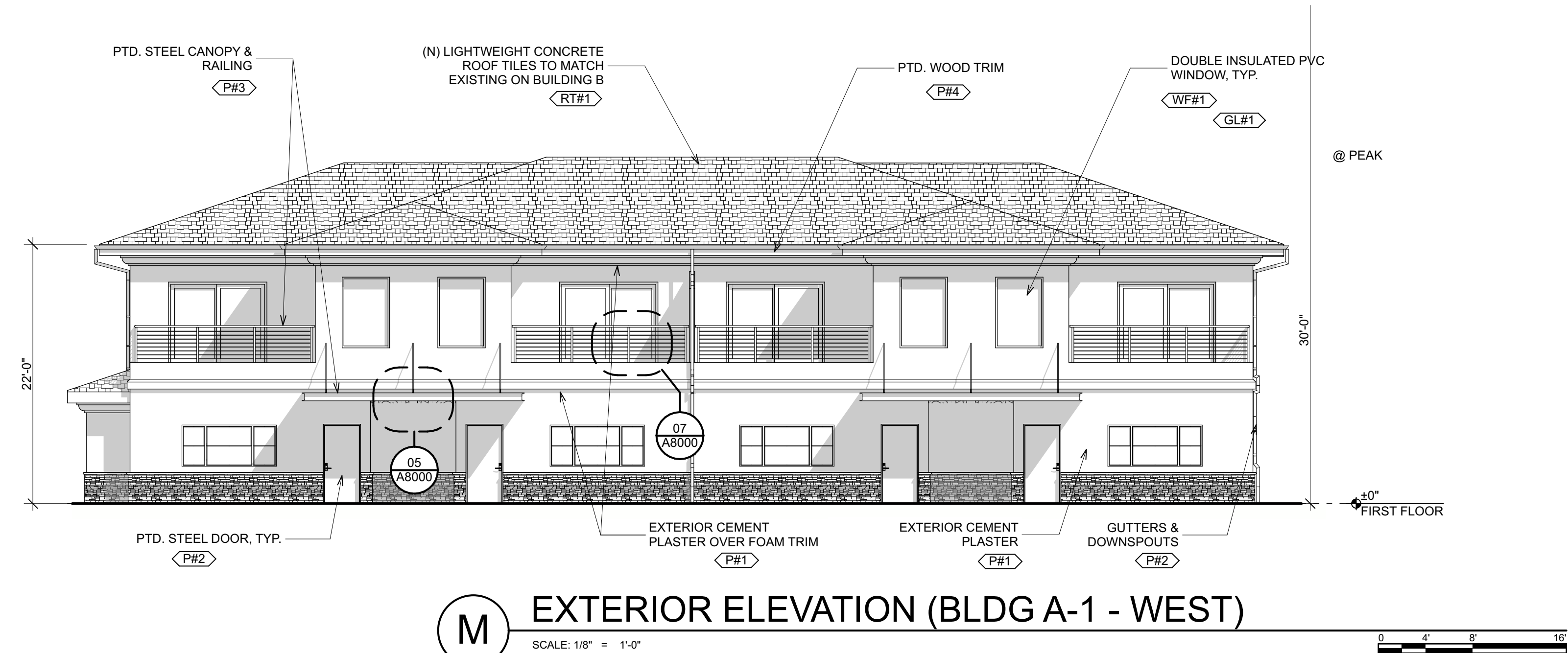


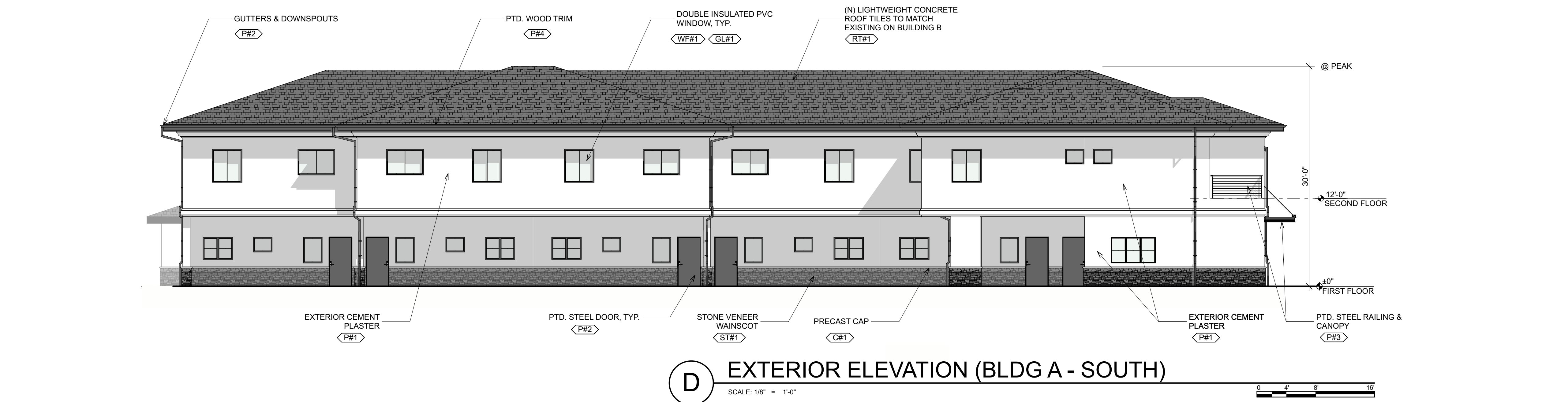
Architectural elevation drawing of a building facade. The drawing includes the following callouts and dimensions:

- Dimensions:**
 - Overall height: 226'-5 1/8"
 - Section cut height: 9'-8"
 - Foundation offset: 10"
- Materials and Finishes:**
 - (N) HIPPED ROOF TO MATCH EXISTING** (RT#1)
 - (N) EXTERIOR CEMENT PLASTER** (PW1)
 - (N) DOUBLE INSULATED PVC WINDOW, TYP.** (WF#1, GL#1)
 - (N) PTD. STEEL DOOR, TYP.**
- Other Features:**
 - GUTTERS & DOWNSPOUTS**

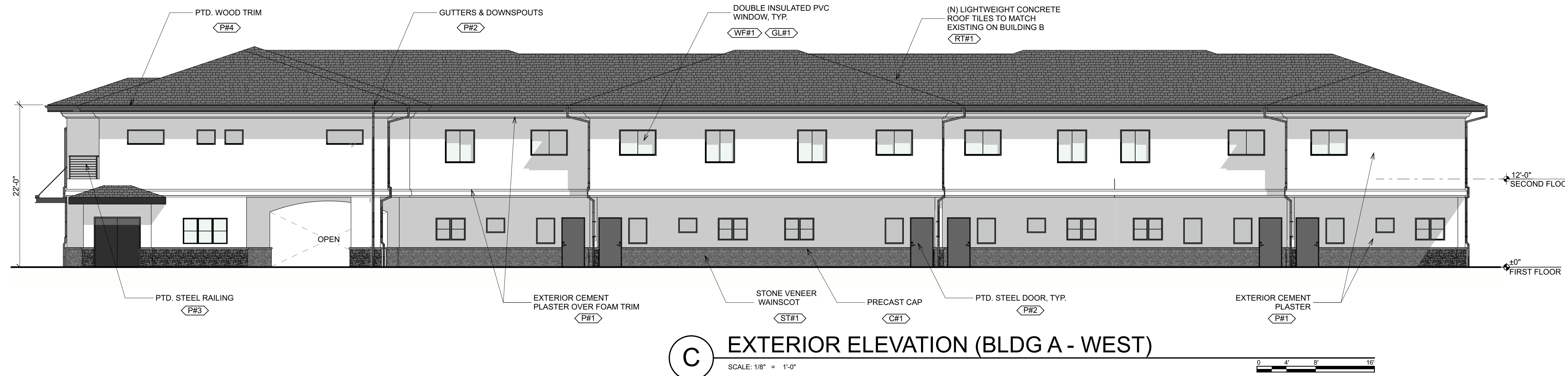


Architectural drawing of the exterior elevation of Building A-1, South side. The drawing shows a two-story structure with a gabled roof. The roof is labeled with "PTD. WOOD TRIM" and "PR1". The roof tiles are labeled "(N) LIGHTWEIGHT CONCRETE ROOF TILES TO MATCH EXISTING ON BUILDING B" and "RT1". The exterior walls are labeled "EXTERIOR CEMENT PLASTER" and "PR1". The ground floor features "STONE VENEER WAINSCOT" and "ST1". The upper floor has "PRECAST CAP" and "LC1". The roofline is labeled "30'-0"



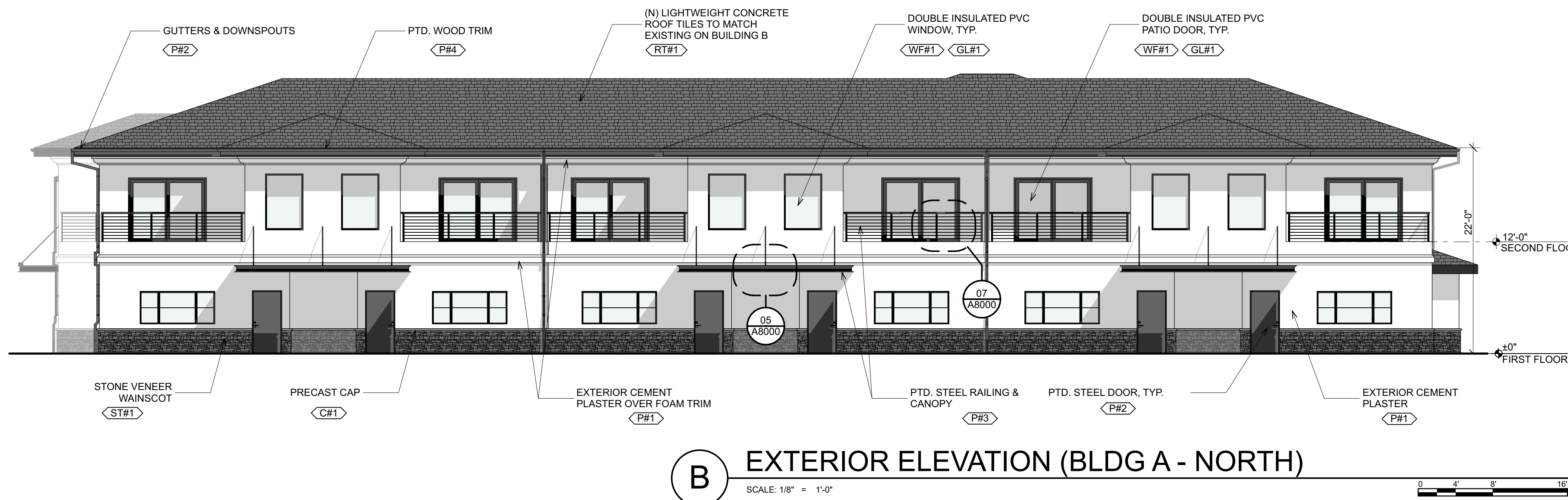


D EXTERIOR ELEVATION (BLDG A - SOUTH)

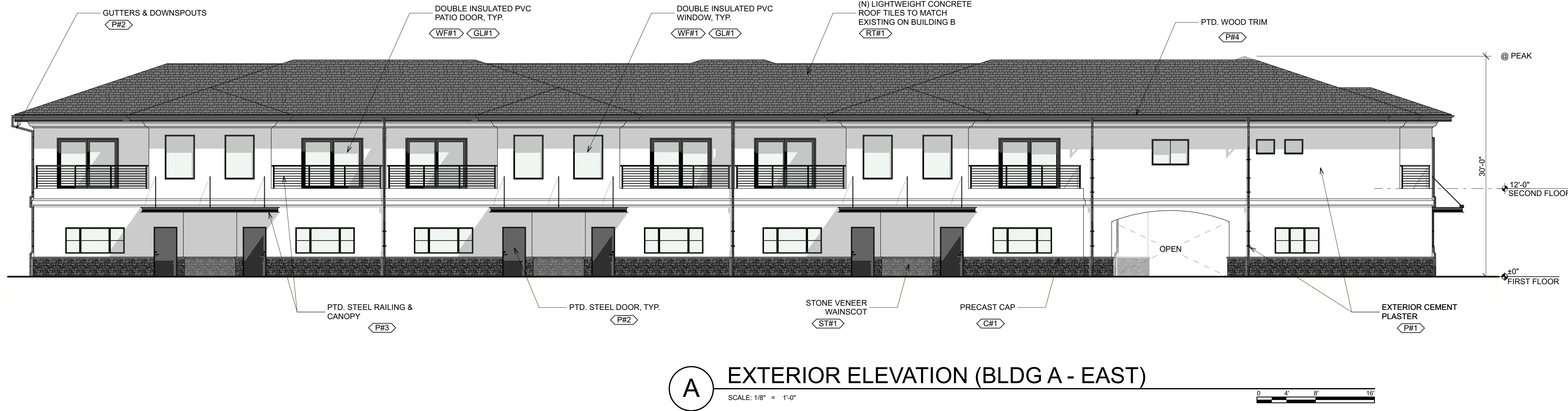


C EXTERIOR ELEVATION (BLDG A - WEST)

MATERIALS SCHEDULE					
KEY#	LOCATION	MATERIAL	MANUFACTURER	MODEL #	COLOR NAME
RT#1	ROOF	LIGHTWEIGHT CONCRETE TILE	TBD	TO MATCH EXISTING	TO MATCH EXISTING
C#1	WALL CAP	PRECAST CONCRETE	ELDORADO STONE	ACID WASHED	MEDIUM GREY
C#2	CONCRETE PAVING & SIDEWALKS	CONCRETE	CONTRACTOR SOURCED	ACID WASHED	NATURAL GREY
GL#1	DOORS & WINDOWS	GLASS	ProSolar LOW-E	DUAL GLAZED, TRIPLE AT WEST SIDE	CLEAR
MF#1	BALCONY INTERMEDIATE RAILING	METAL	CONTRACTOR SOURCED	STAINLESS STEEL	STRANDED CABLE
P#1	EXTERIOR WALLS & SOFFITS	PAINT	DUNN EDWARDS	DEW391	BOYSENBERRY SHADOW
P#2	EXTERIOR DOORS	PAINT	DUNN EDWARDS	DEC778	BOXWOOD
P#3	EXT. METALS, FENCE & CANOPIES	PAINT	TENEMEC	HIGH PERFORMANCE	MATCH P#2
P#4	WOOD ROOF TRIM	PAINT	DUNN EDWARDS	DEC778	BOXWOOD
ST#1	BLDG. WAINSCOT & SITE WALLS	STACKED STONE VENEER	NORSTONE	ROCK PANEL	CHARCOAL
WF#1	DOORS & WINDOWS	VINYL	MILGARD	TRIASSIC V300	BRONZE



B EXTERIOR ELEVATION (BLDG A - NORTH)



A EXTERIOR ELEVATION (BLDG A - EAST)

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1" ACTUAL

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A

A5201

Plotted On: 2/28/25

EXTERIOR ELEVATIONS - BLDG A (COLOR)



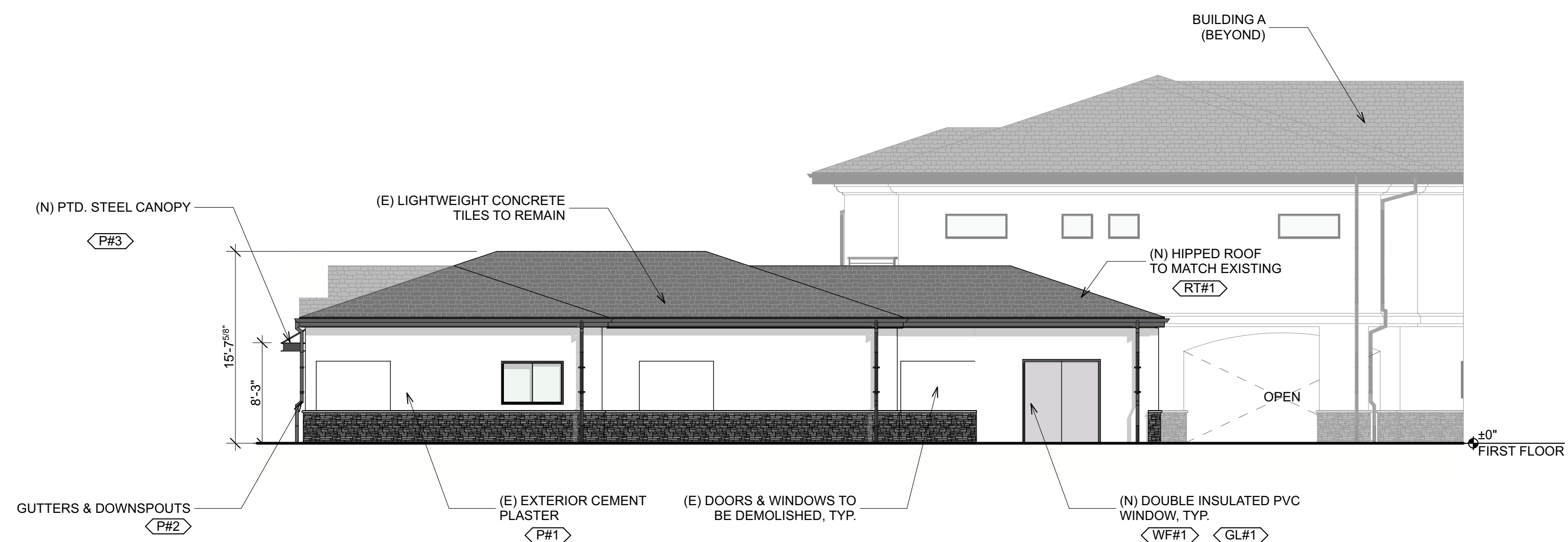
Architectural elevation drawing of a building facade. The drawing includes the following annotations and dimensions:

- Annotations:**
 - (N) ROOF WHERE (E) BUILDING WAS DEMOLISHED
 - (N) HIPPED ROOF TO MATCH EXISTING
 - (N) DOUBLE INSULATED PVC WINDOW, TYP.
 - (E) LIGHTWEIGHT CONCRETE TILES TO REMAIN
 - (N) PTD. STEEL CANOPY
 - (N) PTD. STEEL DOOR, TYP.
 - GUTTERS & DOWNSPOUTS
 - FIRST FLOOR
- Dimensions:**
 - 8'-5"
 - 15'-4 1/8"
 - 8'-3"
 - ±0"
- Material/Finish Callouts:**
 - WF#1
 - GL#1
 - P#2
 - P#3

H EXTERIOR ELEVATION (BLDG B - EAST)

SCALE: 1/8" = 1'-0"

0 4' 8' 16'



G EXTERIOR ELEVATION (BLDG B - SOUTH)

SCALE: 1/8" = 1'-0"

0 4' 8' 16'

F EXTERIOR ELEVATION (BLDG B - WEST)

SCALE: 1/8" = 1'-0"

0 4' 8' 16'



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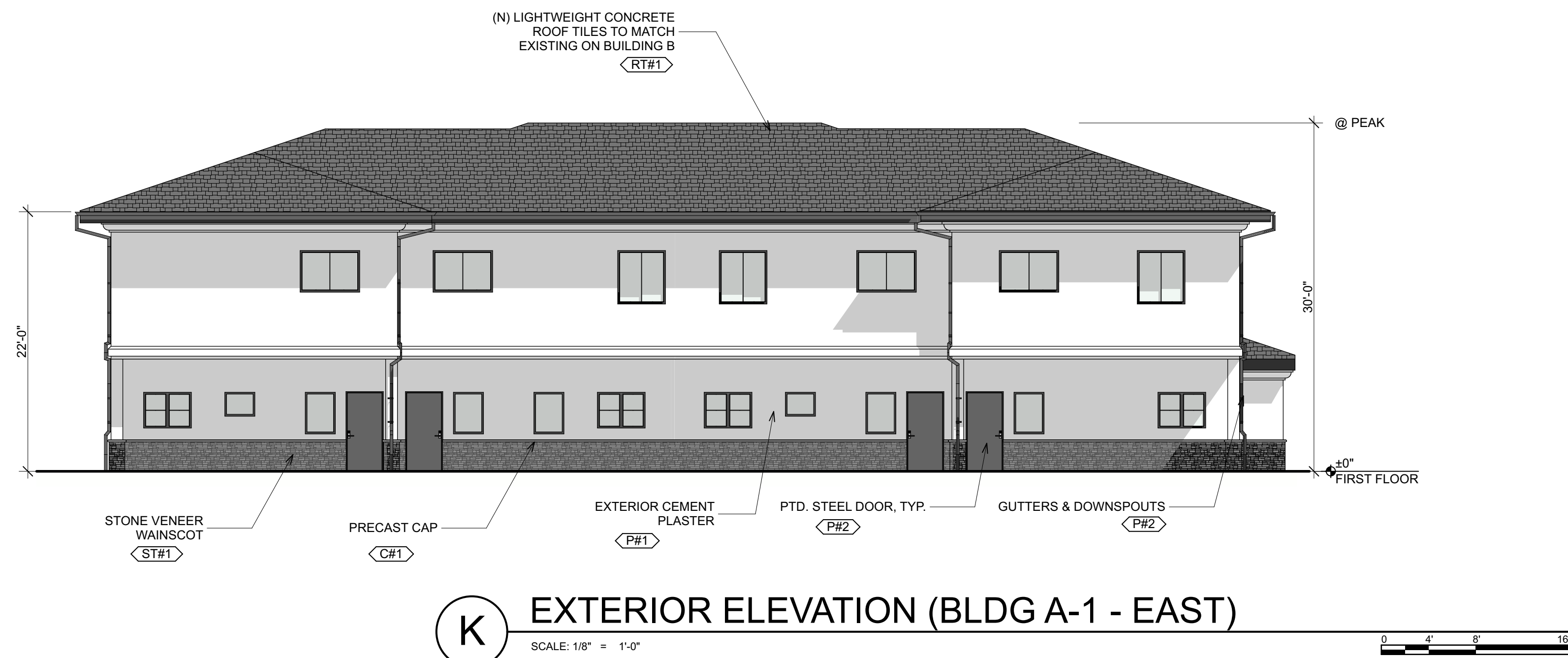
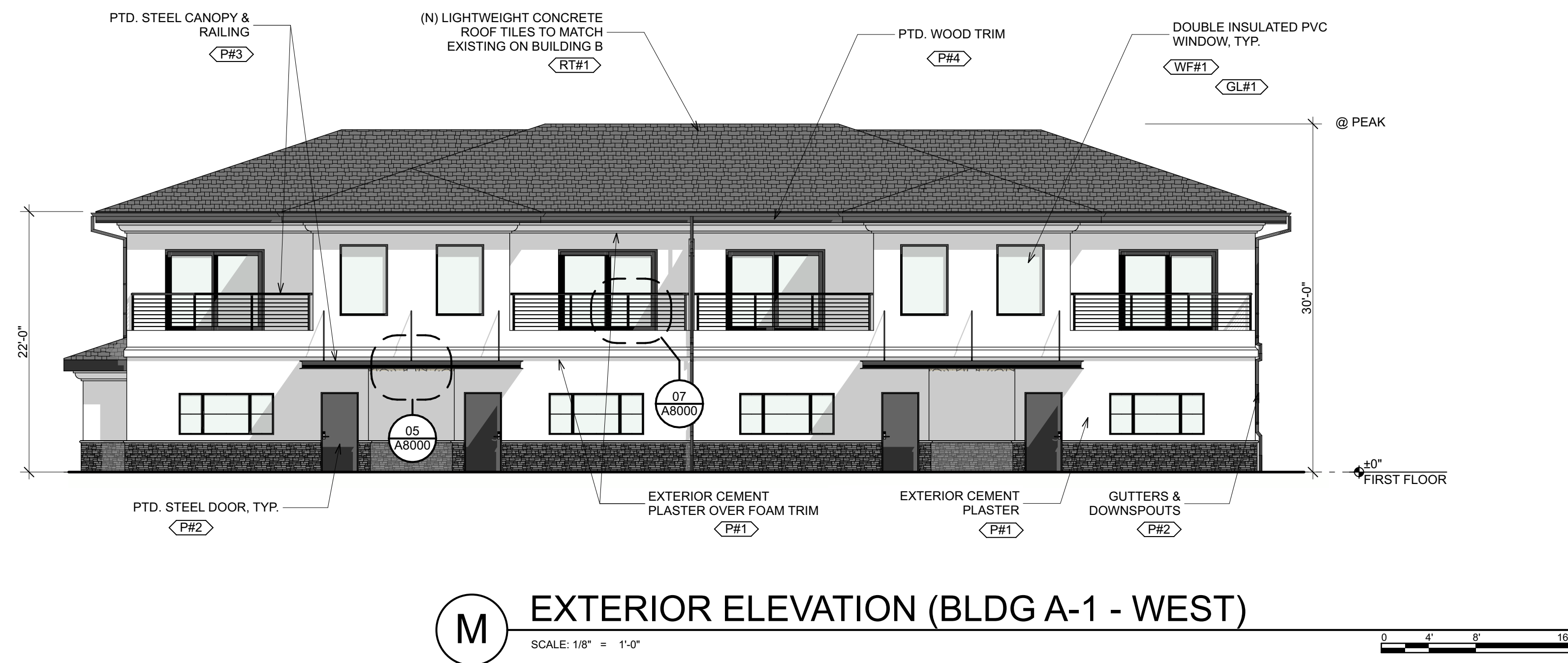
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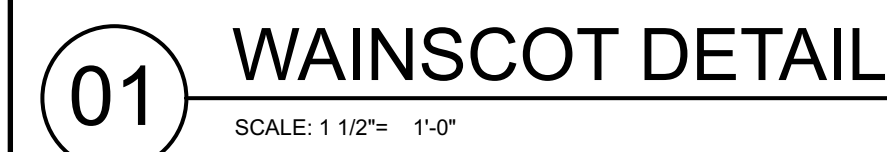
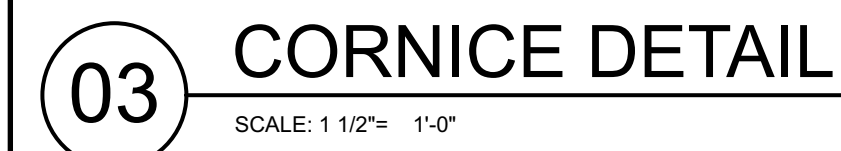
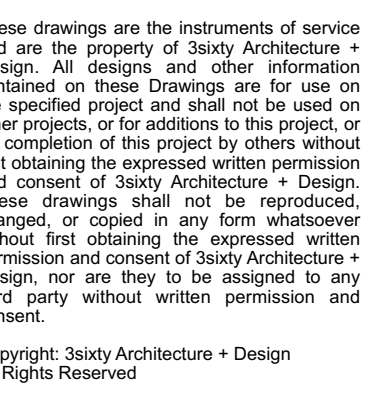
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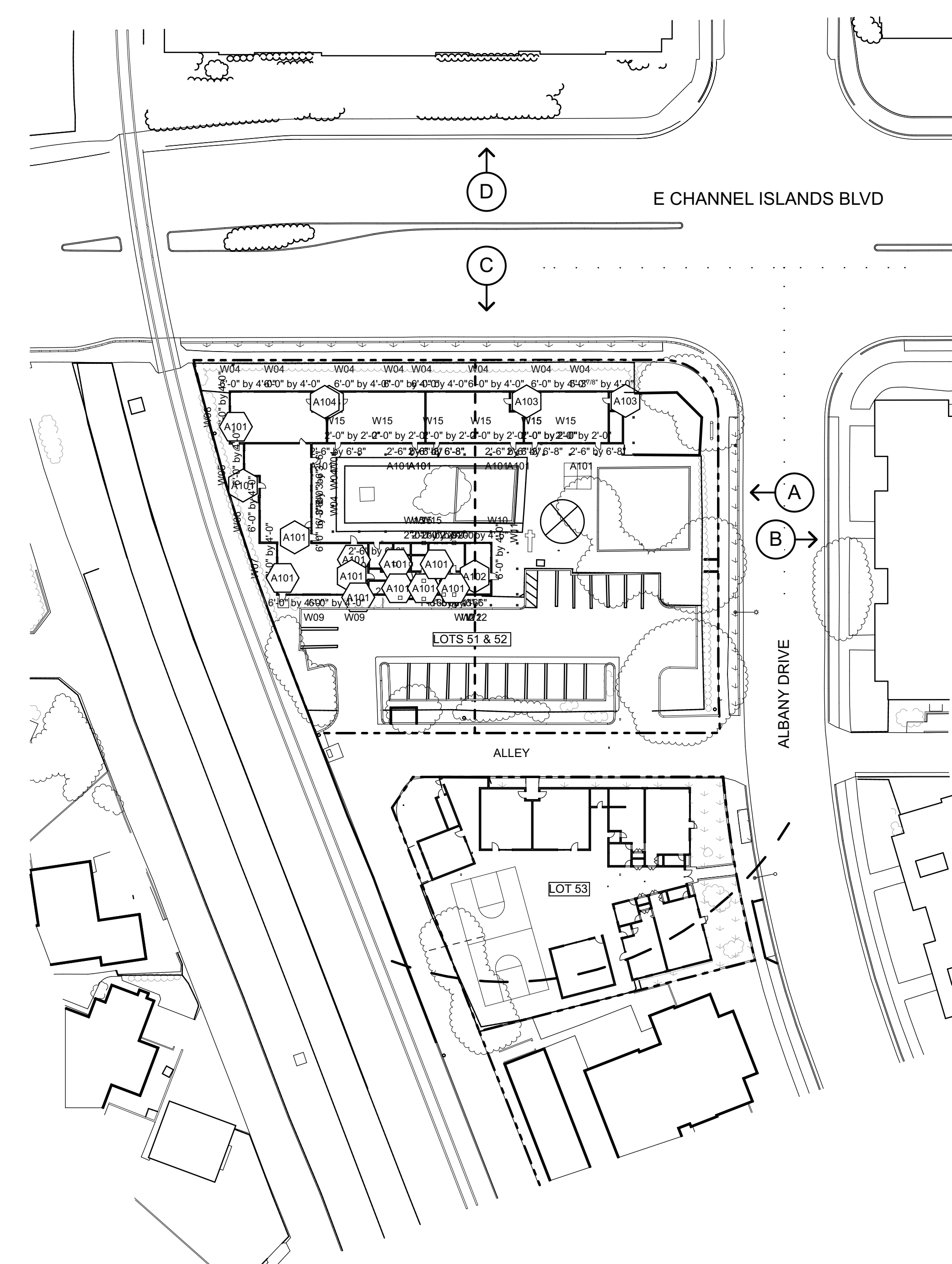
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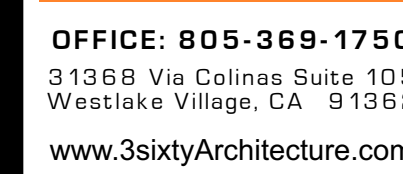
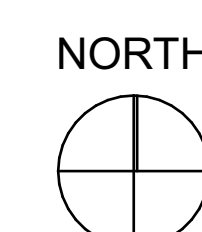
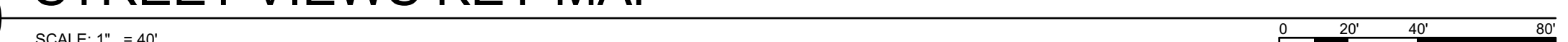


PROJECT DETAILS



1 STREET VIEWS KEY MAP

SCALE: 1" = 40'



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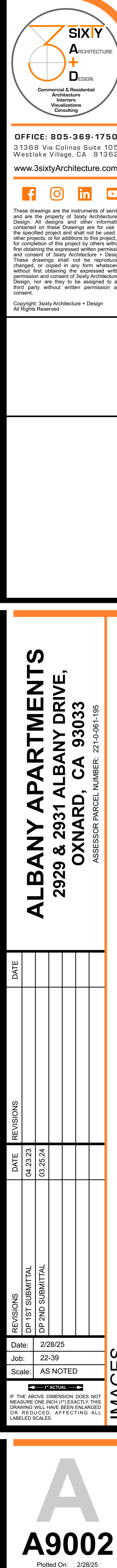
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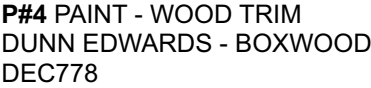
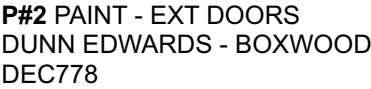
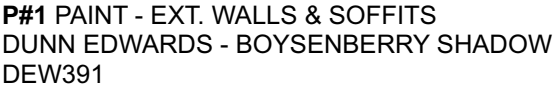
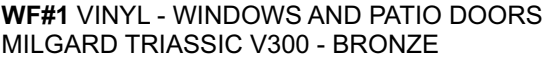
ALBANY APARTMENTS
2929 & 2931 ALBANY DRIVE,
OXNARD, CA 93033
ASSESSOR PARCEL NUMBER: 221-0-061-196

[illegible]

IF THE ABOVE DIMENSION DOES NOT MEASURE ONE INCH (1") EXACTLY, THIS DRAWING WILL HAVE BEEN ENLARGED OR REDUCED, AFFECTING ALL LABELED SCALES.

A
A9001
Plotted On: 2/28/25





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IF THE ABOVE DIMENSION DOES NOT
MEASURE ONE INCH (1") EXACTLY, THE
DRAWING WILL HAVE BEEN DIMENSIONED
TO REDUCED, AFFECTING ALL

MATERIALS BOARD (OPT A)

ALBANY APARTMENTS
2929 & 2931 ALBANY DRIVE,
OXNARD, CA 93033





BENCHMARK:
DESIGNATION: 21-246
NEAREST TOWN: OXNARD
CHARACTER OF MARK: A DISK
ESTABLISHED BY: COUNTY OF VENTUREA
DATE: 1968
HIGHWAY: CHANNEL ISLANDS BOULEVARD
ELEVATION: 31.913 FT

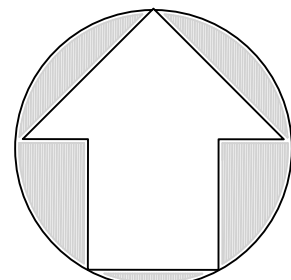
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EASEMENTS:

8. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:
- PURPOSE: UTILITIES AND DRAINAGE FACILITIES
RECORDING DATE: DECEMBER 28, 1964
RECORDING NO.: BOOK 2698, PAGE 471, OF OFFICIAL RECORDS
AFFECTS: BLANKET IN NATURE
10. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
- GRANTED TO: GENERAL TELEPHONE COMPANY
PURPOSE: PUBLIC UTILITIES
RECORDING DATE: JUNE 1, 1965
RECORDING NO.: BOOK 2799, PAGE 33, OF OFFICIAL RECORDS
AFFECTS: SAID LAND MORE PARTICULARLY DESCRIBED THEREIN
11. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
- GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY
PURPOSE: PUBLIC UTILITIES
RECORDING DATE: SEPTEMBER 16, 1965
RECORDING NO.: BOOK 2863, PAGE 107, OF OFFICIAL RECORDS
AFFECTS: SAID LAND MORE PARTICULARLY DESCRIBED THEREIN
12. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
- GRANTED TO: CITY OF OXNARD
PURPOSE: PUBLIC ROAD AND/OR HIGHWAY
RECORDING DATE: APRIL 14, 1966
RECORDING NO.: BOOK 2973, PAGE 493, OF OFFICIAL RECORDS
AFFECTS: SAID LAND MORE PARTICULARLY DESCRIBED THEREIN
14. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
- GRANTED TO: CITY OF OXNARD
PURPOSE: WATER LINE, FIRE HYDRANT AND APPURTENANT FACILITIES
RECORDING DATE: JULY 1, 1986
RECORDING NO.: 1986-083754, OF OFFICIAL RECORDS
AFFECTS: SAID LAND MORE PARTICULARLY DESCRIBED THEREIN
16. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
- GRANTED TO: CITY OF OXNARD
PURPOSE: ROAD
RECORDING DATE: JULY 17, 1987
RECORDING NO.: 1987-115403, OF OFFICIAL RECORDS
AFFECTS: SAID LAND MORE PARTICULARLY DESCRIBED THEREIN
17. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
- GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY
PURPOSE: PUBLIC UTILITIES
RECORDING DATE: JULY 23, 1987
RECORDING NO.: 1987-118892, OF OFFICIAL RECORDS
AFFECTS: SAID LAND MORE PARTICULARLY DESCRIBED THEREIN

LEGEND

SPOT ELEVATION	×1245.4	CLEAN OUT/RO RISER	○
CENTER LINE	---	UTILITY	■
PROPERTY LINE	---	FLAG POLE	⚑
INDEX CONTOUR	---	AREA LIGHT	⚡
CONTOUR	---	STREET LIGHT	⚡
FENCE	---	PEDESTRIAN SIGNAL	⚡
RETAINING WALL	---	GATE	⚡
WALL	---	BUILDING	⚡
MANHOLE	ⓂH	GRASS	⚡
UTILITY POLE	Ⓜ	TREE	⚡
SIGNS	Ⓜ	PALM TREE	⚡
POST	Ⓜ		
VALVE	Ⓜ		
ELECTRICAL METER	Ⓜ		
GAS METER	Ⓜ		



SCALE: 1" = 20'

0 20 40 60



VICINITY MAP
N.T.S.

TOPOGRAPHIC SURVEY
ALBANY DRIVE

2929-2931 ALBANY DR.
OXNARD, CA 93033

APNs: 221-0-061-195, 221-0-061-035

TRACT No.1570-1
43 M.R. 57
SHEET 2 OF 3

August 28, 2024

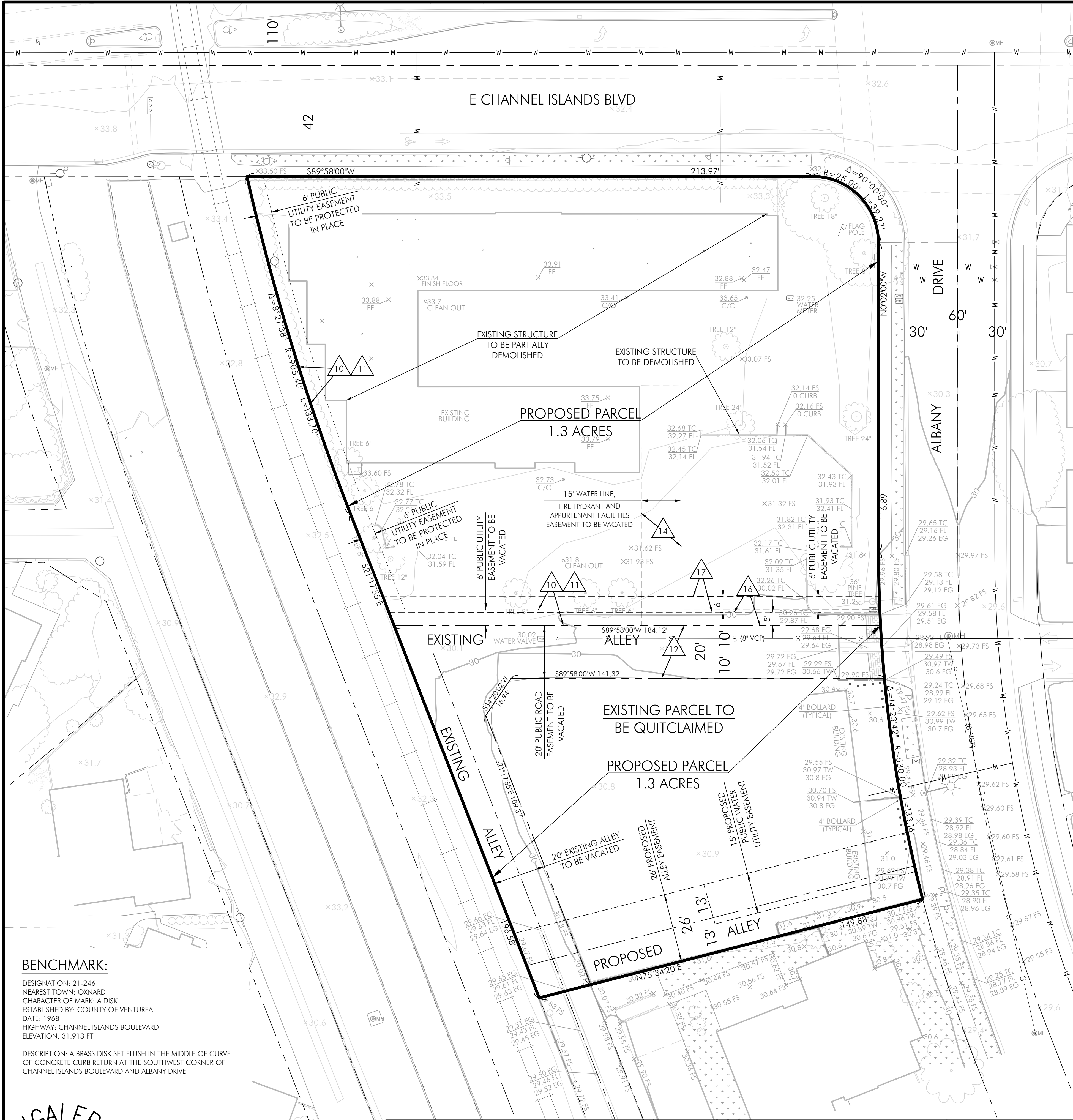
PREPARED BY:



PACIFIC COAST CIVIL, INC.
30141 AGOURA ROAD, SUITE 200
AGOURA HILLS, CA 91301
PH: (818) 865-4168
WWW.PACIFICCOASTCIVIL.COM

OWNER/DEVELOPER:

JAMES ALLEN
JAMES@ALLENLAWCORP.COM



BENCHMARK:

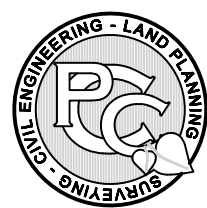
DESIGNATION: 21-246
NEAREST TOWN: OXNARD
CHARACTER OF MARK: A DISK
ESTABLISHED BY: COUNTY OF VENTUREA
DATE: 1968
HIGHWAY: CHANNEL ISLANDS BOULEVARD
ELEVATION: 31.913 FT

DESCRIPTION: A BRASS DISK SET FLUSH IN THE MIDDLE OF CURVE
OF CONCRETE CURB RETURN AT THE SOUTHWEST CORNER OF
CHANNEL ISLANDS BOULEVARD AND ALBANY DRIVE



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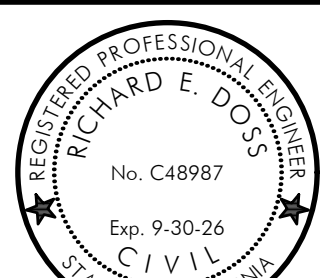
PACIFIC COAST CIVIL, INC.
30141 AGOURA ROAD, SUITE 200
AGOURA HILLS, CA 91301
PH: (818) 865-4168
FAX: (818) 865-4198

CIVIL ENGINEER:

PLANS PREPARED UNDER THE DIRECTION OF:

Richard E. Dooss
RICHARD E. DOOSS R.C.E. C48987

2/20/25
DATE



TENTATIVE PARCEL MAP

TENTATIVE PARCEL MAP 24-300-03

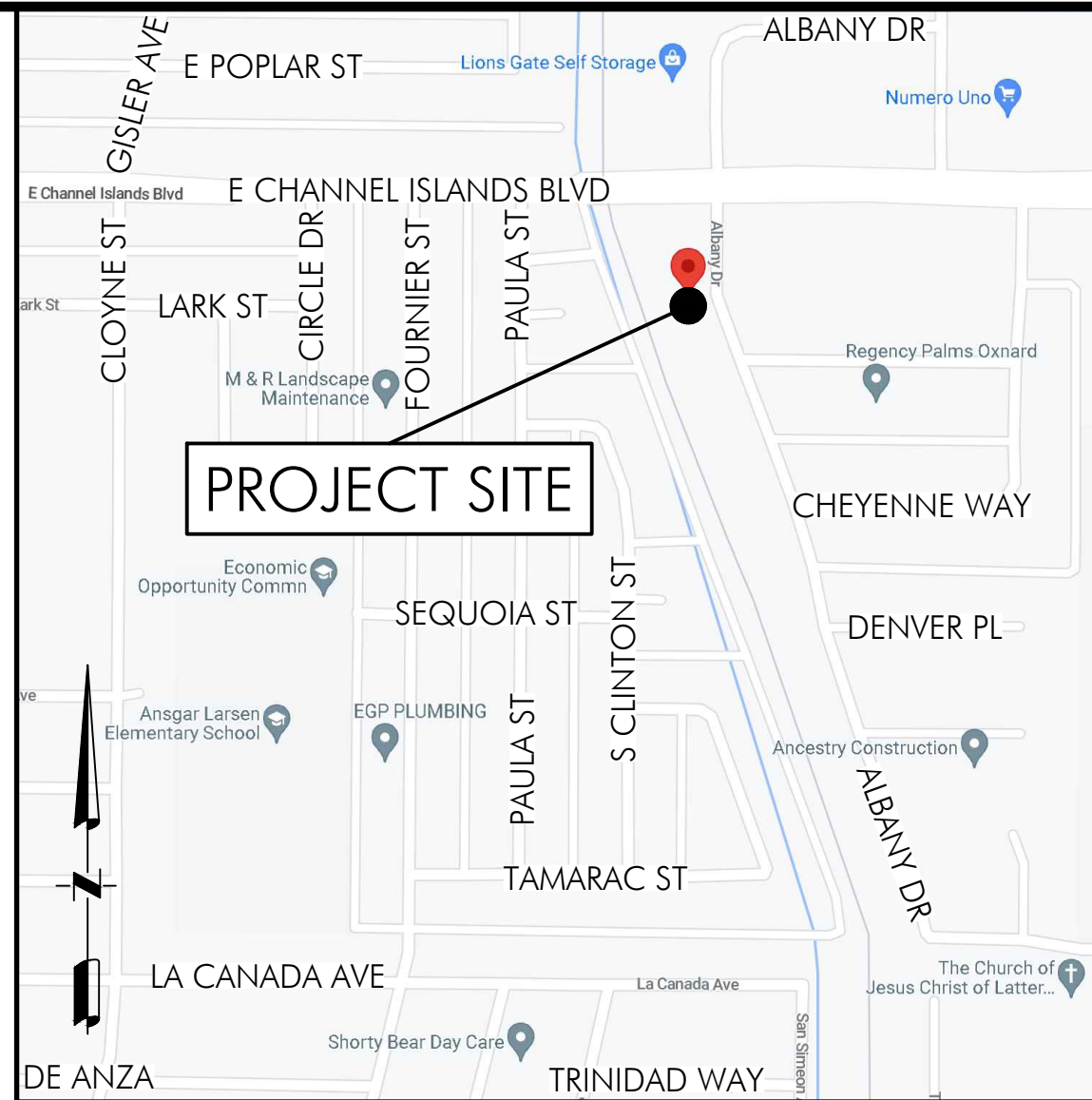
OXNARD, CALIFORNIA
A.P.N.: 221-0-061-195, 221-0-061-035

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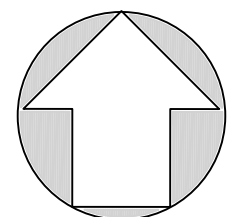
8. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:
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RECORDING DATE: JUNE 1, 1965
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11. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
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PURPOSE: PUBLIC UTILITIES
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PURPOSE: PUBLIC ROAD AND/OR HIGHWAY
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PURPOSE: WATER LINE, FIRE HYDRANT AND APPURTENANT FACILITIES
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PURPOSE: ROAD
RECORDING DATE: JULY 17, 1987
RECORDING NO.: 1987-115403, OF OFFICIAL RECORDS
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17. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
- GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY
PURPOSE: PUBLIC UTILITIES
RECORDING DATE: JULY 23, 1987
RECORDING NO.: 1987-118892, OF OFFICIAL RECORDS
AFFECTS: SAID LAND MORE PARTICULARLY DESCRIBED THEREIN

LEGEND

SPOT ELEVATION	×1245.4	CLEAN OUT/RO RISER	○
CENTER LINE	---	UTILITY	■
PROPERTY LINE	---	FLAG POLE	⚑
INDEX CONTOUR	---	AREA LIGHT	⊙
CONTOUR	---	STREET LIGHT	⊙
FENCE	---	PEDESTRIAN SIGNAL	⊙
RETAINING WALL	---	GATE	⊙
WALL	---	BUILDING	■
MANHOLE	⊙MH	GRASS	■
UTILITY POLE	⊙	TREE	⊙
SIGNS	⊙	PALM TREE	⊙
POST	⊙		
VALVE	⊙		
ELECTRICAL METER	⊙ELEC		
GAS METER	⊙GAS		



VICINITY MAP
N.T.S.



SCALE: 1" = 20'



REVISIONS

MARK	DATE	DESCRIPTION	BY

ACCEPTED BY: CITY ENGINEER R.C.E. DATE	
REVIEWED BY:	DATE
DRAWN BY:	DATE
CHECKED BY:	DATE
SCALE: HORIZ. _____ VERT. _____	
SHEET No. 1 OF 4	
DRAWING NUMBER	
XX-XXX	

C:\COURT\2025\17951\2500\2021 ALBANY DRIVE\GRAPHICS\2025\17951\CHFF11 - EASEMENTS.DWG

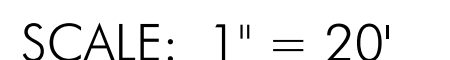


- LEGEND:



CONCRETE BLOCK WALL
 (X) ——— EXISTING
 (X) ——— EXISTING CONTOUR
 X ——— PROPOSED CONTOUR
 X ⇒ ——— DIRECTION & RATE OF FLOW
 ——— GRADED SWALE 1% MIN SLOPE
 (E) ——— EXISTING

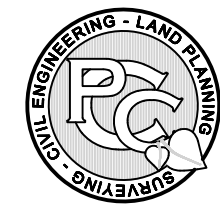
LIGHT DELINEATION SHOWN HEREON INDICATES EXISTING
 BOLD DELINEATION SHOWN HEREON INDICATES PROPOSED CONST.



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BEFORE YOU DIG

UNDERGROUND SERVICE ALERT(USA) OF SOUTHERN CALIFORNIA

PREPARED BY:



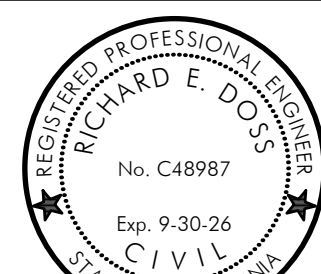
PACIFIC COAST CIVIL, INC.
30141 AGOURA ROAD, SUITE 200
AGOURA HILLS, CA 91301
PH: (818) 865-4168
FAX: (818) 865-4198

CIVIL ENGINEER-

PLANS PREPARED UNDER THE DIRECTION OF:

RICHARD E. DOSS R.C.E. C48987

3/12/25
DATE

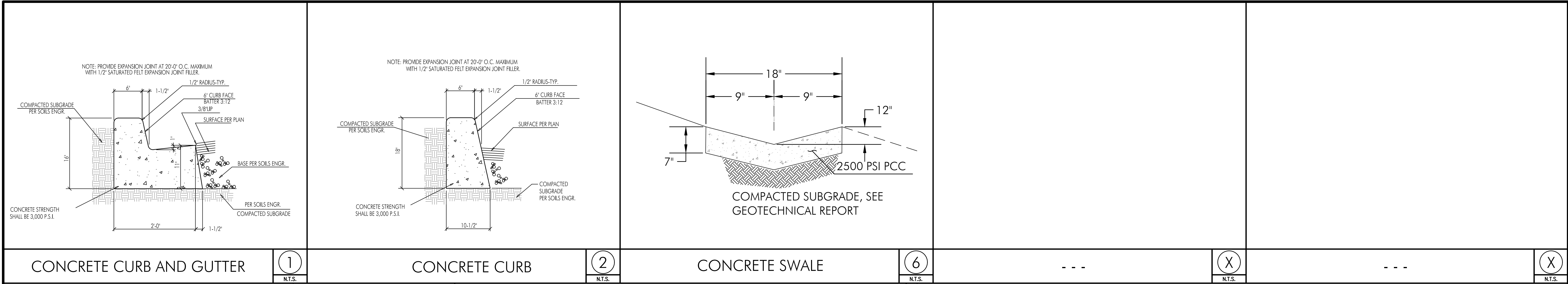


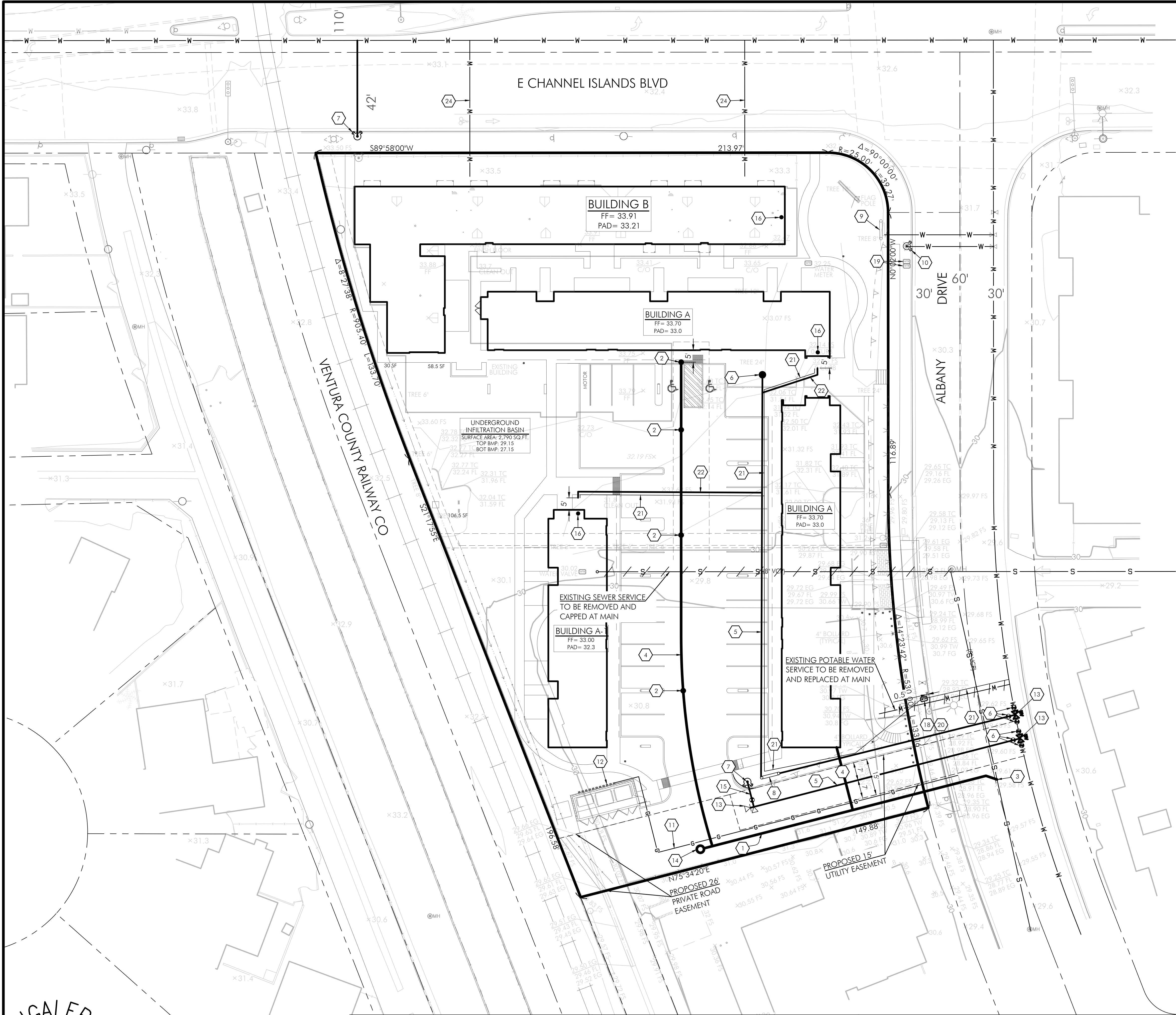
TENTATIVE PARCEL MAP 24-300-03

OXNARD, CALIFORNIA
A.P.N.: 221-0-061-195, 221-0-061-035

REVISONS					
MARK	DATE	DESCRIPTION	BY	PRECISE GRADING PLAN	
REVIEWED BY: _____				ACCEPTED BY: _____ CITY ENGINEER R.C.E. _____ DATE _____	
_____ DATE _____				SCALE: HORIZ. _____ VERT. _____	
_____ DATE _____				SHEET No. <u>2</u> OF <u>4</u>	
_____ DATE _____				DRAWING NUMBER XX-XXX	
_____ DATE _____				CHECKED BY: _____	

Q:\OXNARD\22-1793-2020-2031 AIBANY DRIVE\GRADING\22-1793 GRADING PLAN.DWG

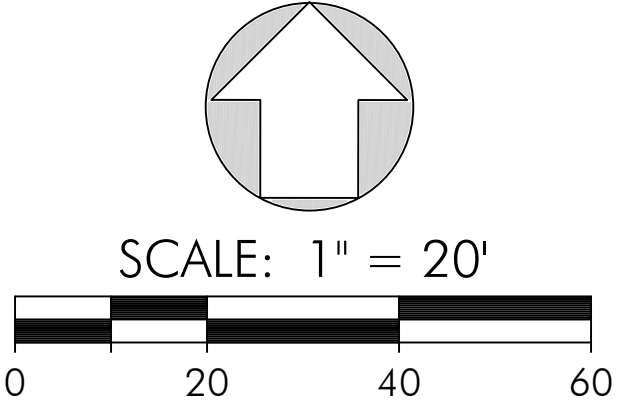




- CONSTRUCTION NOTES:
- 1 PROPOSED 8" SEWER MAIN
 - 2 PROPOSED SEWER CLEANOUT
 - 3 STANDARD WYE CONNECTION TO PUBLIC SEWER MAIN
 - 4 PROPOSED 6" SEWER LATERAL
 - 5 PROPOSED 8" WATER LINE
 - 6 PROPOSED 1 1/2" WATER METER WITH 2" SERVICE
 - 7 PROPOSED FIRE HYDRANT ASSEMBLY
 - 8 PROPOSED FIRE DOUBLE DETECTOR CHECK VALVE
 - 9 EXISTING FIRE DOUBLE DETECTOR CHECK SERVING BUILDING B TO REMAIN
 - 10 EXISTING FIRE HYDRANT
 - 11 PROPOSED GAS LINE
 - 12 PROPOSED BANK OF GAS METERS
 - 13 PROPOSED THRUST BLOCK
 - 14 PROPOSED SEWER CLEANOUT
 - 15 PROPOSED 6" WATER LINE
 - 16 FIRE RISER LOCATION PER ARCHITECTURAL PLANS
 - 17 PROPOSED FIRE SERVICE LINE, SIZE TO BE DETERMINED
 - 18 PROPOSED 1 1/2" DOMESTIC WATER METER OFFSET 6" FROM BACK OF CURB
 - 19 EXISTING POTABLE AND LANDSCAPE WATER METERS WITH BACKFLOW DEVICE TO PROTECT IN PLACE
 - 20 PROPOSED BACKFLOW PREVENTER OFFSET 4' FROM BACK OF SIDEWALK, SIZE TO BE DETERMINED
 - 21 PROPOSED DOMESTIC WATER SERVICE LINE, SIZE TO BE DETERMINED BY MECHANICAL ENGINEER
 - 22 PROPOSED FIRE SERVICE WATER LINE, SIZE TO BE DETERMINED BY MECHANICAL ENGINEER
 - 23
 - 24 EXISTING WATER LINE TO PROTECT IN PLACE

LEGEND:

PROPOSED WATER LINE
PROPOSED SEWER LINE
EXISTING SEWER LINE
EXISTING WATER LINE
PROPOSED FIRE HYDRANT
EXISTING FIRE HYDRANT



DIAL ALERT

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UNDERGROUND SERVICE ALERT(USA) OF SOUTHERN CALIFORNIA

PREPARED BY:

PACIFIC COAST CIVIL, INC.
30141 AGOURA ROAD, SUITE 200
AGOURA HILLS, CA 91301
PH: (818) 865-4168
FAX: (818) 865-4198

CIVIL ENGINEER:

PLANS PREPARED UNDER THE DIRECTION OF:

RICHARD E. DOSS
No. C48987
Exp. 9-30-26
DATE 3/11/25

CONCEPTUAL UTILITY PLAN

TENTATIVE PARCEL MAP 24-300-03

OXNARD, CALIFORNIA
A.P.N.: 221-0-061-195, 221-0-061-035

22-1793

RELEASE DATE:
APRIL 2023

REVISIONS			
MARK	DATE	DESCRIPTION	BY

REVIEWED BY:

ACCEPTED BY: CITY ENGINEER R.C.E. DATE

SCALE: HORIZ. _____ VERT. _____

DRAWN BY: _____ DATE _____

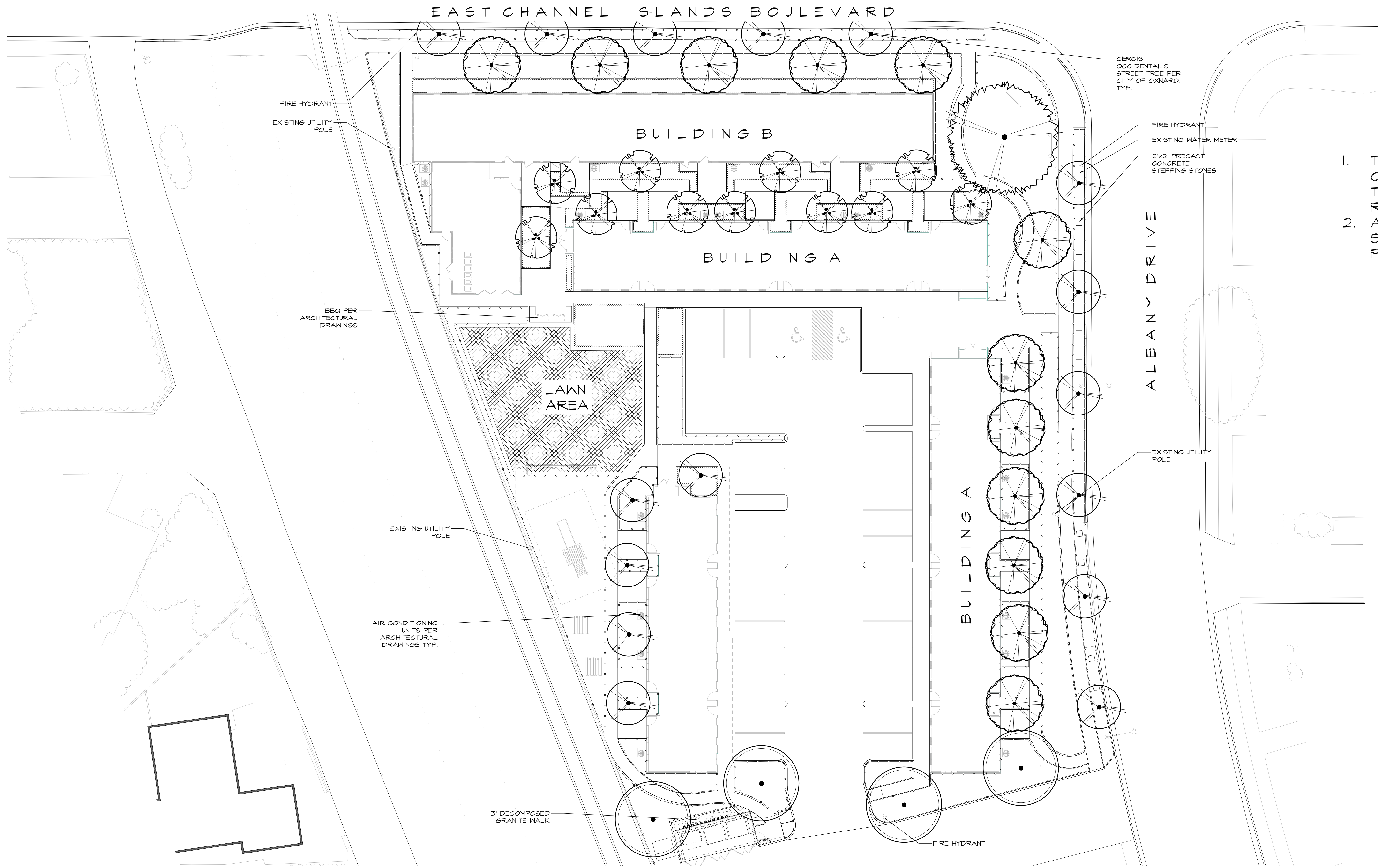
CHECKED BY: _____ DATE _____

OXNARD
Development Services Department

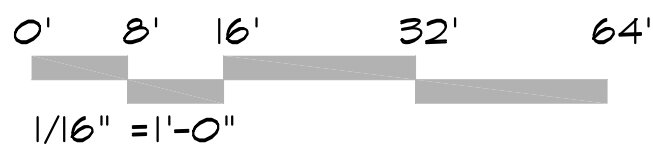
CONCEPTUAL UTILITY PLAN

SHEET No. 4 OF 4

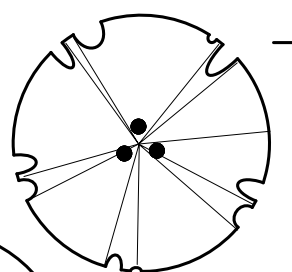
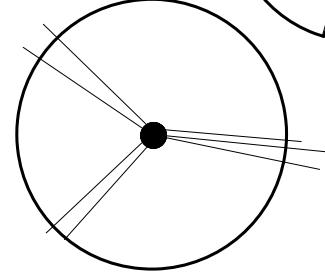
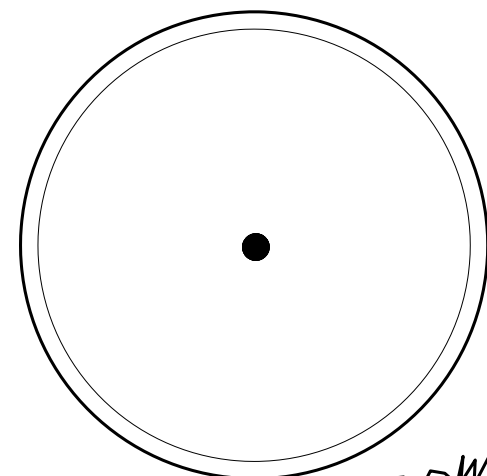
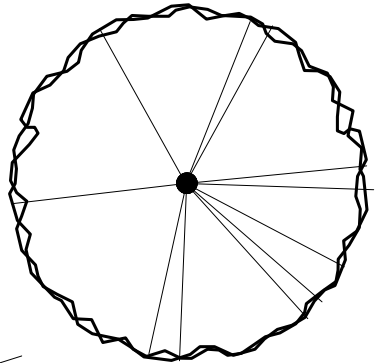
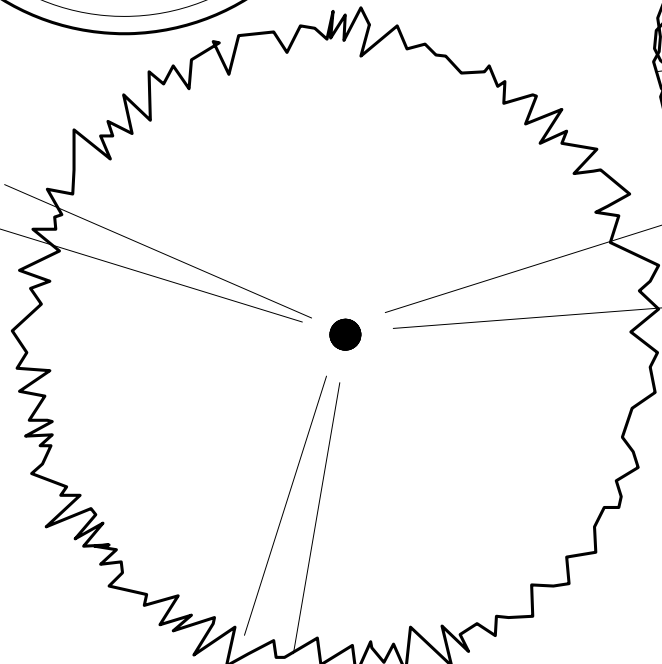
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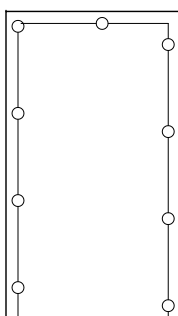
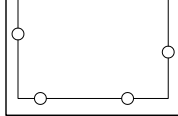
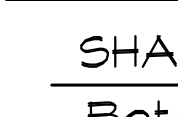


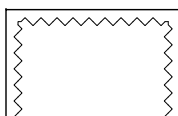
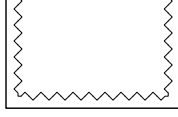
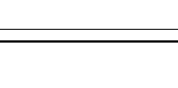
1. THESE PLANS SHALL COMPLY WITH THE CITY OF OXNARD'S LANDSCAPE STANDARDS AND THE STATE OF CALIFORNIA'S MWELO REQUIREMENTS
2. ALL ATRIUM DRAINS AND DRAIN EQUIPMENT SHALL BE ADJUSTED TO ACCOMMODATE PROPOSED LOCATION OF TREES

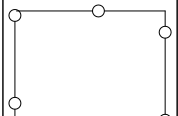
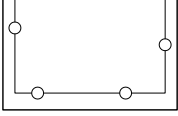
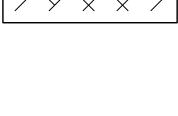
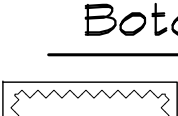


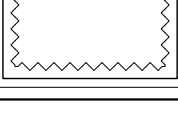
PLANTING LEGEND

TREES				
Botanical Name	Common Name	QTY	Size	WUCOLS
 <i>Acer palmatum</i>	Japanese Maple	11	24" Box	M
 <i>Cercis occidentalis</i>	Western Red Bud	16	24" Box	L
 <i>Koelreuteria paniculata</i>	Chinese Flame Tree	4	24" Box	M
 <i>Prunus cerasifera</i> 'Krauter Vesuvius'	Purple Leaf Plum	12	24" Box	L
 <i>Quercus agrifolia</i>	Coastal Live Oak	1	36" Box	L

SUN				
Botanical Name	Common Name	QTY	Size	WUCOLS
 <i>Aeonium</i> 'Zwartkop'	Purple Aeonium	-	1 gal	L
 <i>Agave</i> 'Blue Flame'	Agave Blue Flame	-	5 gal	L
 <i>Agapanthus orientalis</i> 'Albus'	White Lily of the Nile	-	5 gal	L
 <i>Aloe</i> 'Safari Orange'	Safari Orange Aloe	-	5 gal	L
 <i>Bougainvillea</i>	Bougainvillea	-	5 gal	L
 <i>Bulbine frutescens</i>	Bulbine	-	5 gal	M
 <i>Bulbinella floribunda</i>	Cat's Tail	-	1 gal	L
 <i>Crassula ovata</i> 'Gollum'	Gollum Jade Plant	-	5 gal	L
 <i>Heteromeles arbutifolia</i>	Tayon	-	5 gal	VL
 <i>Kniphofia uvaria</i>	Red Hot Poker	-	5 gal	L
 <i>Leucadendron</i> 'Jester'	Jester Conebush	-	5 gal	L
 <i>Leucospermum</i> 'Scarlet Ribbon'	Pin Cushion	-	5 gal	L
 <i>Muhlenbergia rigens</i>	Deer Grass	-	1 gal	L
 <i>Myrtus communis</i> 'Compacta'	Drum! Myrtle	-	5 gal	L
<i>Nandina domestica</i>	Heavenly Bamboo	-	5 gal	L
<i>Osmanthus fragrans</i>	Sweet Olive	-	5 gal	M
<i>Protea cynaroides</i> 'Arctic Ice'	King Protea	-	5 gal	L
<i>Salvia leucophylla</i>	Purple Sage	-	5 gal	L
<i>Zantedeschia aethiopica</i>	Colly Lilly	-	1 gal	L

SHADE				
Botanical Name	Common Name	Area	Size	WUCOLS
 <i>Acanthus mollis</i>	Bear's Breech	-	5 gal	M
 <i>Alcornoque odorata</i>	Night Scented Lily	-	15 gal	H
 <i>Anemone x hybrida</i>	Japanese Anemone	-	1 gal	L
 <i>Asplenium nidus</i>	Birds Nest Fern	-	5 gal	L
 <i>Camellia sasanqua</i> 'Pink'	White Camellia	-	5 gal	M
 <i>Camellia japonica</i> 'White'	Pink Camellia	-	5 gal	M
 <i>Clivia miniata</i>	Kaffir Lily	-	1 gal	L
<i>Gardenia jasminoides</i> 'August Beauty'	Gardenia	-	5 gal	M
<i>w/Thunbergia stock</i>	Big Leaf Hydrangea	-	5 gal	M
<i>Hydrangea macrophylla</i>	Lily Turf	-	1 gal	M
<i>Liriope muscari</i>	Colly Lilly	-	1 gal	L
<i>Zantedeschia aethiopica</i>		-		

GROUNDCOVERS (SUN)				
Botanical Name	Common Name	Area	Size	WUCOLS
 <i>Dymondia marginata</i>	NGN	-	Flats	L
 <i>Echeveria elegans</i>	Hen and Chicks	-	4" Pots	L
 <i>Fragaria chiloensis</i>	Ornamental Strawberry	-	Flats	M
 <i>Gazania</i> 'Mitsuba White'	Mitsuba White Gazania	-	Flats	L
 <i>Lantana</i> 'White Lighting'	White Lighting Gazania	-	Flats	L
 <i>Senecio mangralscae</i>	Blue Chalksticks	-	Flats	L
 <i>Sweet Olive</i>	Star Jasmine	-	1 gal	M
 <i>Trachelospermum jasminoides</i>	Star Jasmine	-	1 gal	M
 <i>Turf</i>	Marathon II	-	SOD	H
 <i>Mulch</i>	Walk on Chips 3" Depth	-	-	-
 <i>Stabilized Decomposed Granite</i>	California Gold	-	Per Flat	-

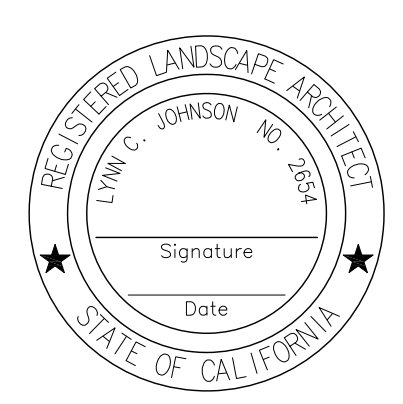
GROUNDCOVERS (SHADE)				
Botanical Name	Common Name	Area	Size	WUCOLS
 <i>Fragaria chiloensis</i>	Ornamental Strawberry	-	Flats	M
 <i>Ophiopogon planiscapus</i>	Black Mondo Grass	-	Flats	M
 <i>Viola odorata</i>	Sweet Violet	-	Flats	L
 <i>Trachelospermum jasminoides</i>	Star Jasmine	-	1 gal	M

LYNN C. JOHNSON ASSOCIATES
LANDSCAPE ARCHITECTURE
805.667.8033 | lynnjohnsonassociates@gmail.com | 1056 E. MEFA ST. SUITE 203 VENTURA, CA 93001

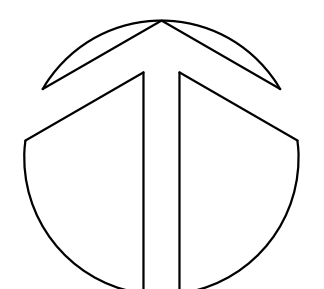


REVISIONS

BY

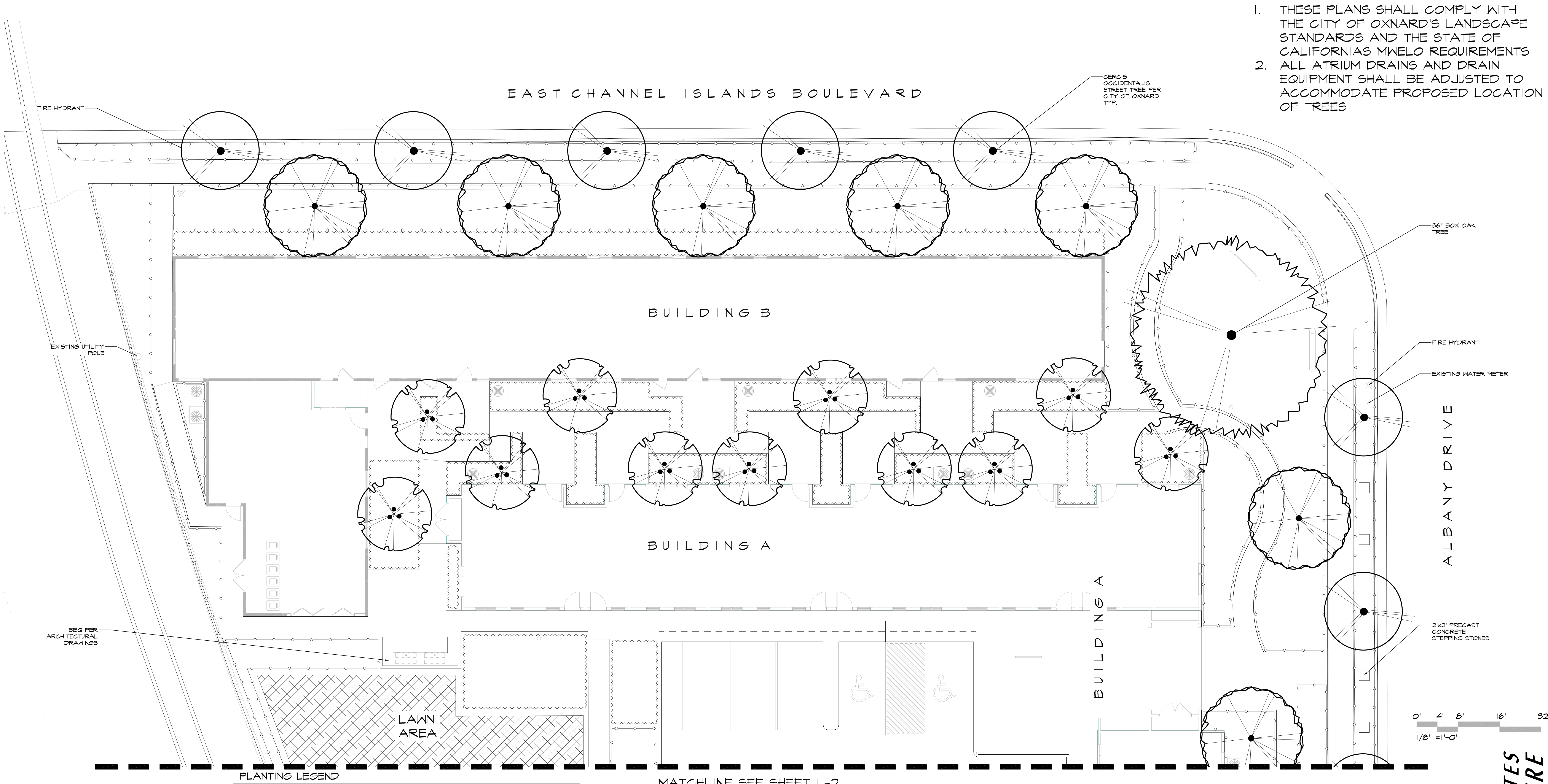


DESIGNED FOR:
ALBANY APARTMENTS
2929 & 2931 ALBANY DRIVE,
OXNARD, CA 93033

PROJECT:
ALBANY APARTMENTS
NORTH:


DATE:
03.03.25
SCALE:
1/16" = 1'-0"
DESIGN / DRAWN:
LCJ/JW
JOB #
23-101
SHEET

CONCEPTUAL LANDSCAPE PLAN



1. THESE PLANS SHALL COMPLY WITH THE CITY OF OXNARD'S LANDSCAPE STANDARDS AND THE STATE OF CALIFORNIA'S MWELO REQUIREMENTS
2. ALL ATRIUM DRAINS AND DRAIN EQUIPMENT SHALL BE ADJUSTED TO ACCOMMODATE PROPOSED LOCATION OF TREES

REVISIONS	BY

REGISTERED LANDSCAPE ARCHITECT

LYNN C. JOHNSON, INC.

Signature

Date

STATE OF CALIFORNIA

DESIGNED FOR:
ALBANY APARTMENTS
2929 & 2931 ALBANY DRIVE,
OXNARD, CA 93033

PROJECT:
ALBANY APARTMENTS
SHEET TITLE:
CONCEPTUAL LANDSCAPE PLAN

DATE: 03.03.25
SCALE: 1/8" = 1'-0"
DESIGN / DRAWN: LCJ/JW
JOB # 23-101
SHEET **L-2**

PLANTING LEGEND

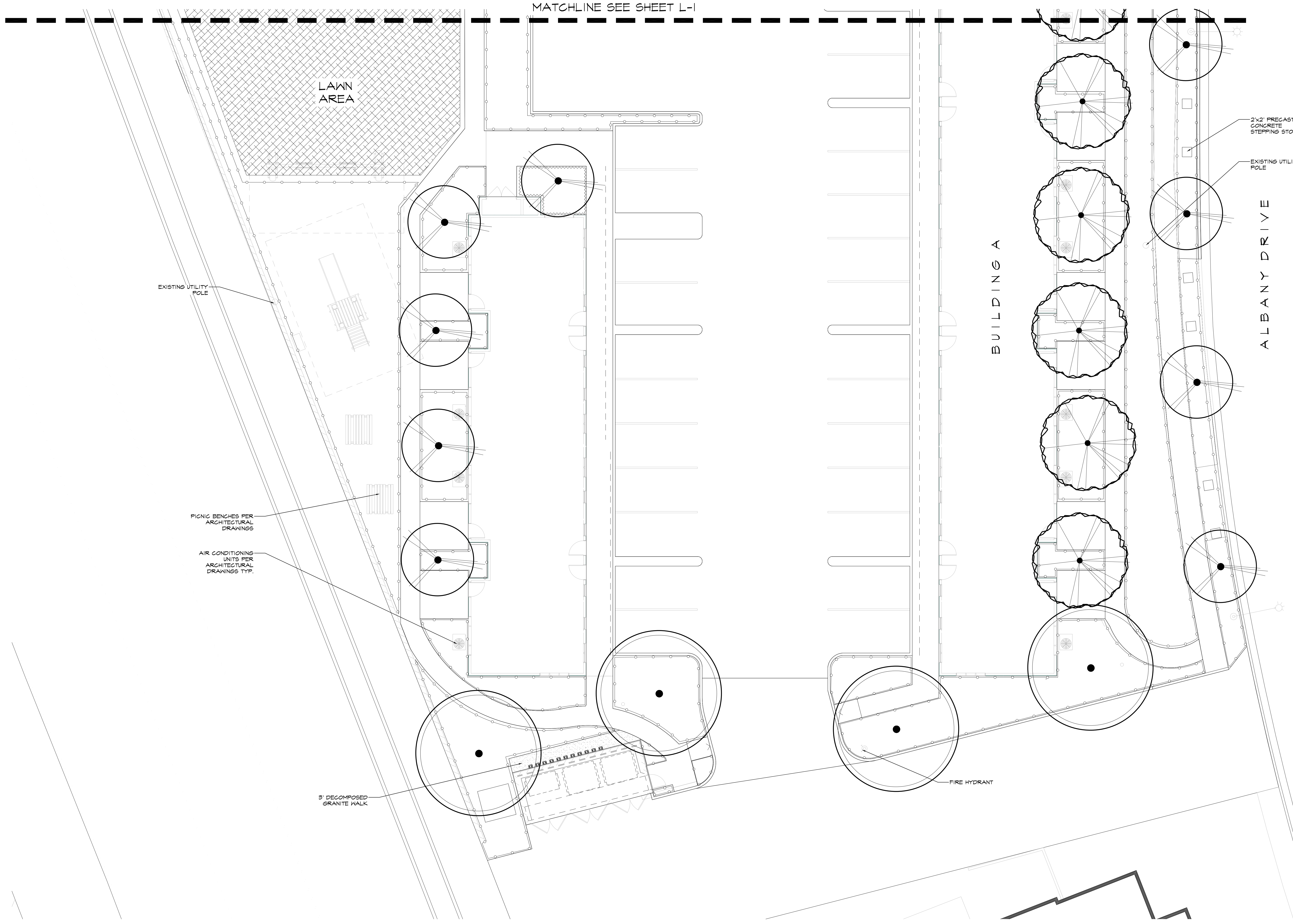
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Prunus cerasifera 'Nectar Vesuvius'	Purple Leaf Plum	12	24" Box	L
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Botanical Name	Common Name	QTY	Size	WUCOLS
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Bougainvillea	Bougainvillea	-	5 gal	L
Bulbine frutescens	Bulbine	-	5 gal	M
Bulbinella floribunda	Cat's Tail	-	1 gal	L
Crassula ovata 'Gollum'	Gollum Jade Plant	-	5 gal	L
Heteromeles arbutifolia	Tayon	-	5 gal	VL
Kniphofia uvaria	Red Hot Poker	-	5 gal	L
Leucadendron 'Jester'	Jester Conebush	-	5 gal	L
Leucospermum 'Scarlet Ribbon'	Pin Cushion	-	5 gal	L
Muhlenbergia rigens	Deer Grass	-	1 gal	L
Myrtus communis 'Compacta'	Drum Myrtle	-	5 gal	L
Nandina domestica	Heavenly Bamboo	-	5 gal	L
Osmunda fragrans	Sweet Olive	-	5 gal	M
Protea cynaroides 'Arctic Ice'	King Protea	-	5 gal	L
Salvia leucophylla	Purple Sage	-	5 gal	L
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Botanical Name	Common Name	Area	Size	WUCOLS
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Camellia japonica 'White'	Pink Camellia	-	5 gal	M
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Botanical Name	Common Name	Area	Size	WUCOLS
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Echeveria elegans	Hen and Chicks	-	4" Pots	L
Fragaria chiloensis	Ornamental Strawberry	-	Flats	M
Gazania 'Mitsuba White'	Mitsuba White Gazania	-	Flats	L
Lantana 'White Lighting'	White Lighting Gazania	-	Flats	L
Senecio mangralscae	Blue Chalksticks	-	Flats	L
Trachelospermum jasminoides	Star Jasmine	-	1 gal	M
Turf	Marathon II	-	SOD	H
Mulch	Walk on Chips 3" Depth	-	-	-
Stabilized Decomposed Granite	California Gold	-	Per Flat	-
5" Thick on Geotextile Fabric				
GROUNDCOVERS (SHADE)				
Botanical Name	Common Name	Area	Size	WUCOLS
Fragaria chiloensis	Ornamental Strawberry	-	Flats	M
Ophiopogon planiscapus	Black Mondo Grass	-	Flats	M
Viola odorata	Sweet Violet	-	Flats	L
Trachelospermum jasminoides	Star Jasmine	-	1 gal	M

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SEE SHEET L-2 FOR MASTER PLANTING LEGEND

1. THESE PLANS SHALL COMPLY WITH THE CITY OF OXNARD'S LANDSCAPE STANDARDS AND THE STATE OF CALIFORNIA'S MWELO REQUIREMENTS
2. ALL ATRIUM DRAINS AND DRAIN EQUIPMENT SHALL BE ADJUSTED TO ACCOMMODATE PROPOSED LOCATION OF TREES



LYNN C. JOHNSON ASSOCIATES
LANDSCAPE ARCHITECTURE
805.667.8033 | lynnjohnsonassociates@gmail.com | 1056 E. MEA ST. SUITE 203 VENTURA, CA 93001

REVISIONS		BY
REGISTERED LANDSCAPE ARCHITECT LYNN C. JOHNSON NO. 93001 Signature Date STATE OF CALIFORNIA		
DESIGNED FOR: ALBANY APARTMENTS 2929 & 2931 ALBANY DRIVE, OXNARD, CA 93033		
PROJECT: ALBANY APARTMENTS		SHEET TITLE: CONCEPTUAL LANDSCAPE PLAN
DATE: 03.03.25		
SCALE: 1/8" = 1'-0"		SHEET # 23-101
DESIGN / DRAWN: LCJ/JW		
JOB # 23-101		SHEET L-3
NORTH: 		



NOTICE OF EXEMPTION (NOE)

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

From: City of Oxnard
Community Development Department
214 South C Street
Oxnard, CA 93030

To: Ventura County Clerk-Recorder &
Registrar of Voters
Hall of Administration, Main Plaza
800 South Victoria Avenue,
Ventura, CA 93009-1260

Project Title: Albany Apartments

Project Applicant: Andrew Althaus (Designated Agent), and James Allen, Albany apartments of Oxnard LLC, (Property Owner)

Project Location - Specific: 2929-2931 Albany Drive, Oxnard, CA, 93030, Ventura County, APNs 221-0-061-195 & 221-0-061-035.

Description of Nature, Purpose and Beneficiaries of Project: PZ No. 24-500-03 (Special Use Permit), PZ 24-300-03 (Tentative Parcel Map) & PZ 24-535-01 (Density Bonus) - A request to partially demolish a former private school site (7,977 SQ.FT) and site improvements, reactivation of an existing single story building (5,500 SQ.FT) to residential, merge three existing lots into one lot to allow for the construction of a 20-unit, 42,204 Sq. Ft., apartment complex on one combined parcel that totals 1.214-acres within the High Rise Residential-Planned Development (R-4-PD) zone. The Project also includes vacating and relocation of an alleyway, partial redevelopment of an existing one-story and construction of two, two-story, residential buildings that includes ten 2-bedroom and ten 3-bedroom units. A ministerial approval of a Density Bonus Permit to allow the reduction to the front yard and railroad track setbacks. Filed by designated agent Andrew Althaus, Sixty Architecture and Design, 31368 Via Colinas, Suite 105, Westlake Village, CA 91362 on behalf of the property owner, James Allen, Albany apartments of Oxnard LLC, P.O. Box 1003, Thousand Oaks, CA 91358.

Name of Public Agency Approving Project (Lead Agency): City of Oxnard

Name of Person or Agency Carrying Out Project (Applicant): Andrew Althaus

Exempt Status: (check one):

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a));
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Categorical Exemption: Sections 15315 & 15332, Class 15 & 32
Statutory Exemptions. State code number: _____

Reason(s) why project is exempt: In accordance with Sections 15315& 15332 (Class 15 Minor Lands Divisions & Class 32, In-Fill Development Projects) of the California Environmental Quality Act (CEQA) Guidelines, projects characterized as minor land divisions in urbanized areas zoned for residential use into four or fewer parcels and consist of projects characterized as in-fill development consistent with the applicable general plan designation may be found to be exempt from the requirements of the CEQA. This proposal includes a Tentative Parcel Map to merge three existing residential parcels into one for the redevelopment of an existing school site and a Special Use permit to construct a 20 unit apartment complex that consist of ten 2-bedroom and ten 3-bedroom units with an approximately square feet of 42,204 square feet consistent with the General Plan land use designation of Residential Medium High (RMH) and the zoning designation High Rise Residential Planned Development (R-4-PD). The existing development is located on a new 1.214-acre project site which is surrounded by urban uses. The Project site will be adequately served by all required utilities and public services. The Project site has no value as habitat for endangered, rare or threatened species. Additionally, this Project will not result in any significant effects relating to traffic, noise, air quality, or water quality. No Exceptions to the Exemptions (Section 15300.2) apply to defeat the Exemption.

Lead Agency Contact Person: Juam Carlos Torres, Associate Planner (805)385-8156

Joe Pearson II, AICP
Planning and Environmental Services Manager
City of Oxnard

Date

Note: Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Consistency Analysis			
PZ# 24-500-03 (SUP), 24-535-01 (DB), 24-300-03 (MAPS): Albany Apartments			
Zone: Underlying Zone: R-4-PD(Sec. 16-23& 16-24(D)) Additive Zone -PD (Secs. 16-270 through 16-288)	Applicable Standards: (a) R-4 High Rise Residential development standards applicable – Secs. 16-23 & 16-24D	(b) Attached Dwelling Unit development standards applicable –Secs. 16-360 to 16-363	(c) Additive Zone Development and Design Standards Secs. 16-420E through 16-420I

R-4 High Rise Residential development standards Secs. 16-23			
DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED/PROVIDED	COMPLIES?
SEC. 16-23 Minimum dwelling size	1 bedroom unit: 450 SQ FT., 2+bedroom unit: 800 SQ. FT.	The project proposes 2 and 3 bedroom units with a range of square footage from 1,075-1,630 square feet.	Yes
SEC. 16-23 HEIGHT PERMITTED	Four Stories, but not to exceed 45 feet except as otherwise provided in this chapter	The proposed building height for the two-story buildings is 30 feet.	Yes
SEC. 16-23 DENSITY	There shall be at least 1,500 square feet of lot area for each dwelling	The proposed project provides a density of 18 dwelling units per acre. The project provides 20 new apartment units within a 1.215-acre site	Yes
SEC. 16-23 Setbacks	Front: 20 feet without an alley; 15 feet with an alley Side: 5 feet for one or two story buildings and increased by 2.5 feet for each story over two. Street side yards 10 feet. Rear: Rear yards shall be 5 feet for one or two story	The project proposes a zero foot front yard as part of the Density Bonus Application to allow for the front yard area to be included as part of the interior yard space area as required by the OCC Section 16.23 of the R-4 zone. The interior yard area requires 30% of the lot area with a minimum 15 feet by 15 feet	Yes, Per Density Bonus Application.

	buildings and increased by 2.5 feet for each additional story	dimension. The proposed development will provide 30.3% of interior yard area inclusive of the front yard setback. The property includes rear yard-alley access. The project proposes an interior side yard setback of 6 feet, 4 inches for a two story building. A 20 foot street sideyard is being proposed. The proposed development provides a 7 foot rear setback to the interior of the proposed alley easement.	
SEC. 16-78. INTERIOR YARD SPACE	Each lot shall provide for interior yard space in an area equal to at least 30 percent of the lot area. This interior yard space shall be completely open from ground to sky except for a patio or pergola or the projections of those items referred to in sections 16-304 through 16-307. The interior yard space shall be located in an area between the required front yard setback and the rear property line. Each interior yard space area shall have a minimum dimension of 15 by 15 feet. The interior yard space shall be completely separate from any area required for automobile circulation. Twenty-five percent of the required interior yard space may be on decks if such decks have a minimum dimension of ten feet and	A Density Bonus Permit The Project is requesting to reduce the front yard setback from 15 feet to zero feet as part of the submitted Density Bonus Permit to include the front yard area as part of the interior yard area. The interior yard area provided for the Project inclusive of the front yard is approximately 30.3% in compliance with these requirements.	Yes

	a minimum of 200 square feet, and are directly accessible from the units served. All decks shall be open to the sky except for allowed roof projections and shall be provided with flooring and railings suitable for outdoor activity.		
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Attached Dwelling Unit development standards applicable –Secs. 16-360 to 16-363			
(Sec. 16-361A) Building Separation	Minimum separation between any two buildings shall be a distance equal to half of the height of the taller structure unless a greater amount is required by the California Building Code. The required separation may be reduced during the Development Advisory Committee review process.	The proposed development provides a minimum separation between Building A and Building B of 15 feet and a separation between Building A and Building A-1 of 28 feet, 6 inches	Yes
Recreational facilities Sec. 16-361(B)	Multiple-family attached dwelling units of 12 units or more shall provide common recreational facilities with interior yard space areas to include, but not be limited to, two or more of the following: (1) Swimming pools; (2) Spa; (3) Tennis and/or basketball or volleyball courts; (4) Barbecues and outdoor picnic facilities;(5) Recreation buildings; (6) Exercise courses and stations; (7) Children's play equipment; and (8) Such	Barbecue area, recreational area, play ground, and picnic area are provided.	Yes

	other facilities as are approved by the planning commission.		
Open area Sec. 16-361(C)	Projects having 12 or more units shall provide at least one lawn area of not less than 2,500 square feet and having a minimum dimension of not less than 35 feet in any direction.	The project proposes an open lawn area of approximately 2,642 square feet with dimensions larger than 35 feet in any direction.	Yes
Balconies and Patios Sec. 16-361(D)	All second story dwelling units shall have at least one patio or balcony, having a minimum dimension of ten feet.	The proposed project provides a 10 feet by 10 feet patio area for each unit. Additionally, all second floor areas provide a balcony area that ranges between 68 to 116 square feet.	Yes
Balconies enclosures Sec. 16-361(E)	All balconies and patios shall have railings or walls which provide at least 50 % enclosure.	The Project proposes all balconies to include a 42 inches high steel cable railing.	Yes
Storage areas Sec. 16-361(F)	Each dwelling unit shall have a storage area of at least 225 cubic feet. The storage area may be included in the garage area, but may not intrude into the minimum garage dimensions.	All proposed units within the apartment complex will provide a storage area that will range between 235-244 cubic feet.	Yes
Garages Sec. 16-361(G)	All garages shall have automatic garage door openers. All garage doors shall have architectural treatment or detail.	The project will not provide garages and will comply with the City's and State's Density Bonus law (Government Code § 65915(p)(1)(B)). Per Density Bonus application.	Yes.
Utility meters Sec. 16-361(H)	Each dwelling unit shall be constructed with a separate utility system and meters.	The project is conditioned to provide utility meters for each proposed residential apartment unit.	Yes. As conditioned.
Elevators Sec. 16-361(I)	Buildings that include four stories or more shall provide elevators.	Elevators are not required for two story buildings. The Project consists of a	Yes

		single and two 2-story buildings.	
Laundry Facilities Sec. 16-361(J)	Each dwelling unit shall have a laundry area to accommodate a washer and dryer when laundry facilities are not provided within the units, common laundry facilities shall be provided in a separate room with a minimum of two washer and two dryers. Additional washers and dryers must be provided for any development that has more than 20 units at a minimum ratio of one washer and one dryer for every additional 20 units. Any fractional calculations shall be rounded up. separate from the refuse vehicle access.	The proposed development proposes an area for each apartment unit to accommodate for a washer and dryer.	Yes
Neighborhood Compactness Sec 16-362 (A)	(1) Residential developments located abutting or across the street from a single-family neighborhood shall orient the buildings to the street with individual entries, patio areas and landscaping facing the single-family homes. Parking lot areas, garages and carports shall be located behind residential structures unless it is technically infeasible based on other city or state required standards. (2) Duplexes, triplexes, and fourplexes abutting or across the street from a single-family neighborhood shall include individual front doors and interior stairs (when stairs are needed and	The proposed development of a 20-unit apartment complex is across the street and abutting from multi-family residential. The Project is consistent with other developments in the vicinity area. The parking area for the project will tuck-in within the proposed apartment buildings with the main point of access from a newly proposed alleyway. The proposed development is adjacent to the railroad tracks and Channel Islands, therefore a noise assessment was	Yes.

	when allowed for ADA accessibility). (3)When determined necessary by a noise assessment, sound walls shall include an earth berm and landscaping. Walls shall not exceed ten linear feet without openings along primary street frontages and 25 linear feet alongside and rear street frontages.	submitted as part of the Project. The noise assessment report includes the construction of a 10 foot high decorative block wall adjacent to the westerly property line, which is not considered a primary frontage. The wall is not proposed to be facing any street, therefore, wall openings are not being proposed to the wall facing the railroad tracks, therefore, the proposed wall is in compliance with this requirement.	
Building Design Sec. 16-362 (B) (1)	Buildings shall orient towards the primary street frontage or internal courtyard. Direct pedestrian access shall be provided between the public sidewalk and the primary building entry.	The proposed development has a frontage along Channel Islands Boulevard and Albany Drive. Direct pedestrian access is proposed from Albany Drive and Channel Islands Boulevard connected to the development's primary entry.	Yes.
Building Design Sec. 16-362 (B) (2)	Buildings shall carry the same theme on all elevations. For this standard's purposes, a theme includes primary (non-accent) materials and colors.	The development as proposed includes a consistent exterior design theme in all buildings (single and two-story buildings) by including a concrete tile roof, exterior cement plaster walls, a stone veneer wainscot on the first floor of all buildings and a steel canopy at the unit entrances.	yes

Building Design Sec. 16-362 (B) (3)	Exterior siding shall be made of nonreflective and nonmetallic materials. Acceptable siding material includes wood, stucco, ceramic tile, brick, stone, or other masonry materials, or any combination of these materials.	The proposed development includes the use of cement plaster as the main siding of the building which is a nonreflective siding material.	yes
Building Design Sec. 16-362 (B) (4)	Affordable units and market rate units in the same development shall be constructed of the same or similar exterior materials and details such that the units are not distinguishable.	The construction materials for the affordable units and market rate units will be consistent and not distinguishable in compliance of this section for this section of the code, but to ensure affordable units are constructed with the same or similar materials and are compactibility to the rest of the market rate units, a condition of approval was included to the project.	Yes. As conditioned.
Building Design Sec. 16-362 (B) (5)	Blank walls (facades without doors, windows, landscaping treatments) shall be less than 30 feet in length along sidewalks, pedestrian walks, or publicly accessible outdoor space areas.	The proposed development includes the use of the windows, balconies, stone veneer, metal awnings, architectural projections, and the use of multiple colors along Channel Islands and Albany Drive and within the interior of the development. Therefore, the Project is in compliance with this requirement. In addition, the project includes a concept landscape plan with a palette of different plants, trees, ground cover and shrubs that would provide additional visible	Yes.

		treatment along the two frontages of the subject site.	
Building Design Sec. 16-362 (B) (6)	Buildings over three stories must provide a ground floor elevation that is distinctive from the upper stories by providing a material change or color change between the first floor and upper floors when in alignment with a change in architectural fenestration or facade articulation. The change in material or color shall occur along at least 75% of the building facade with frontage upon a street, adjacent public park, or public open space.	The proposed development consists of three buildings, two 2-stories and a single-story building therefore, the project complies with these requirements as it provides architectural elements such as concrete tile roofs, stove veneer on the first floor, metal awnings, and architectural projections for the proposed two-story buildings.	Yes
Building Design Sec. 16-362 (B) (7)	Buildings over seven stories must provide a taller ground floor elevation or a base encompassing the second floor that is distinctive from the upper stories by providing a material change between the first two floors and the upper floors when in alignment with a change in architectural fenestration or facade articulation. The change in material shall occur along at least 75% of the building facade with frontage upon a street, adjacent public park, or public open space.	The proposed development consists of three buildings, two 2-stories and a single-story building therefore, the project complies with these requirements as it provides architectural elements such as concrete tile roofs, stove veneer on the first floor, metal awnings, and architectural projections for the proposed two-story buildings.	Yes.
Building Design Sec. 16-362 (B) (8)	Rain gutters and downspouts shall integrate as closely as possible with building design elements, including matching adjacent building colors as closely as possible.	The proposed apartment complex includes the use of a rain gutter with accent color to match the railing of the proposed balconies.	Yes.
Building Design Sec. 16-362 (B) (9)	The primary street and the side street frontages, up to 75 feet from the primary street front property line, of	The proposed parking for the development does not include a parking structure or carports. The parking	yes.

	on-grade parking podiums and parking structures shall be lined with occupiable, usable space with a minimum depth of 18 feet. Non-lined portions of above-grade garages (rear of lots along side streets, or where zero-lot line condition is not utilized) must be set back at least five feet. The setback area shall contain landscaping of the same quality as elsewhere on the property. In cases where garages are exposed to the street, the garage should be designed as a continuation of the building it serves, with the same level of detail and pattern of openings.	for the proposed development will be partially covered by the footprint of the Building A and A-1. Access to the parking lot will be provided by a new relocated access alley along the south of the property. The parking will provide approximately 22 feet setback from the alley main entrance and will not be exposed to the streets.	
Building Design Sec. 16-362 (B) (10)	Windows facing public streets or public open spaces shall incorporate one of the following: (a) Four-inch minimum headers, sills, or inset material; (b) Two-inch wide trim surrounds; (c) Two-inch inset or recess.	The proposed windows and sliding glass doors will include a two-inch wide trim surrounding for the redevelopment of Building B and all new buildings. The Project will comply with this requirement but to ensure windows facing the public streets include an architecture feature during the plan check process, a condition of approval will be included.	Yes. As conditioned
Building Design Sec. 16-362 (B) (11)	At least two materials shall be used on any building facade with frontage upon a street, adjacent to a public park or public open space, in addition to glazing and railings. Any one material must comprise at least 20% of the building frontage.	The proposed development provides at least two different materials for the buildings facing Channel Islands Boulevard and Albany Drive. The proposed materials used other than glazing and railing includes exterior cement plaster walls with a stone veneer accent along the bottom	yes.

		of the proposed buildings.	
Building Design Sec. 16-362 (B) (12)	Building facades shall be multi-colored. Each facade must contain not less than two but not more than five distinct colors. Extremely bright colors are only allowed on doors, window trim, or other building components that represent a small portion of the overall building facade. Materials, finishes, fixtures, and colors visible from street frontages, public or private parks, or public or private open space shall be designed in a manner that is consistent with the architectural style of the building.	The proposed building facades includes the use a Light cream, Dunn Edwards “Boysenberry shadow” on the main body of the building, and incorporates a dark brown, Milgard Triassic V300 “Bronze” color for window and patio doors, and a dark brown Dunn Edward “Boxwood” color for the wood trim.	yes.
Entrances Sec. 16-362 (C) (1)	For all residential and nonresidential uses, at least one primary entrance to a ground-floor use shall face the primary street right-of-way. Individual residential unit entries may face a secondary/side street or be accessed through the building's interior. On corner parcels, the primary entrance may face the street corner of the primary street and a secondary street.	The proposed 20-unit apartment complex provides three main pedestrian access points: Two access points are provided along Albany Drive and one access point from Channel Island Boulevard. Additionally, the development proposed vehicular access points from Albany Drive, south of the property. Therefore, the project is in compliance with this requirement.	yes.
Entrances Sec. 16-362 (C) (2)	Entrances for mixed-use developments. Separate entrances shall be provided for the nonresidential and residential portions of a mixed-use building.	The Project is all residential. Commercial uses are not proposed as part of the Project. N/A N/A	N/A
Entrances Sec. 16-362 (C) (3)	Nonresidential entrances shall incorporate at least one of the following entry	The Project is all residential. Commercial	N/A

	features: (a) Shopfront - Characterized by a frontage where the main facade of the building is at or near the right-of-way/property line, with the building entrance at sidewalk grade. Typical elements include substantial glazing on the sidewalk level and a canopy or awning element above most of the frontage. (b) Gallery, minimum width of ten feet - A frontage where the main facade of the building is alighted at or close to the right-of-way/property line and an attached cantilevered shed roof or lightweight colonnade overlaps the sidewalk. (c) Forecourt - A frontage where a portion of the main facade of the building is at or near the right-of-way/property line and a (generally central) portion is set back to create a small courtyard. (d) Commercial terrace - A frontage where a terrace or patio extends along the building's frontage providing outdoor uses typically associated with the non-residential use, such as outdoor cafes.	uses are not proposed as part of the Project. N/A	
Entrances Sec. 16-362 (C) (4)	Residential entrances. Exterior entrances serving residential units or buildings shall incorporate one of the following entry features: (a) Stoop - with a minimum size of four feet by four feet and no higher than five feet in height (above the adjacent	The proposed development includes a patio area of approximately 10 feet by 10 feet directly adjacent to the main entry of each of the residential units. Additionally, the Project	Yes.

	sidewalk); (b) Porch - with a minimum size six feet by eight feet for common entries and at least five feet by eight feet for individual entries; (c) Overhang (if building has a shared lobby) with a recessed depth of at least three feet.	includes a shared access covered area, main entry of the complex, of approximately 665 square feet located on the first floor of the proposed Building A. Therefore, the Project is in compliance with this requirement.	
Massin and Articulation Sec. 16-362 (D) (1)	Architectural articulation shall be provided on all four sides of a building. The building facade design must incorporate at least two details: window trim, window recesses, cornices, belt courses, a variety of finishes matching front facades, balconies, porches, and trellises.	The proposed development complies with these requirements as it provides at least two architectural elements such as concrete tile roofs, stove veneer, metal awnings, cornices, window trims, balconies, and architectural projections in all four sides of the proposed buildings.	Yes.
Massing and Articulation Sec. 16-362 (D) (2)	At least two features such as balconies, cantilevers, dormers, bay windows, patios, porches, stoops, individualized entries, and accent materials shall be incorporated into each proposed building.	The proposed development provides balconies and individual patio areas for all units. Additionally, the provides accent materials such as stone veneer, metal awnings, window trims, and a center cornice to the two story buildings so reduced the massing and provides additional articulation to the proposed buildings. Therefore, the Project is in compliance with these requirements.	yes
Massing and Articulation Sec. 16-362 (D) (3)	Buildings over three stories tall shall have major massing breaks at least every 100 feet along any street frontage, adjacent public park, publicly accessible outdoor space, or designated open space, using varying setbacks and/or	The proposed Project is composed of three, two 2-story and a single-story, buildings. Therefore, the Project is in compliance with this requirement.	N/A

	building entries. Major breaks shall be at least 30 inches deep and four feet wide and extend the building's full height.		
Massing and Articulation Sec. 16-362 (D) (4)	Buildings shall have minor massing breaks at least every 50 feet along the street frontage, through varying setbacks, building entries and recesses, building step-backs or structural bays. Minor breaks shall be at least 12 inches deep and four feet wide.	The proposed development complies with these requirements as it provides a single story and two, 2-story, building with concrete tile roofs at different pitch plane heights. Additionally, the two-story buildings provide balconies, recess areas greater than 12 inches in depth at least every 25 feet and a 4 foot in depth architectural metal awning projections are proposed at the entrances of the units to soften massing of the proposed buildings. Furthermore, the project provides stove veneer, cornices, window trims, and other architectural projections softening the look of the proposed buildings.	Yes.
Massing and Articulation Sec. 16-362 (D) (5)	Rooflines shall be vertically articulated at least every 50 feet along the street frontage using one of the following techniques: (a) A change in height of a minimum of four feet. (b) A change in roof pitch, plane, or form. (c) The addition of architectural elements such as parapets, dormers, varying cornices, reveals, and clerestory windows.	The proposed development complies with these requirements as it provides a single story and two, 2-story, building with concrete tile roofs at different pitch plane heights. Additionally, the two-story buildings provide balconies, recess areas greater than 12 inches in depth at least every 25 feet and a 4 foot in depth architectural metal awning projections are proposed at the	Yes.

		entrances of the units to soften massing of the proposed buildings. Furthermore, the project provides stove veneer, cornices, window trims, and other architectural projections softening the look of the proposed buildings.	
Site Design Sec. 16-362 (E) (1)	When dwelling units are abutting common open space areas and parks, a minimum of one window from each dwelling shall be located to overlook common areas and parks.	The Project as designed is in compliance with this requirement as the buildings include a minimum of one window from each unit overlooking the common areas.	Yes.
Site Design Sec. 16-362 (E) (2)	Garages and carports shall be designed to include a minimum of two of the following from the main building(s): materials, detailing, roof materials, or colors.	The Project does not include carports or garages as part of the development. The majority of the provided parking for the complex are covered by the proposed Building A and A-1 second floor areas, therefore, the construction materials used are consistent with the proposed buildings and compliant with this requirement.	Yes
Site Design Sec. 16-362 (E) (3)	Controlled entrances to parking facilities (gates, doors, and the like) shall be at least 20 feet setback from the back of sidewalk to accommodate one vehicle entering the facility, or 40 at least 40 feet setback when more than 40 parking spaces are required.	The proposed 20-unit apartment complex does not include controlled entrances to parking facilities but the project will be conditioned to meet this requirement in case the development includes controlled access to the proposed development.	Yes, as conditioned.

Site Design Sec. 16-362 (E) (4)	Where bicycle parking is not visible from the street, directional signage to bicycle parking shall be included at the main building entrance. The signage shall be in the form of either a directory not exceeding six square feet and or up to ten individual directional signs not exceeding one square foot each.	The proposed development includes bicycle parking located adjacent to the main entry of the apartment complex (Building A, first floor) approximately 53 feet from the easterly property line. The bicycle parking may not be visible from all angles of the street, therefore, the project will be conditioned to comply with this requirement.	Yes. As conditioned.
Site Design Sec. 16-362 (E) (5)	Within commercial zones parking shall not be allowed within the front setback areas and direct pedestrian access to the building(s) must be provided from the public right-of-way. Direct pedestrian access between the public right-of-way and the building shall not require crossing parking, drive aisles, or other spaces used for vehicular circulation.	The proposed development is in compliance with these requirements as it provides no commercial component, the parking is not within the setbacks, and provides a pedestrian walkway along the front of the stalls to avoid crossing parking, driving aisles or vehicular circulation.	Yes.
Site Design Sec. 16-362 (E) (6)	Within commercial zones all housing developments must have direct interaction with the public right-of-way. These residential units may have covered patios and decks which can be constructed within the front yard setback within five feet of the property line provided the patios or decks have steps and/or gates which lead directly to the public right-of-way. Second and third floor residential units may have decks and or balconies which encroach up to ten feet into the front yard setback.	The proposed 20-Unit apartment complex is in compliance with these requirements as it provides no commercial comment and the residential units provide balconies and patio areas in compliance with the setback requirements as stipulated in the R-4-PD zone.	Yes.

Site Design Sec. 16-362 (E) (7)	Surface parking lots. In addition to the parking area landscape requirements in Section 16-641 of this chapter, the following requirements shall apply to surface parking lots for residential development. Where the requirements conflict with Section 16-641, the requirements in this subsection shall take precedent: (a) All surface parking lots shall be screened from street views by at least one of the following: 1. Buildings. 2. Decorative walls (36 to 48 inches tall). 3. Planted earth berm (36 to 48 inches tall) no less than five feet wide. 4. Planted fencing. (b) Landscaping within or around the parking area shall cover a minimum ratio of 10% of the net area of the parking lot. For uncovered parking areas a minimum of two shade trees shall be provided for every ten parking spaces or shade trees shall be provided to achieve 30% canopy coverage of paved area at maturity. (c) At least two types of driveway finishes, or decorative designs, shall be provided.	The Project's parking as designed is enclosed between two buildings (Building A and A-1) with landscaping along the front and side of Building A and A-1. The project is in compliance with these requirements because the proposed parking areas are approximately 85% partially covered by the proposed buildings (Building A and Building A-1), the parking stalls are not visible to the front of the streets (Channel Islands Boulevard and Albany Drive), a landscape buffer of approximately 23 feet is proposed along the alley vehicular access driveway, provides approximately 33.2% landscaping around the parking lot area as designed, and provides a Acid Wash concrete paving decorative design driveway finish is provided.	Yes.
Site Design Sec. 16-362 (E) (8)	Parking structures. (a) Vehicular access shall be located in the rear or on the side of a lot and accessed by an alley, lane, or drive aisle. (b) Any exposed elevations of the parking structure shall	The proposed development's parking area is approximately 85% covered by the proposed Building A and Building A-1 second-story floor areas with vehicular access from the proposed alley way	Yes.

	be designed to reflect architectural compatibility with existing or proposed structure(s). The exterior elevations of the parking structure shall be designed to minimize the use of blank facades through the combined use of architectural treatment such as heavy textured concrete, planters, openings, indentations, and projections of exterior walls. (c) Garage doors closer than 23 feet to the front property line shall have sectional roll-up garage doors.	located at the rear of the property. The area covering the provided parking areas was designed to be part of the buildings with colors, materials and design to match the proposed residential apartment complex, therefore, the project will be in compliance with these requirements.	
Site Design Sec. 16-362 (E) (9)	Frontage improvements shall be designed to be consistent with public works plates. The frontage improvements shall be designed to connect with and transition into adjacent existing frontage improvements.	Vacating and relocation of the alley and any proposed frontage improvements within the parkways areas will be conditioned to comply with the Public Works Plates.	Yes. As conditioned.
Site Design Sec. 16-362 (E) (10)	Common use site areas shall include refuse collection, mail distribution, laundry, recreation, and congregation. All such areas shall be connected with an accessible route.	The proposed development will be in compliance with these requirements as it provides two areas for trash collection (trash enclosure and trash room), a recreational / congregation area of approximately 986 square feet, and a mail distribution area on the main entry of the apartment complex. All areas are connected with an accessible path.	Yes.
Site Design Sec. 16-362 (E) (11)	Utility meters, mailboxes and address directories shall be placed in decorative cabinets	The proposed development includes electrical meter rooms	Yes. As conditioned.

	and clustered for efficient access for residents and service persons. Utility meter panels shall be painted to match structures upon which they are located, such panels shall be located to take advantage of screening (e.g., landscaping, or other building elements) from any public right-of-way to the maximum extent feasible.	and mailboxes designed within an area part of the proposed buildings and gas meters were placed at the rear of the trash enclosure building to be screened from public view in compliance with these requirements. Regarding address directories to be placed in decorative cabinets, a condition of approval will be added.	
Site Design Sec. 16-362 (E) (12)	Secured mail and parcel distribution areas shall be provided and shall be well lit, secure, and shall remain open to the tenants.	The Project will include a condition to comply with these requirements.	Yes. As conditioned.
Site Design Sec. 16-362 (E) (13)	Graphic site directories shall be provided at principal access walkway points.	The Project will include a condition to comply with this requirement.	Yes. As conditioned.
Site Design Sec. 16-362 (E) (14)	Lighting. (a) On-site lighting shall be of a type and in a location that does not constitute a hazard to vehicular traffic, either on private property or on adjoining streets. (b) Lighting elements shall be shielded so as not to be directly visible from a public street. All parking lot and exterior structure light fixtures shall be high cut-off type that divert lighting downward onto the property and shall not cast light skyward or on any adjacent property or roadway. (c) To prevent damage from vehicles, standards in parking	The proposed development will be conditioned to comply with lighting requirements as listed in this section of the code.	Yes. As conditioned.

	areas shall be mounted on reinforced concrete pedestals or otherwise protected. (d) The bottom of a lamp along a sidewalk or other path being lighted should not be more than 20 feet above the ground. (e) Site lighting features shall be consistent with the building architecture where located in public view. (f) Light standards illuminating interior walkways shall be no more than eight (8) feet tall. Light shall not intrude into private living or patio areas. Light standards serving recreational areas held in common shall be no more than 15 feet tall. Light shall be directed away from dwelling units. (g) All drive lanes (alleys) shall be provided with independently metered lighting with automatic daylight sensors for dusk to dawn lighting within drive lanes.		
Landscaping Sec. 16-362 (F) (1)	All trees planted or placed on the property shall be at least 24-inch-box size. All shrubs and vines shall be at least five-gallon size.	The proposed development will be conditioned to comply with the requirements as listed in this section of the code.	Yes. As conditioned.
Landscaping Sec. 16-362 (F) (2)	Landscape plant materials shall comply with the City of Oxnard Landscape Standards, and the city's landscape conservation measures/emergency	The proposed development will be conditioned to comply with States' and City's water conservation measures requirements	Yes. As conditioned.

	drought declaration as applicable.	and shall be incorporated in the landscape plans.	
Landscaping Sec. 16-362 (F) (3)	Permanent and automatic irrigation systems shall be provided for all landscaped areas per the city's design criteria and specifications. The irrigation system shall include a water sensor shut off device as a water conservation measure.	The proposed development will be conditioned to comply with the requirements as listed in this section of the code.	Yes. As conditioned.
Accessory Elements Sec. 16-362(G) (1)	All accessory buildings (e.g., garages, sheds, recreation facilities) must incorporate the same design, materials, and colors as the primary building. Additions and patio covers shall conform to the requirements of the zone for setbacks.	The proposed development includes a recreational room attached to Building B with design, color and materials consistent with the proposed apartment complex, therefore, the project is in compliance with this section of the code. No patio covers or accessory structures are being proposed as part of this application.	Yes.
Accessory Elements Sec. 16-362(G) (2)	Perimeter fencing utilized along a public street shall be constructed of decorative iron, pre-painted welded steel, CMU block, wood picket material or plant walls (green walls). Street side yard walls shall be set back ten feet from any public sidewalk.	The proposed project includes the construction of a 10 foot high sound wall along the westerly side of the property, adjacent to the railroad tracks. No other perimeter fencing is being proposed for the project, therefore, a condition of approval will be included for the development to provide a decorative perimeter fencing along Albany Drive and the rear alley to provide additional privacy to the proposed development.	Yes. As conditioned.

Accessory Elements Sec. 16-362(G) (3)	Walls separating the patio areas of different units shall be of solid construction, such as masonry, stucco, or wood over wood. Ground level patios shall be enclosed by walls not less than five feet high. If a six-foot fence is desired, the top 12 inches shall allow for vision in and out of the yard, unless a higher height is required for noise mitigation.	The proposed development does not include walls separating the patio areas of different units, therefore, the project will be conditioned to comply with this requirement.	Yes. As conditioned.
Accessory Elements Sec. 16-362(G) (4)	All roof top, wall mounted or ground mounted equipment must be fully screened. Utility meters shall be screened or integrated into the building design. Rooftop screening must use the materials and colors from the building and be architecturally integrated.	Electrical meters are proposed within an electrical room. The gas meters are screened from public view located at the rear of the proposed trash enclosure. The proposed Project includes ground mounted condensing units visible from public view Albany Drive, therefore, the project will be conditioned to provide adequate screening in accordance with this section of the code.	Yes. As conditioned.
Accessory Elements Sec. 16-362(G) (5)	All exterior storage facilities shall be screened from the public view, within an enclosure with walls at least six feet in height.	No outdoor storage facilities are being proposed as part of the development, but the project will be conditioned in case any future storage facilities are being proposed.	Yes. As conditioned.
Accessory Elements Sec. 16-362(G) (6)	All wood service poles, electric and gas meters, fire sprinkler valves and backflow preventers and transformers shall be located in the least prominent locations onsite as allowed by the utilities, and all equipment shall be	A condition of approval will be included to the proposed development for compliance of this requirement.	Yes. As conditioned.

	screened from public view either with landscaping, fencing or integrated into the design of the primarily or accessory structure.		
Accessory Elements Sec. 16-362(G) (7)	Refuse and recycling. (a) All refuse enclosures shall be designed to comply with the city material management and approved City Standard Plan on file with the Community Development Department. The enclosures shall include a concrete apron along the length of the trash enclosure opening that extends at least 15 feet from the enclosure's face. (b) All refuse bins shall be shielded within a refuse enclosure with a solid wall and roof. The enclosure shall be an adequate size to accommodate the required containers. The enclosure shall match the major design elements and color of the main structure. All enclosures and gates shall be detailed to withstand heavy use. Wheel stops or curbs shall also be provided to prevent dumpsters from banging into the walls of enclosures. (c) An opening in the enclosure shall be provided so that pedestrians can access the dumpsters without opening the large gates. (d) Lighting shall be provided at trash enclosures for nighttime security and use.	The proposed development includes the construction of a 297 square foot trash enclosure with a solid roof and steel meshing. The enclosure walls are composed of 7 foot high concrete walls and 2 feet of steel mesh. The overall trash enclosure height is 10.5 feet. The materials used in the trash enclosure are compatible with those used for the main buildings that includes, a concrete tile roof and cement plaster finish over concrete block. Along the front of the trash enclosure, 15 feet of reinforced concrete apron is provided. The interior of the trash enclosure was designed to include a 4 yard trash, a 4 yard recycle, and a two yard organic waste container. A 6 inch concrete curb is located along the interior sides and rear of the enclosure. A pedestrian access gate is provided for the future residences along the easterly side of the enclosure. The service main access is located along the south of the enclosure.	Yes. As conditioned.

	(e) The refuse enclosures shall not be located closer than 20 feet from a residential unit (including those on abutting properties), or more than 150 feet from a residential unit. No minimum distance from dwellings is required if the dumpsters are in a fully enclosed room. (f) Recycling containers shall be provided in common areas for residents to dispose of their recyclable waste (examples: indoors for newspapers and beverage containers; outdoors for beverage containers). Containers used exclusively for recycling shall be clearly identified as recycling only with clear icons or other graphics on each container appropriate to the container's content.	The trash enclosure provides an average clearance from the closest residential building of 18 feet. The location and size of the trash enclosure was deemed acceptable by the Development Advisory Committee. In addition to the trash enclosure, the project includes a 128 square foot trash room on the northerly side of the site, adjacent to the recreational room. The trash room was added to provide a refuse enclosure for all residents no more than 150 feet from each unit location. In addition, the project will include a condition of approval for the project to comply with recycling containers in common areas for residents to dispose of their recyclables as listed in OCC Section 16-362(G)(7) (f) and to provide the property lighting as required in 16-362(G)(d)	
Public Safety Standards Sec. 16-362(H) (1)	Plans submitted for review of residential development shall include the following safety features: (a) Recreation areas shall be located adjacent to residential uses whenever possible. These areas shall be visible to residents from within their dwellings to allow for eyes on the street proper visual surveillance.	The proposed development includes recreational areas and facilities along the westerly and center of the property visible and adjacent to residential units within the complex which will allow for proper visual surveillance. A condition of approval	Yes. As conditioned.

	Placement of windows, landscaping, lighting, and recreation uses shall be coordinated to enhance resident surveillance opportunity, but not to detract from the recreational use. (b) General utilization of the concepts of crime prevention through environmental design (CPTED) in the planning and development stages.	will be included to the Project to comply with landscaping and lighting to enhance resident surveillance opportunities.	
Public Safety Standards Sec. 16-362(H) (2)	The inclusion of the following items shall be verified by the Public Safety Department prior to issuance of the first building permit for a residential unit. (a) Development of a security plan for multifamily or mixed-use developments that includes: 1. Management contact for public safety issues available 24-hours a day; 2. Cameras for monitoring and recording vehicles and persons entering the site; 3. Access control systems to control passage into common areas; 4. Secure postal and parcel delivery; 5. Quick removal of graffiti; and 6. Enforcement of restricted parking spaces. (b) Preparation of a standardized, high density,	A condition of approval will be included to the proposed development for compliance of this requirement.	Yes. As conditioned.

	wayfinding sign program to aid emergency responders in finding individual residential units quickly and easily. (c) A Click2Enter radio frequency access system shall be installed at any vehicle and pedestrian access point controlled by privacy gates. (d) Security. Residential units shall be designed to ensure the residents' security through the provision of secured entrances and exits that are separate from the nonresidential uses. Nonresidential and residential uses shall not have common entrance hallways or common balconies. These separations shall be shown on the development plan and the separations shall be permanently maintained. (e) Windows. Residential windows of buildings directly adjacent to industrial uses shall generally be directed away from loading areas and docks unless view-restricting architectural elements are utilized.		
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July 29, 2024

Job # L230704

Albany Apartments of Oxnard, LLC
Attention: Don Peake
P.O. Box 1003
Thousand Oaks, CA 91358

Subject: Response to Acoustical Comments for Albany Apartments

This letter is in response to City of Oxnard staff review comments on the Acoustical Analysis Report for the Albany Apartments project. Comments are found in the City of Oxnard's review, dated May 8, 2024, and this letter references the location of each comment response or requested changes in the revised acoustical report.

Italics are added to indicate City of Oxnard staff comments.

City of Oxnard Comments:

11.a. 3.1 Existing Noise Environment (3.1.1 Railway Noise Sources-first paragraph, page 2), verify proposed setback from the railroad track to the nearest building facade. Architectural plans and Appendices A to include the proposed setback clearance dimension to the closest building.

RESPONSE: Architectural plans, dated July 22, 2024, were revised to include the proposed setback distance clearance between the railroad track and the closest project building; the revised plans are shown in Appendix A of the revised report. This railway setback distance was also incorporated into the revised report on Page 2.

11.b. 3.1 Existing Noise Environment, Figure 3. Explain reasoning(s) for selecting the noise location as shown on Figure 3, Page 5, of the acoustical report instead of using other locations within the property. Add other noise measurement locations within the property. Make necessary changes to the submitted acoustical report to reflect other noise measurement locations in addition to the one provided.

RESPONSE: The purpose of the noise measurement for this project was to take a short-term traffic noise measurement for the purpose of calibrating the traffic noise model. The on-site noise measurement location was selected to better observe traffic noise impacts from Albany Drive, as there were no published traffic counts for Albany Drive available to the undersigned. As detailed in Section 3.1.4 on Page 8 of the revised report, a traffic noise model is considered a valid representation of on-site noise levels when the calculated noise levels at the noise measurement location are within three decibels of the measured noise levels in the same location, as is the case with the calculated noise levels in the traffic noise model used for this project. Therefore, the traffic noise model can then be used to accurately calculate traffic noise impacts at any location on site. As shown in the report, the traffic noise model was used to calculate noise levels at outdoor use locations (see Section 5.1.1 on Page 12 of the report) and building facades (see Section 5.1.2 on Page 15 of the report). As noise levels at all outdoor use areas and building facades were calculated using the traffic noise model (which also included railway impacts), additional noise measurements at additional locations on site were not deemed necessary.

11.c. 3.1 Existing Noise Environment (3.1.2 Roadway Noise Sources, Figure 4) If other measurement locations are added to [Figure 3] as listed in above, make necessary changes accordingly to Figure 4 of this report.

RESPONSE: As detailed in the response to Comment 11.b. herein, additional noise measurements at additional locations on site were not deemed necessary.

11.d. 5.1.1 Outdoor Use Areas. Provide setback measurements from westerly property line where the Common Outdoor Use Receiver Locations are taken for receiver OU1, OU2, OU3, and OU4. Include explanation of what would happen if a measurement is taken closer to the property line for the designated Yard-South and Yard-North areas (does the noise increase or decrease). Per City's General Plan Safety and Hazards SH-6.3 and SH-6.4, all private recreational areas must not exceed 65 dBA.

RESPONSE: The common outdoor use locations shown in the original report were selected near the center of the proposed outdoor use areas to calculate the average noise level at outdoor use areas. However, for the designated Yard-South and Yard-North outdoor use locations, when located closer to the western property line, noise levels may be slightly higher or lower than the average noise levels calculated near the center of the outdoor use areas, depending on the shielding provided by the proposed barrier along the western property line. Additional receivers (OU21 and OU22) were added to determine the noise level in outdoor use areas closest to the western property line; as shown in Table 4 on Page 12 of the revised report, the future noise levels at the outdoor use receivers along the western property line (OU21 and OU22) are expected to meet the City of Oxnard noise limits. Additionally, The acoustical report was revised to include setback measurements from the western property line for the common outdoor use areas (OU1, OU2, OU3, and OU4, OU21, and OU22), as shown in Table 4 on Page 12 of the revised report.

If you have any questions or require additional information, please feel free to contact Mo Owenga at mouwenga@eilarassociates.com.



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Acoustical and Environmental Consulting Services

Acoustical Analysis Report for Albany Apartments

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1.0 Executive Summary

The proposed project, Albany Apartments, consists of the partial demolition of the existing on-site structures and the construction of a new two-story residential building, to contain 20 units. The project site is located at 2929 and 2931 Albany Drive in the City of Oxnard, California.

The current and future noise environment consists primarily of traffic on East Channel Islands Boulevard and Albany Drive, as well as railway noise from the track system located along the western boundary of the project site. Combined traffic and rail noise levels at building facades are expected to range from approximately 49 CNEL at the south-facing facade of Building B to 74 CNEL at the north-facing facade of Building B. The City of Oxnard requires that exterior noise levels at common outdoor use areas of multi-family properties not exceed 65 CNEL. Calculations show, with the sound barriers shown in Figure 6 in place, exterior noise levels at outdoor use areas are expected to be in compliance with the noise limits established in the City of Oxnard General Plan.

The City of Oxnard and the State of California require interior noise levels not exceeding 45 CNEL in habitable space. Calculations show that combined noise levels on site exceed 60 CNEL at most facades; therefore, interior noise levels may exceed 45 CNEL within units without appropriate design features in place. Due to high exterior noise levels at most building facades, an exterior-to-interior analysis was performed to determine building features necessary to reduce interior noise levels in habitable space to 45 CNEL or less, as required by the State of California and the City of Oxnard. With the typical exterior wall assembly and exterior windows with a minimum STC rating of 31, interior noise levels are expected to remain below 45 CNEL in all habitable spaces with windows and exterior doors closed. Mechanical ventilation will be required for all units on site. With the recommendations herein in place, all interior habitable rooms are expected to comply with California Building Code and City of Oxnard noise requirements.

2.0 Introduction

This acoustical analysis report is submitted to satisfy the acoustical requirements of the City of Oxnard and the State of California. Its purpose is to assess noise impacts from nearby roadway and rail traffic noise sources to identify project features or requirements necessary to achieve noise levels of 65 CNEL or less at outdoor use areas and 45 CNEL or less in interior residential space, in compliance with the noise regulations of the City of Oxnard General Plan and California Building Code.

All noise level or sound level values presented herein are expressed in terms of decibels, with A-weighting to approximate the hearing sensitivity of humans. Time-averaged noise levels are expressed by the symbol L_{EQ} for a specified duration. Unless a different time period is specified, L_{EQ} is implied to mean a period of one hour. The Community Noise Equivalent Level (CNEL) is a calculated 24-hour weighted average, where sound levels during evening hours of 7 p.m. to 10 p.m. have an added 5 dB weighting, and sound levels during nighttime hours of 10 p.m. to 7 a.m. have an added 10 dB weighting. This is similar to the Day-Night sound level (L_{DN}), which is a 24-hour average with an added 10 dB weighting on the same nighttime hours but no added weighting on the evening hours. Sound levels expressed in CNEL are always based on A-weighted decibels. These metrics are used to express noise levels for both measurement and municipal regulations, for land use guidelines, and for enforcement of noise ordinances.

2.1 Project Description

The proposed project, Albany Apartments, consists of the partial demolition of the existing on-site structures and the construction of a new two-story residential building, to contain 20 units. The proposed project would provide a community room in addition to a courtyard and yard space; additionally, some select units include a private balcony. For further details, please refer to the project plans, provided as Appendix A.

2.2 Project Location

The project site is located at 2929 and 2931 Albany Drive in the City of Oxnard, California. The Assessor's Parcel Numbers (APNs) for the property are 221-0-061-035 and 221-0-061-195. For a graphical representation of the site, please refer to the Vicinity Map, Assessor's Parcel Map, and Satellite Aerial Photograph, provided as Figures 1 through 3, respectively.

2.3 Applicable Noise Regulations

The proposed project must meet the acoustical requirements of the City of Oxnard in order to obtain approval. The City of Oxnard and State of California require interior noise levels not exceeding 45 CNEL in habitable space. The City of Oxnard requires that noise levels at common and private outdoor use areas for multi-family properties do not exceed 65 CNEL. Pertinent sections of the California Building Code and City of Oxnard General Plan are provided as Appendix B.

3.0 Environmental Setting

3.1 Existing Noise Environment

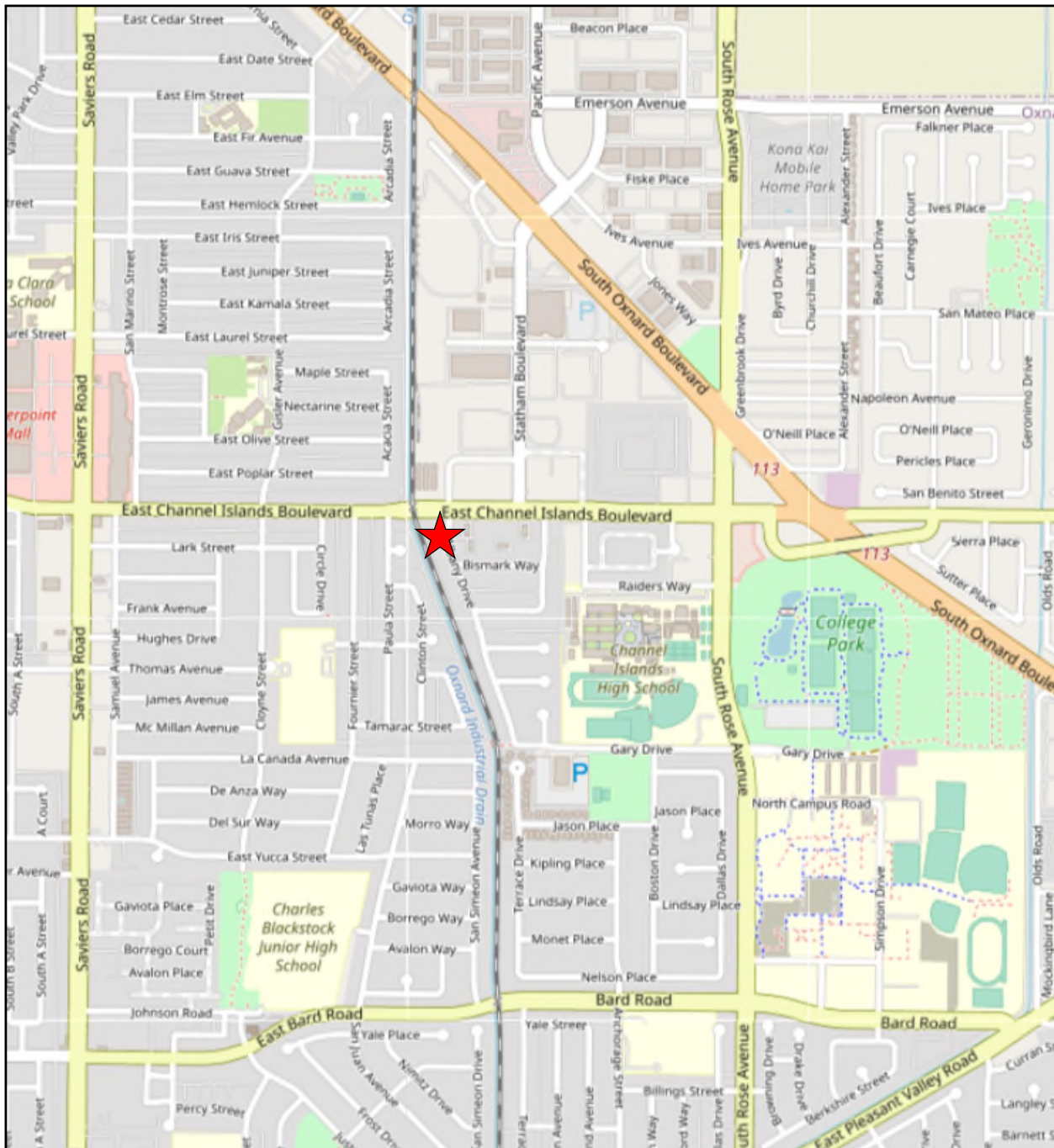
The primary noise sources in the vicinity of the project site include automobile and truck traffic noise from East Channel Islands Boulevard and Albany Drive, as well as railway noise from the track system located along the western boundary of the project site. No other noise source is considered significant.

3.1.1 Railway Noise Sources

A Ventura County Railroad Company freight rail line is located along the western boundary of the project site, located approximately 15 feet and 4 inches (15.33 feet) from the nearest building facade. According to the Department of Transportation Federal Railroad Administration Crossing Inventory, approximately two freight trains pass this site each day during the daytime hours of 6 a.m. to 6 p.m. and zero trains pass during the nighttime hours of 6 p.m. to 6 a.m. For a conservative estimate of rail noise impacts, the two freight trains were assumed to occur during the same hour.

Calculations were performed using the CREATE Railway Noise and Vibration Model (see reference) to determine the noise impacts from the nearby railways on the project site. With the current peak volume of two freight trains each day during daytime hours, the railway impacts to the project site were calculated to be 78 L_{DN}. L_{DN} was considered equivalent to CNEL for the purposes of this analysis.

A CadnaA noise model was calibrated using the results of the CREATE model to evaluate railway noise impacts to the project site. Calculations were performed with CadnaA, considering existing surrounding topography, and the noise impact at a calibration distance of 15.33 feet from the railway was found to be 78 dB (CNEL). Combined railway and traffic noise contours for the site are shown graphically in Figures 4 and 5. Detailed calculations of railway noise were performed for the determination of combined future noise impacts on site and are addressed in Section 5.0 of this report. Please refer to Appendix C for additional information.



Source: Open Street Map, 2023.



Project Location

Figure 1.
Vicinity Map



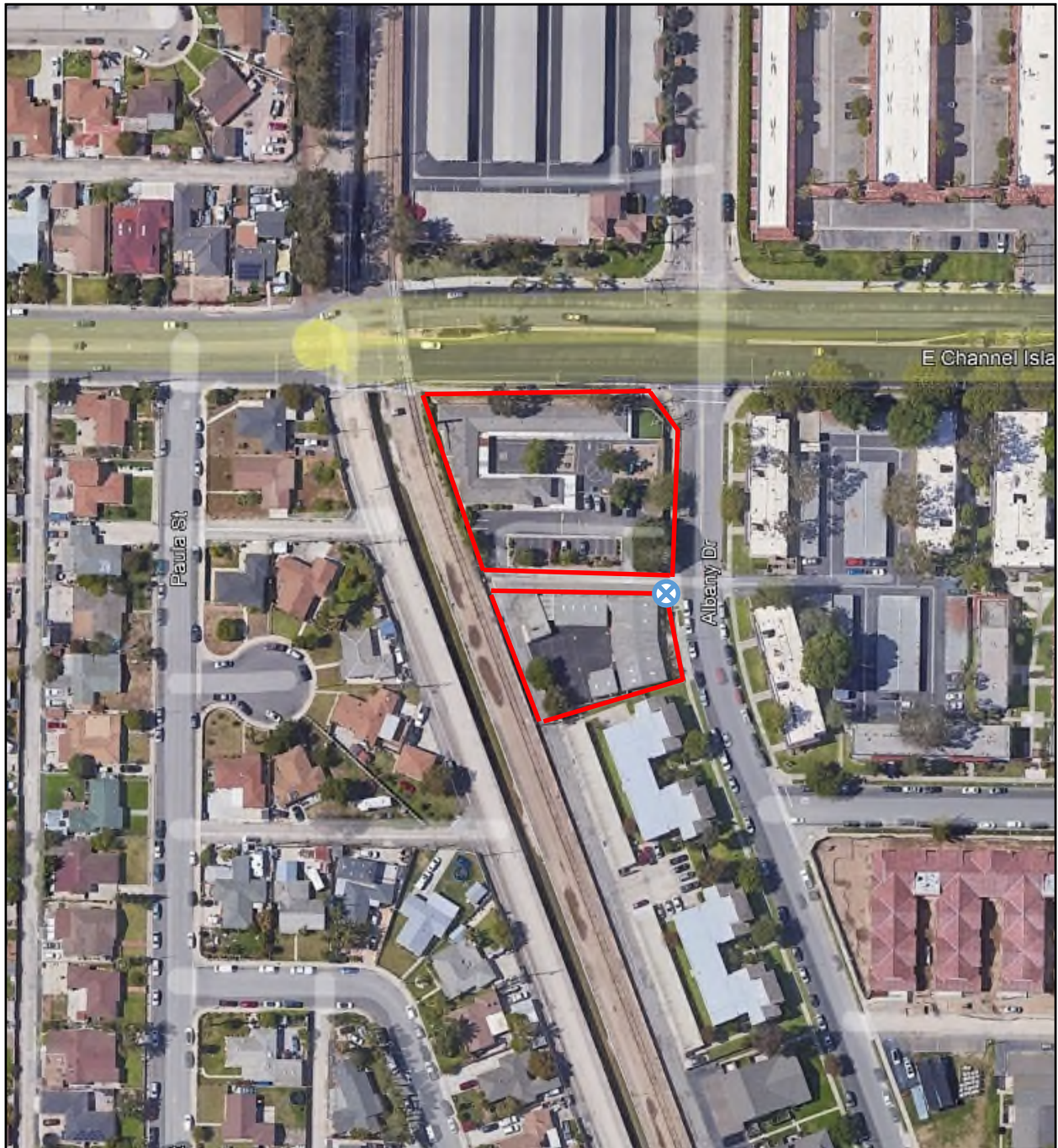
Source: Ventura County GIS, 2023.



Project Location

Figure 2.

Assessor's Parcel Map



Source: Google Earth Pro, 2023.

-  Noise Measurement Location
-  Project Location



Figure 3.
Satellite Aerial Photograph

3.1.2 Roadway Noise Sources

Current traffic volumes for East Channel Islands Boulevard are given based on information from the Sakioka Farms Specific Plan EIR Traffic Study, prepared by Austin-Foust Associates, Inc. (see reference); as traffic volumes for Albany Drive were not available to the undersigned, traffic volumes for this roadway were based on professional experience and on-site observations.

East Channel Islands Boulevard is a four-lane, two-way Secondary Arterial running east-west along the northern boundary of the project site. The posted speed limit is 40 mph. According to the Sakioka Farms Specific Plan EIR Traffic Study, the current (2007) traffic volume of East Channel Islands Boulevard is approximately 23,000 Average Daily Trips (ADT) in the vicinity of the project site.

Albany Drive is a two-lane, two-way local roadway running generally north-south along the eastern boundary of the project site. The posted speed limit is 25 mph. Based on professional experience and on-site observations, the current (2023) traffic volume of Albany Drive is estimated to be approximately 3,000 ADT in the vicinity of the project site.

No current or future truck percentages were available for any roadways in the vicinity of the project site; however, based on neighboring and surrounding land use, roadway classification, professional experience, and on-site observations, a truck percentage mix of 2% medium trucks and 2% heavy trucks was used for East Channel Islands Boulevard and a truck percentage mix of 1% medium trucks and 1% heavy trucks was used for Albany Drive.

Current and future (see Section 3.2) traffic volumes and vehicle mixes for roadway sections near the project site are shown in Table 1. For more information, please refer to Appendix D: CadnaA Analysis Data and Results.

Table 1. Overall Roadway Traffic Information					
Roadway Name	Speed Limit (mph)	Vehicle Mix (%)		Current ADT (Year)	Future ADT (2050)
		Medium Trucks	Heavy Trucks		
East Channel Islands Boulevard	40	2	2	23,000 (2007)	35,281
Albany Drive	25	1	1	3,000 (2023)	3,925

Current combined rail and traffic noise levels were calculated at ground level considering surrounding topography without the consideration of any proposed or existing structures on site, and show that noise impacts to the entire project site are between approximately 68 and 79 CNEL. See Figure 4 for a graphical representation of current combined rail and traffic noise contours.



Source: 3sixty Architecture + Design, 2024



- 70 CNEL Contour
- 75 CNEL Contour

Figure 4.

Current Combined Traffic and Rail Noise Contours

3.1.3 Measured Noise Levels

An on-site inspection and a traffic noise measurement were made on the morning of Monday, July 17, 2023. A noise measurement was made along the eastern boundary of the project site, at approximately 245 feet south of the East Channel Islands Boulevard centerline and approximately 28 feet west of the Albany Drive centerline. The primary source of noise during the measurement was traffic noise, with some additional noise impacts from rail traffic. The microphone was placed at approximately five feet above the existing grade. After a 15-minute sound level measurement (paused for non-traffic noise sources such as rail and aircraft noise), no changes in the L_{EQ} were observable and results were recorded. The measured noise level and related weather conditions are shown in Table 2, and the noise measurement location is shown graphically in Figures 3 through 5.

Table 2. On-Site Noise Measurement Conditions and Results	
Date	Monday, July 17, 2023
Time	8:59 a.m. – 9:16 a.m.
Conditions	Partly cloudy skies, 6 mph wind, temperature in the mid-60s, with high humidity
Measured Noise Level	63.2 dBA L_{EQ}

3.1.4 Calculated Noise Level

Noise levels were calculated for the site using the methodology described in Section 4.1.3. The calculated noise levels (L_{EQ}) were compared with the measured traffic noise levels to determine if adjustments or corrections (calibration) should be applied to the traffic noise prediction model. Adjustments are intended to account for site-specific differences, such as reflection and absorption, which may be greater or lesser than accounted for in the model.

The measured noise level of 63.2 dBA L_{EQ} at approximately 245 feet south of the East Channel Islands Boulevard centerline and approximately 28 feet west of the Albany Drive centerline was compared to the calculated (modeled) noise level of 63.5 dBA L_{EQ} for the same anticipated traffic flow. According to the Federal Highway Administration's Highway Traffic Noise: Analysis and Abatement Guide (see reference), a traffic noise model is considered validated if the measured and calculated noise impacts differ by three decibels or less. No adjustment was deemed necessary to model future noise levels for the proposed buildings as the difference between the measured and calculated levels was found to be less than three decibels. Therefore, noise levels calculated using the traffic noise model are expected to be representative of actual noise levels on site. This information is presented in Table 3. Please refer to Appendix D for more information.

Table 3. Calculated versus Measured Traffic Noise Data				
Location	Calculated	Measured	Difference	Correction
245' south of East Channel Islands Boulevard C.L. and 28' west of Albany Drive C.L.	63.5 dBA L_{EQ}	63.2 dBA L_{EQ}	0.3 dB	None Applied

3.2 Future Noise Environment

The future on-site noise environment is expected to be the result of the same traffic and railway noise sources. No other noise source is considered significant. As railway activity is not expected to change significantly in the future, current railway noise impacts were used for the future environment. Future (year 2050) traffic volumes for surrounding roadways were not available to the undersigned; therefore, a conservative growth rate of 1% was applied to current volumes to determine worst-case anticipated traffic impacts.

By the year 2050, the traffic volumes of East Channel Islands Boulevard and Albany Drive are expected to increase to 35,281 ADT and 3,925 ADT, respectively, in the vicinity of the project site. The same truck percentages of the current traffic volumes were used for future traffic volume modeling. For further roadway details and projected future ADT traffic volumes, please refer to Appendix D: CadnaA Analysis Data and Results.

Future combined rail and traffic noise contours were calculated at ground level considering surrounding topography without the consideration of any proposed or existing structures on site, and show that future noise impacts to the entire project site are expected to be between 70 and 79 CNEL. Future combined traffic and rail noise contours are shown graphically in Figure 5.

4.0 Methodology and Equipment

4.1 Methodology

4.1.1 Field Measurement

Typically, a “one-hour” equivalent sound level measurement (L_{EQ} , A-Weighted) is recorded for at least one noise-sensitive location on the site. During the on-site noise measurement, start and end times are recorded and vehicle counts are made for cars, medium trucks (double-tires/two axles), and heavy trucks (three or more axles) for the corresponding road segment(s). Supplemental sound measurements of one hour or less in duration are often made to further describe the noise environment of the site.

For measurements of less than one hour in duration, the measurement time is long enough for a representative traffic volume to occur and the noise level (L_{EQ}) to stabilize. The vehicle counts are then converted to one-hour equivalent volumes by applying an appropriate factor. Other field data gathered include measuring or estimating distances, angles-of-view, slopes, elevations, roadway grades, and vehicle speeds. This information is subsequently verified using available maps and records.

4.1.2 Railway Noise Calculation

The airborne railway noise analysis is accomplished using CREATE noise model (see reference). CREATE performs the evaluation of a site’s exposure to railway noise by taking into account factors such as the distance from the site to the railroad track centerline, the number of diesel trains in both directions during the worst-case hour, the average number of diesel locomotives, the average length of each train, the average train speed past the site, the rail types, and whether the site is near crossings where train whistles or horns are sounded.



Source: 3sixty Architecture + Design, 2024



- 70 CNEL Contour
- 75 CNEL Contour

Figure 5.

Future Combined Traffic and Rail Noise Contours

4.1.3 Roadway Noise Calculation

The Traffic Noise Model (TNM) calculation protocol in CadnaA Version 2023 (based on the methodology used in TNM Version 2.5, released in February 2004 by the U.S. Department of Transportation) was used for all traffic modeling in the preparation of this report. Using the TNM protocol, the CNEL is calculated as 9.2% of the ADT for surrounding roadways, based on the studies made by Wyle Laboratories (see reference). Future CNEL is calculated for desired receptor locations using future road alignment, elevations, lane configurations, projected traffic volumes, estimated truck mixes, and vehicle speeds. Noise attenuation methods may be analyzed, tested, and planned with TNM, as required.

In order to determine the estimated traffic volumes of roadways during the traffic noise measurement made on site for model calibration, the approximate percentage of the Average Daily Trips (ADT) value for the time period in which the measurement is made is incorporated into the traffic model. These percentages have been established in a study performed by Katz-Okitsu and Associates, Traffic Engineers (see reference). For purposes of calibrating the CadnaA TNM, 4.9% of the ADT values for the current environment were used in calculations (for roadways that were not manually counted) to account for traffic between the hours of 9 a.m. and 10 a.m. in the vicinity of the project site.

4.1.4 Exterior-to-Interior Noise Analysis

The State of California and the City of Oxnard require buildings to be designed to attenuate, control, and maintain average interior noise levels not greater than 45 CNEL in residential space, as formulated in the California Building Code, Section 1206.4 and the City of Oxnard General Plan. Contemporary exterior building construction is expected to achieve at least 15 decibels of exterior-to-interior noise attenuation with windows opened, according to the U.S. Environmental Protection Agency Office of Noise Abatement and Control (see reference). As a result, exterior noise levels of more than 60 CNEL often result in interior conditions that fail to meet the 45 CNEL requirements for habitable space.

Analysis for the interior noise levels requires consideration of:

- Number of unique assemblies in the wall (doors, window/wall mount air conditioners, sliding glass doors, and windows)
- Size, number of units, and sound transmission data for each assembly type
- Length of sound impacted wall(s)
- Depth of sound impacted room
- Height of exterior wall of sound impacted room
- Exterior noise level at wall assembly or assemblies of sound impacted room

The Composite Sound Transmission data is developed for the exterior wall(s) and the calculated noise exposure is converted to octave band sound pressure levels (SPL) for a typical traffic type noise. The reduction in room noise due to absorption is calculated and subtracted from the interior octave noise levels, and the octave band noise levels are logarithmically summed to yield the overall interior room noise level. When interior noise levels exceed 45 CNEL, the noise reduction achieved by each element is reviewed to determine which changes will achieve the most cost-effective compliance. Windows are usually the first to be reviewed, followed by exterior doors, and then exterior walls.

4.2 Measurement Equipment

The following equipment was used at the site to measure existing noise levels:

- Larson Davis Model LxT Type 1 Sound Level Meter, Serial # 4085
- Larson Davis Model CAL200 Type 1 Calibrator, Serial # 16455

The sound level meter was field-calibrated immediately prior to the noise measurement and checked afterward to ensure accuracy. All sound level measurements presented in this report, in accordance with the regulations, were conducted using a sound level meter that conforms to the American National Standards Institute specifications for sound level meters (ANSI S1.4). All instruments are maintained with National Institute of Standards and Technology (NIST) traceable calibration, per the manufacturers' standards.

5.0 Impacts and Mitigation

5.1 Exterior

5.1.1 Outdoor Use Areas

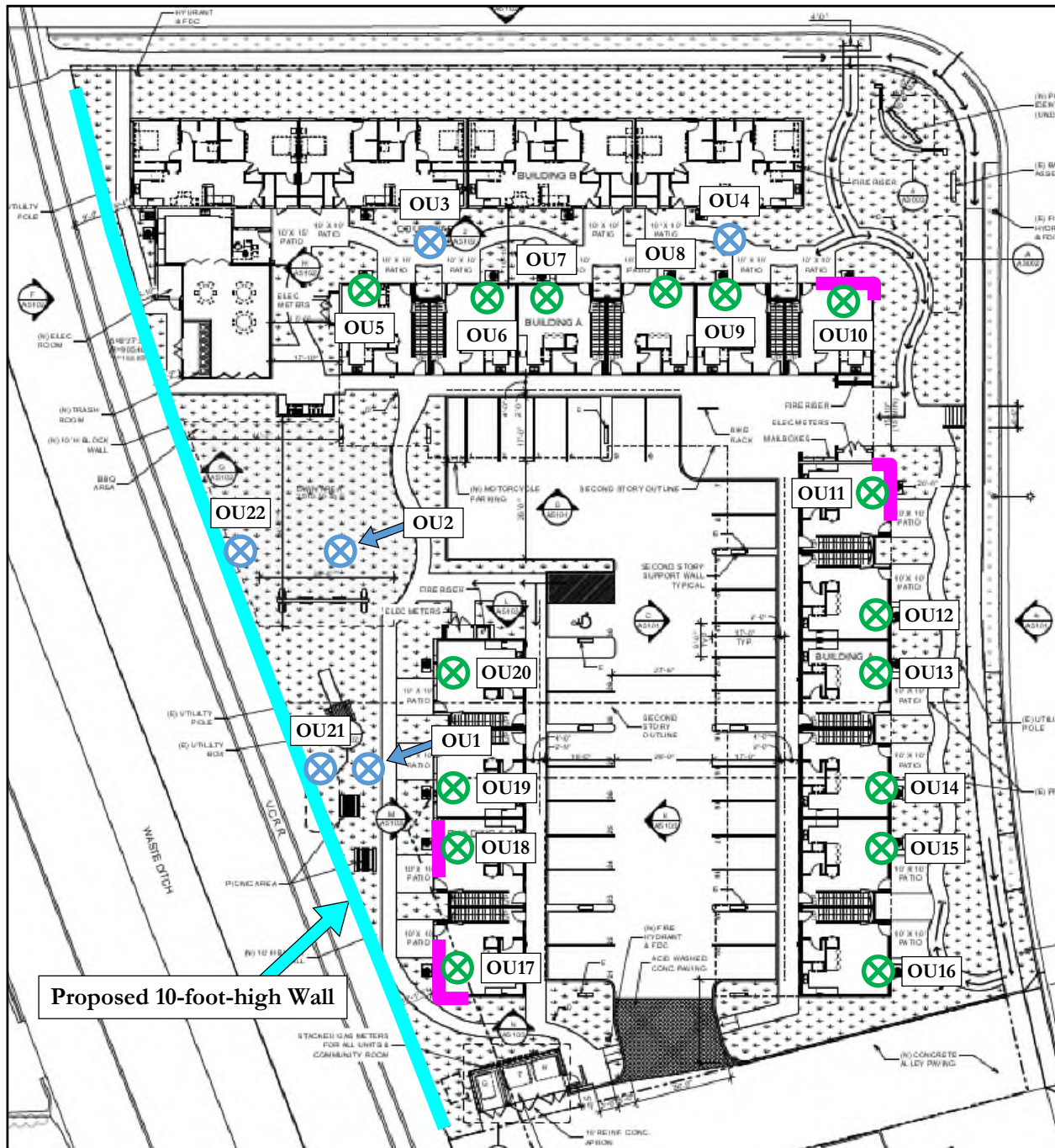
The City of Oxnard states that exterior noise levels should not exceed 65 CNEL at outdoor use areas of multi-family residential properties. The proposed project proposes courtyard and yard spaces in addition to private balconies at some units. Future combined traffic and railway noise levels were calculated at proposed outdoor use areas, and are shown in Tables 4 and 5. These calculations consider shielding that would be provided by proposed buildings on site in addition to the proposed 10-foot-high wall located along the western boundary of the project site. Receivers were calculated at a height of 3.5 feet above ground or deck height to estimate the height of a seated person. A graphical representation of receiver locations is provided as Figure 6.

Table 4. Future Combined Noise Levels at Common Outdoor Use Areas – Current Design				
Receiver	Location	Distance to Western Property Line (feet)	Noise Limit (CNEL)	Exterior Noise Level (CNEL)
OU1	Yard - South	17	65	65
OU2	Yard - North	30	65	62
OU3	Courtyard - West	81	65	50
OU4	Courtyard - East	156	65	58
OU21	Yard – Southwest	1	65	64
OU22	Yard - Northwest	1	65	64

Table 5. Future Combined Noise Levels at Private Outdoor Use Areas – Current Design			
Receiver	Location	Noise Limit (CNEL)	Exterior Noise Level (CNEL)
OU5	Balcony - Building A	65	52
OU6	Balcony - Building A	65	54
OU7	Balcony - Building A	65	50
OU8	Balcony - Building A	65	59
OU9	Balcony - Building A	65	61
OU10	Balcony - Building A	65	67
OU11	Balcony - Building A	65	66
OU12	Balcony - Building A	65	64
OU13	Balcony - Building A	65	64
OU14	Balcony - Building A	65	63
OU15	Balcony - Building A	65	64
OU16	Balcony - Building A	65	63
OU17	Balcony - Building A-1	65	70
OU18	Balcony - Building A-1	65	66
OU19	Balcony - Building A-1	65	65
OU20	Balcony - Building A-1	65	63

As shown above, as currently designed, worst-case traffic noise levels are expected to exceed 65 CNEL at some balconies; therefore, mitigation will be required at those receivers. As all other outdoor use areas are expected to be below 65 CNEL and in compliance with the City of Oxnard noise regulations, no mitigation is required in those areas.

A 4-foot-high sound barrier was at the proposed private balconies of the units that exceeded noise limits as designed. Please refer to Table 6 for noise levels at these outdoor use areas with the sound barriers in place. A graphical representation of the required barrier locations is shown in Figure 6.



Source: 3sixty Architecture + Design, 2024

-  Common Outdoor Use Receiver Location
-  Private Balcony Receiver Location
-  Required 4-foot-high Sound Barrier

Figure 6.

Outdoor Use Receiver and Barrier Locations

Table 6. Future Combined Noise Levels at Outdoor Use Areas – with 4-foot Barrier			
Receiver	Location	Noise Limit (CNEL)	Exterior Noise Level (CNEL)
OU10	Balcony - Building A	65	61
OU11	Balcony - Building A	65	58
OU17	Balcony - Building A-1	65	65
OU18	Balcony - Building A-1	65	63

With the sound barriers shown in Figure 6 in place, exterior noise levels at outdoor use areas are expected to be in compliance with City of Oxnard noise limits.

A sound wall should be solid and constructed of masonry, wood, plastic, fiberglass, steel, or a combination of those materials, with no cracks or gaps through or below the wall. Any seams or cracks must be filled or caulked. If wood is used, it can be tongue and groove and must be at least 7/8-inch thick or have a surface density of at least 3½ pounds per square foot. Where architectural or aesthetic factors allow, glass or clear plastic may be used on the upper portion, if it is desirable to preserve a view. Sheet metal of 18-gauge (minimum) may be used, if it meets the other criteria and is properly supported and stiffened so that it does not rattle or create noise itself from vibration or wind. Any gate(s) proposed to be constructed in a sound wall must be designed with overlapping closures. The gate(s) may be of 3/4-inch or thicker wood, solid-sheet metal of at least 18-gauge metal, or an exterior-grade solid-core steel door with prefabricated door jambs.

5.1.2 Building Facades

Future combined traffic and railway noise levels were calculated at proposed building facades, and are shown in Table 7. These calculations consider shielding that would be provided by proposed buildings on site in addition to the proposed 10-foot-high wall located along the western boundary of the project site. A graphical representation of receiver locations is provided as Figure 7.

Table 7. Combined Traffic and Rail Noise Levels at Building Facades				
Building	Receiver	Facade	Combined Noise Level (CNEL)	
			Floor 1	Floor 2
A	F1	East	64	64
	F2	East	65	66
	F3	North	66	67
B	F4	East	68	--
	F5	North	72	--
	F6	North	74	--
	F7	West	71	--
	F8	West	66	--

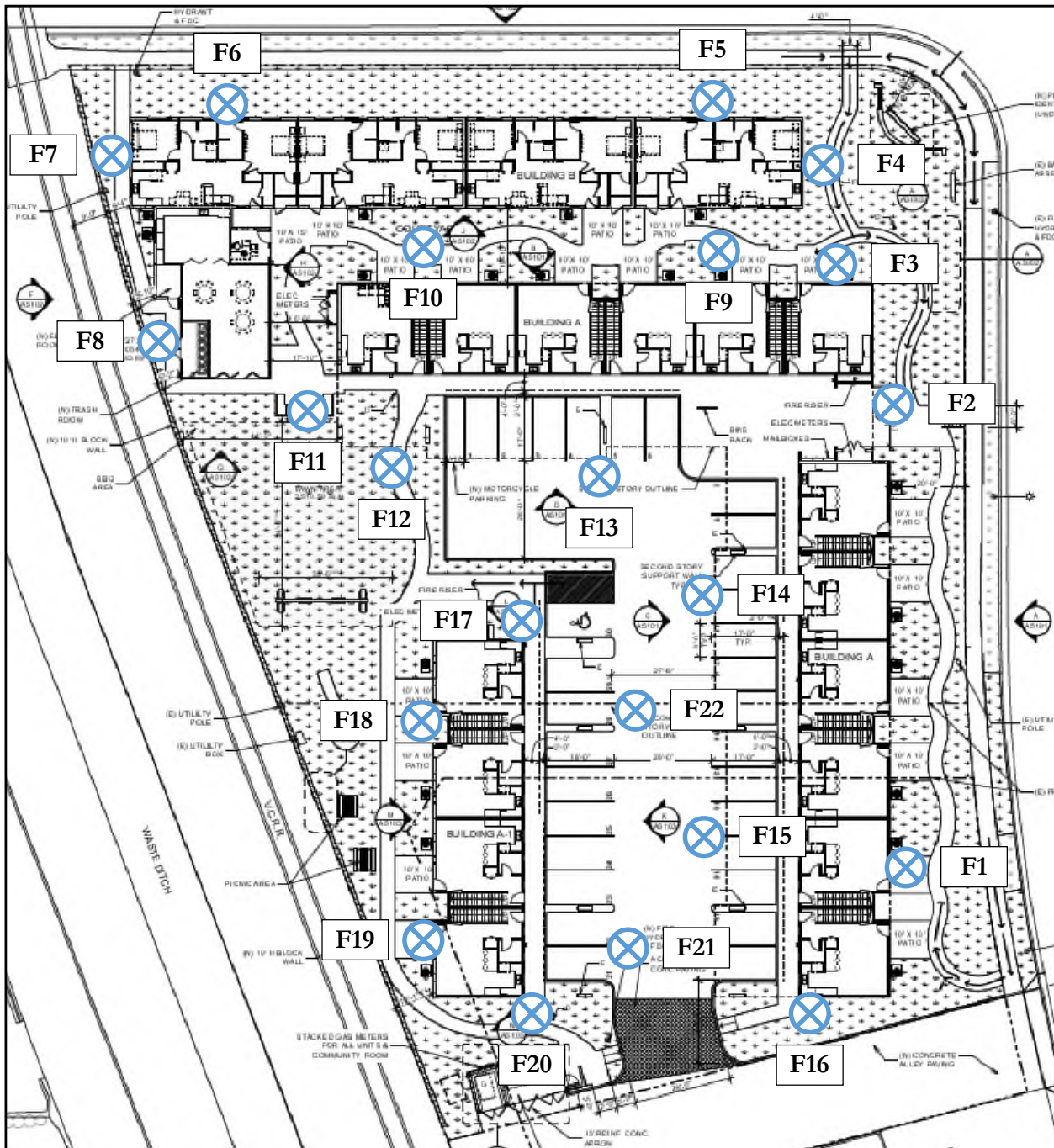
Table 7. Combined Traffic and Rail Noise Levels at Building Facades				
Building	Receiver	Facade	Combined Noise Level (CNEL)	
			Floor 1	Floor 2
A/B	F9	North/South	57	59
	F10	North/South	49	52
A	F11	West	61	64
	F12	South	60	62
	F13	South	55	57
	F14	West	59	59
	F15	West	62	62
	F16	South	65	66
A-1	F17	North	56	58
	F18	West	62	65
	F19	West	66	71
	F20	South	68	68
	F21	East	62	63
	F22	East	58	58

5.2 Interior

The State of California and the City of Oxnard require buildings to be designed in order to attenuate, control, and maintain interior noise levels not greater than 45 CNEL in habitable space, as formulated in the City of Oxnard General Plan and the California Building Code, Section 1206.4. According to the U.S. EPA (see reference), current exterior building construction is generally expected to achieve at least 15 decibels of exterior-to-interior noise attenuation with windows opened. Therefore, proposed project building structures exposed to exterior noise levels greater than 60 CNEL could be subject to interior noise levels exceeding the 45 CNEL noise limit for residential habitable space.

Calculations show that future noise levels on site exceed 60 CNEL at all proposed units; therefore, interior noise levels may exceed 45 CNEL with windows open. Due to high noise levels on site, an exterior-to-interior analysis was performed for worst-case representative units to determine design considerations required to maintain compliant interior noise levels.

The exterior wall assembly details are not currently available; however, the exterior wall assembly is assumed to be equivalent to a 2-inch by 6-inch wood-framed assembly with stucco over plywood sheathing on the exterior, insulation in the cavity, and one layer of 5/8-inch-thick Type X gypsum board on the interior. The stucco exterior wall assembly was evaluated using INSUL and was shown to achieve an STC rating of 40. Please refer to Appendix E for additional information.



Source: 3sixty Architecture + Design, 2024

⊗ Facade Receiver Location

Figure 7.
Facade Receiver Locations

The results of the exterior-to-interior noise analysis for interior habitable spaces are shown in Table 8, with acoustical recommendations made therein. Worst-case representative units were evaluated. For more information, please refer to Appendix F: Exterior-to-Interior Noise Analysis.

Table 8. Combined Interior Noise Levels of Worst-Case/Representative Units					
Room Type	Maximum Exterior Facade Impact (CNEL)	STC Rating for Glazing	Interior Noise Level (CNEL)		Mechanical Ventilation
			Windows Open	Windows Closed	
Living/Kitchen/Dining	71	31	53	35	Required
Bedroom	74	31	59	41	Required

As shown above in Table 8, with the typical exterior wall assembly and exterior windows with a minimum STC rating of 31, interior noise levels are expected to remain below 45 CNEL in all habitable spaces with windows and exterior doors closed. The sound rating of exterior windows should be confirmed with the manufacturer prior to installation, to confirm the windows meet these STC rating requirements.

In instances where interior habitable space is exposed to noise levels greater than 45 CNEL with windows in the open position, appropriate means of air circulation and provision of fresh air must be present to allow windows to remain closed for extended intervals of time so that acceptable levels of noise can be maintained on the interior. As interior noise levels are expected to exceed 45 CNEL with windows open in all units, mechanical ventilation will therefore be required for units on site. It is the assumption of the undersigned that the proposed mechanical ventilation system will meet the criteria of the California Mechanical Code, including the capability to provide appropriate ventilation rates; however, this should be confirmed by the mechanical engineer. The ventilation system shall not compromise the sound insulation capability of the exterior wall or be dependent on ventilation through windows.

Exterior door installation should include all-around weather-tight door stop seals and an improved threshold closure system. The additional hardware will improve the doors' overall sound reduction properties. The transmission loss (TL) of an exterior door without weather-tight seals is largely a factor of sound leakage, particularly at the bottom of the door if excessive clearance is allowed for air transfer. By equipping exterior doors with all-around weather-tight seals and an airtight threshold closure at the bottom, a loss of up to 10 STC points can be prevented.

Additionally, it is imperative to seal and caulk between the rough opening and the finished door frame for all doors by applying an acoustically resilient, non-skinning, butyl caulking compound. Sealant application should be as generous as needed to ensure effective sound barrier isolation. The same recommendation applies to any other penetrations, cracks, or gaps through the assembly. The OSI SC175 and the Pecora AC-20 FTR acoustic sound sealants are products specifically designed for this purpose. For additional information on these products, please refer to Appendix G: Recommended Products.

The proposed habitable spaces were analyzed for future combined traffic and railway noise impacts. With the typical exterior wall assembly and exterior windows with a minimum STC rating of 31, interior noise levels are expected to remain below 45 CNEL in all habitable spaces with windows and exterior doors closed. Mechanical ventilation will be required for all units on site. With the recommendations herein in place, all interior habitable rooms are expected to comply with California Building Code and City of Oxnard noise requirements.

6.0 Conclusion

The current and future noise environment consists primarily of traffic on East Channel Islands Boulevard and Albany Drive, as well as railway noise from the track system located along the western boundary of the project site. Combined traffic and rail noise levels at building facades are expected to range from approximately 49 CNEL at the south-facing facade of Building B to 74 CNEL at the north-facing facade of Building B. The City of Oxnard requires that exterior noise levels at common outdoor use areas of multi-family properties not exceed 65 CNEL. Calculations show, with the sound barriers shown in Figure 6 in place, exterior noise levels at outdoor use areas are expected to be in compliance with the noise limits established in the City of Oxnard General Plan.

The City of Oxnard and the State of California require interior noise levels not exceeding 45 CNEL in habitable space. Calculations show that combined noise levels on site exceed 60 CNEL at most facades; therefore, interior noise levels may exceed 45 CNEL within units without appropriate design features in place. Due to high exterior noise levels at most building facades, an exterior-to-interior analysis was performed to determine building features necessary to reduce interior noise levels in habitable space to 45 CNEL or less, as required by the State of California and the City of Oxnard. With the typical exterior wall assembly and exterior windows with a minimum STC rating of 31, interior noise levels are expected to remain below 45 CNEL in all habitable spaces with windows and exterior doors closed. Mechanical ventilation will be required for all units on site. With the recommendations herein in place, all interior habitable rooms are expected to comply with California Building Code and City of Oxnard noise requirements.

7.0 Certification

All recommendations for noise control are based on the best information available at the time our consulting services are provided. However, as there are many factors involved in sound and impact transmission, and Eilar Associates has no control over the construction, workmanship, or materials, Eilar Associates is specifically not liable for final results of any recommendations or implementation of the recommendations.

The findings and recommendations of this acoustical analysis report are based on the information available and are a true and factual analysis of the potential acoustical issues associated with the Albany Apartments project, to be located at 2929 and 2931 Albany Drive in the City of Oxnard, California. This report was prepared by Mo Owenga and Amy Hool.



Mo Owenga, INCE
Senior Acoustical Consultant



Amy Hool, INCE
President/CEO

8.0 References

City of Oxnard, 2030 General Plan, 2011.

2022 California Building Code, Based on the International Building Code, Chapter 12, Section 1206 – Sound Transmission Control.

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Harris Miller Miller & Hanson, Inc., CREATE Freight Noise and Vibration Model, 2006.

DataKustik, CadnaA (Computer Aided Noise Abatement), Version 2023.

Austin-Foust Associates, Inc., Sakioka Farms Specific Plan, EIR Traffic Study, February 2010.

Federal Highway Administration, Traffic Noise Model Version 2.5.

Wyle Laboratories, Development of Ground Transportation Systems Noise Contours for the San Diego Region, December 1973.

Traffic Distribution Study, by Katz-Okitsu and Associates Traffic Engineers, 1986.

U.S. Environmental Protection Agency Office of Noise Abatement and Control, Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare With an Adequate Margin of Safety, March 1974.

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Eilar Associates, Inc.
Acoustical and Environmental Consulting Services

Appendix A

Project Plans

ALBANY APARTMENTS

2929 & 2931 ALBANY DRIVE OXNARD CA 93033

EXPANSION & REMODEL



SHEET INDEX

ARCHITECTURAL SHEET LIST		
SHEET #	SHEET NAME	REVISED
A0001	COVER / PROJECT INFORMATION	
A1001	SITE DEMOLITION PLAN	
A1101	SITE REFERENCE PLAN	
A2211	FIRST FLOOR REFERENCE PLAN - BLDG A	
A2211	FIRST FLOOR REFERENCE PLAN - BLDG A-1	
A2212	SECOND FLOOR REFERENCE PLAN - BLDG A	
A2213	ROOF REFERENCE PLAN - BLDG A	
A2221	FIRST FLOOR REFERENCE PLAN - BLDG B	
A2222	ROOF REFERENCE PLAN - BLDG B	
A5101	EXTERIOR ELEVATIONS - BLDG A	
A5102	EXTERIOR ELEVATIONS - BLDG B	
A5103	EXTERIOR ELEVATIONS - BLDG A (COLOR)	
A5104	EXTERIOR ELEVATIONS - BLDG B (COLOR)	
A6001	EXISTING SITE CONTEXT IMAGES	

SHEET INDEX



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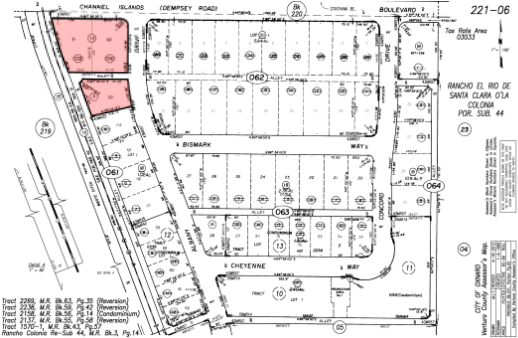


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ALBANY APARTMENTS
2929 & 2931 ALBANY DRIVE,
OXNARD, CA 93033
ASSESSOR PARCEL NUMBER: 22140054195

ASSESSOR'S MAP



CITY BUILDING NOTES

- A. The construction shall not restrict a fire-fight clear and unobstructed access to any water or power distribution facilities (cover poles, pull boxes, transformers, vaults, pumps, valves, meters, appurtenances, etc.) or to the location of the hookups. The construction shall not be within ten feet of any power lines whether or not the lines are located on the property. Failure to comply may cause construction delays and/or additional expenses.
- B. An approved Solenoid Gas Shutoff Valve will be installed on the fuel gas line on the down stream side of the utility meter and be readily connected to the exterior of the building or structure containing the fuel gas piping. (Separate plumbing permit is required).
- C. Plumbing fixtures are required to be connected to a sanitary sewer or to an approved sewage disposal system.
- D. Kitchen sinks, lavatories, bathtubs, showers, toilets, laundry tubs and washing machine outlets shall be provided with hot and cold water and connected to an approved water supply.
- E. Bath tub and shower floors, walls above bathtubs with a showerhead and shower compartments shall be finished with a nonabsorbent surface. Such wall surfaces shall extend one height of not less than 6 feet above the floor.
- F. Provide drainage for flush water closets for all new construction. Existing shower heads and toilets must be adapted for low water consumption.
- G. Provide 70 inch high nonabsorbent wall adjacent to shower and approved shatter-resistant materials for shower enclosures.
- H. Not Used
- I. Water heater must be strapped to wall.
- J. For existing pool on site, provide an alarm for doors to the dwelling that form a part of the pool enclosure. The alarm shall sound continuously for nine (9) seconds when the door is opened. It shall automatically reset and be equipped with a manual means to deactivate (for 15 seconds) for a single opening. The deactivation switch shall be at least 5'4" above the floor.
- K. For existing pool on site, provide an anti-entrapment cover meeting the current ASTM or ASME is required for the suction outlets of the swimming pool, pooler pool and spa for single family dwellings per the Assembly Bill (AB) No. 2677.
- L. Automatic garage door openers, if provided, shall be listed in accordance with UL 325.
- M. Smoke detectors shall be provided for all dwelling units intended for human occupancy upon the owner's application for a permit for alterations, repairs or additions exceeding one thousand dollars (\$1,000).
- N. Where a permit is required for alterations, repairs or additions exceeding one thousand dollars (\$1,000), existing dwelling or sleeping units that have attached garages or fuel-burning appliances shall be provided with a carbon monoxide alarm in accordance with Section R3125.1 Carbon Monoxide alarms shall only be required in the specific dwelling unit of sleeping unit for which the permit was obtained.
- O. A copy of the evaluation report and/or conditions of listing shall be made available at the jobsite.
- P. The garage shall be separated from the dwelling and its attic area in accordance with Title R320A.
- Q. All interior and exterior stairways shall be illuminated.
- R. Bathrooms, water closet compartments and other similar rooms shall be provided natural ventilation or with mechanical ventilation capable of 20 cfm per square foot to the outdoors.
- S. Heater shall be capable of maintaining a minimum room temperature of 68 degrees at a point 3 feet above the floor and 2 feet from exterior walls in all habitable rooms at the design temperature.
- T. All glazing to be safety glazing.
- U. Lots shall be graded to drain surface water away from foundation walls with a minimum fall of 6 inches within the first 10 feet.
- V. Provide Type "X" gyp. blk. Garage walls and ceiling.
- W. Provide class A fire retardant roof covering.

PROJECT DATA

PROJECT DATA:

2929 & 2931 ALBANY DRIVE OXNARD CA 93033
CONTACT: MR. ANDREW WALTHAUS
(805) 667-0071

SITE DESCRIPTION:

JURISDICTION: CITY OF OXNARD
TRACT: 2229
ASSESSOR'S PARCEL NO.: 22140054195 & 22140054145 & 22140054109
ZONE: RM-2
MAX. PERMITTED BLDG HEIGHT: 45 FEET

PROJECT DESCRIPTION:

OCCUPANCY: R-2
CONSTRUCTION TYPE: V-B

SITE AREA:

LOTS 51 & 52 =	36,216 SF
EXISTING ALLEY =	6,256 SF
LOT 53 =	14,368 SF
EXISTING SITE TOTAL =	56,850 SF
RELOCATED ALLEY =	3,065 SF
NEW SITE TOTAL =	53,975 SF

EXISTING BUILDING AREAS:

(E) BUILDING ON LOTS 51 & 52:	
FIRST FLOOR AREA:	7,888 SF
SECOND FLOOR AREA:	465 SF
TOTAL BUILDING AREA =	8,353 SF
AREA TO BE DEMOLISHED =	3,035 SF
(E) BUILDINGS ON LOT 53:	
MULTIPLE BLDGS AREA:	4,942 SF
AREA TO BE DEMOLISHED =	4,942 SF

NEW BUILDING AREAS:

BUILDING A - FIRST FLOOR:	7,526 SF
BUILDING A - SECOND FLOOR:	11,728 SF
BUILDING A TOTAL AREA =	19,254 SF
BUILDING B - SINGLE STORY:	5,918 SF

PROJECT TEAM

OWNER/CLIENT:
ALBANY APARTMENTS OF OXNARD LLC
PO BOX 1003
THOUSAND OAKS, CA 91328
ATTN: MR. JAMES ALLEN

PROJECT TEAM

ARCHITECT:
3 SIXTY ARCHITECTURE + DESIGN
3138B VIA CAMINO, SUITE #105
WESTLAKE VILLAGE, CA 91382
(805) 368-1750
CONTACT: MR. ANDREW W. WALTHAUS, AIA
EMAIL: Andrew@SixtyArchitecture.com

CIVIL ENGINEER:
PACIFIC COAST CIVIL, INC.
30141 AGOURA ROAD, SUITE 200
AGOURA HILLS, CA 91301
(818) 865-4168
CONTACT: MR. RANDALL GREENWOOD
EMAIL: ragg@pccivil.com

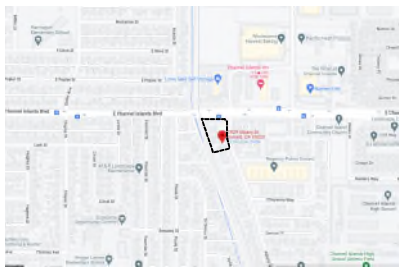
SCOPE OF WORK

PARTIAL DEMOLITION AND REMODEL OF AN EXISTING BUILDING PLUS
CONSTRUCTION OF A NEW 2 STORY BUILDING

APPLICABLE CODES

2022 CALIFORNIA BUILDING CODE
2022 CALIFORNIA ELECTRICAL CODE
2022 CALIFORNIA MECHANICAL CODE
2022 CALIFORNIA PLUMBING CODE
2022 CALIFORNIA ENERGY CODE
2022 CALIFORNIA FIRE CODE
2022 CALIFORNIA GREEN BUILDING STANDARDS CODE

VICINITY MAP



REVISIONS		DATE	

Date: 10/27/23
Job: 22-39
Scale: AS NOTED

NOTES

1. THE USER OF THESE DRAWINGS SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR ANY REQUIRED, AFFECTING ALL UTILITIES.

A0001
Printed On: 10/27/23

COVER / PROJECT INFORMATION



- 1) FOR TYPICAL NOTES SEE SHEET A0001, A2001, A3001 - A3004 & A4001.
- 2) FOR MATERIALS LIST SEE SHEET A7001.
- 3) REFER TO "ARCHITECTURAL DIMENSIONS" ON SHEET A0101 FOR DIMENSIONS STANDARD.
- 4) FOR WALL TYPES SEE SHEET A8001
- 5) ALL FLOOR FINISHES TERMINATE AT THRESHOLDS UNLESS NOTED OTHERWISE.
- 6) ALL WALLS TO BE A MINIMUM 1-HOUR RATING & EXTEND TO UNDERSIDE OF STRUCTURE ABOVE, UNLESS NOTED OTHERWISE.
- 7) FACE OF STUD AT ANGLED WALL LOCATIONS ARE DIMENSIONED @ 0-0"
- 8) ALL FLOOR FINISHES TERMINATE AT DOOR THRESHOLDS, UNLESS NOTED OTHERWISE. FOR FLOOR TRANSITIONS DETAIL SEE X/AXXX.
- 9) SEE FLOOR PLANS AND REFLECTED CEILING PLANS FOR DIMENSIONED ELEMENTS (AND DIMENSIONS) THAT HAVE ALIGNMENTS TO FINISHES.

- | | |
|--|---|
| | INDICATES FIRE EXTINGUISHER CABINET |
| | INDICATES INTERIOR ELEVATION. SEE SHEET A8001. |
| | INDICATES LOCATION OF TACTILE EXIT SIGN, FOR LEGEND SEE SHEET A0032 ("X" INDICATES TYPE) |
| | INDICATES WALL TYPE. SEE SHEET A8001 FOR WALL TYPE DESCRIPTION |
| | INDICATES # OF GYP. BOARD LAYERS, WHERE MULTIPLE LAYERS OCCUR, REFER TO WALL TYPE SHEET A8001 |
| | INDICATES ALIGN FINISH FACES |



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ALBANY APARTMENTS
2929 & 2931 ALBANY DRIVE,
OXNARD, CA 93033
ASSESSOR PARCEL NUMBER: 221-0-061-195

REVISIONS	DATE	REVISIONS	DATE
Date: 10/27/23			
Job: 22-39			
Scale: AS NOTED			

IF THE ABOVE DIMENSION DOES NOT MEASURE ONE INCH (1") EXACTLY, THIS DRAWING WILL HAVE BEEN ENLARGED OR REDUCED, AFFECTING ALL LABELED SCALES.



FIRST FLOOR REFERENCE PLAN - BLDGA



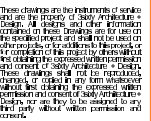
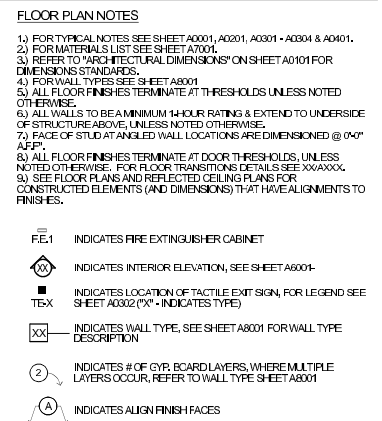
FLOOR PLAN NOTES

1. FOR TYPICAL NOTES SEE SHEET A0001, A0201, A0301 - A0304 & A0401.
2. FOR MATERIALS LIST SEE SHEET A7001.
3. REFER TO "ARCHITECTURAL DIMENSIONS" ON SHEET A0101 FOR DIMENSIONS STANDARDS.
4. FOR WALL TYPES SEE SHEET A8001
5. ALL FLOOR FINISHES TERMINATE AT THRESHOLDS UNLESS NOTED OTHERWISE.
6. ALL WALLS TO BE A MINIMUM 1-HOUR RATING & EXTEND TO UNDERSIDE OF STRUCTURE ABOVE, UNLESS NOTED OTHERWISE.
7. FACE OF STUD AT ANGLED WALL LOCATIONS ARE DIMENSIONED @ 0-07 A.F.F.
8. FLOOR FINISHES TERMINATE AT DOOR THRESHOLDS, UNLESS NOTED OTHERWISE. FOR FLOOR TRANSITIONS DETAILS SEE "X/AX/XX".

INDICATES FLOOR PLANS AND REFLECTED CEILING PLANS FOR CONSTRUCTED ELEMENTS (AND DIMENSIONS) THAT HAVE ALIGNMENTS TO FINISHES.

	INDICATES FIRE EXTINGUISHER CABINET
	INDICATES INTERIOR ELEVATION. SEE SHEET A8001 -
	INDICATES LOCATION OF TACTILE EXIT SIGN. FOR LEGEND SEE SHEET A0302 ("X" - DIMENSIONS TYPE)
	INDICATES WALL TYPE. SEE SHEET A8001 FOR WALL TYPE DESCRIPTION
	INDICATES # OF GYP. BOARD LAYERS. WHERE MULTIPLE LAYERS OCCUR, REFER TO WALL TYPE SHEET A8001
	INDICATES ALIGN FINISH FACES





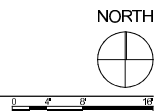
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FIRST FLOOR REFERENCE PLAN - BLDG B



SCALE: 1/8" = 1'-0"



FLOOR PLAN NOTES

- 1) FOR TYPICAL NOTES SEE SHEET A0001, A0201, A0301 - A0304 & A0401.
- 2) FOR MATERIALS LIST SEE SHEET A7001.
- 3) REFER TO "ARCHITECTURAL DIMENSIONS" ON SHEET A0101 FOR DIMENSIONS STANDARDS.
- 4) FOR WALL TYPES SEE SHEET A8001
- 5) ALL FLOOR FINISHES TERMINATE AT THRESHOLDS UNLESS NOTED OTHERWISE.
- 6) WALLS ARE TO BE A MINIMUM 1-HOUR RATING & EXTEND TO UNDERSIDE OF STRUCTURE ABOVE, UNLESS NOTED OTHERWISE.
- 7) FACE OF STUD AT ANGLED WALL LOCATIONS ARE DIMENSIONED @ 0-0' - 4" ADJ.
- 8) ALL FLOOR FINISHES TERMINATE AT DOOR THRESHOLDS, UNLESS NOTED OTHERWISE. FOR FLOOR TRANSITIONS DETAILS SEE X/0/XXX.
- 9) SEE FLOOR PLANS AND REFLECTED CEILING PLANS FOR CONSTRUCTED ELEMENTS (AND DIMENSIONS) THAT HAVE ALIGNMENTS TO FINISHES.

 F.E.1 INDICATES FIRE EXTINGUISHER CABINET

 INDICATES INTERIOR ELEVATION, SEE SHEET A6001-

XX INDICATES WALL TYPE, SEE SHEET A8001 FOR WALL TYPE

2 INDICATES # OF GYP. BOARD LAYERS, WHERE MULTIPLE LAYERS OCCUR, REFER TO WALL TYPE SHEET A8001

 INDICATES ALIGN FINISH FACES



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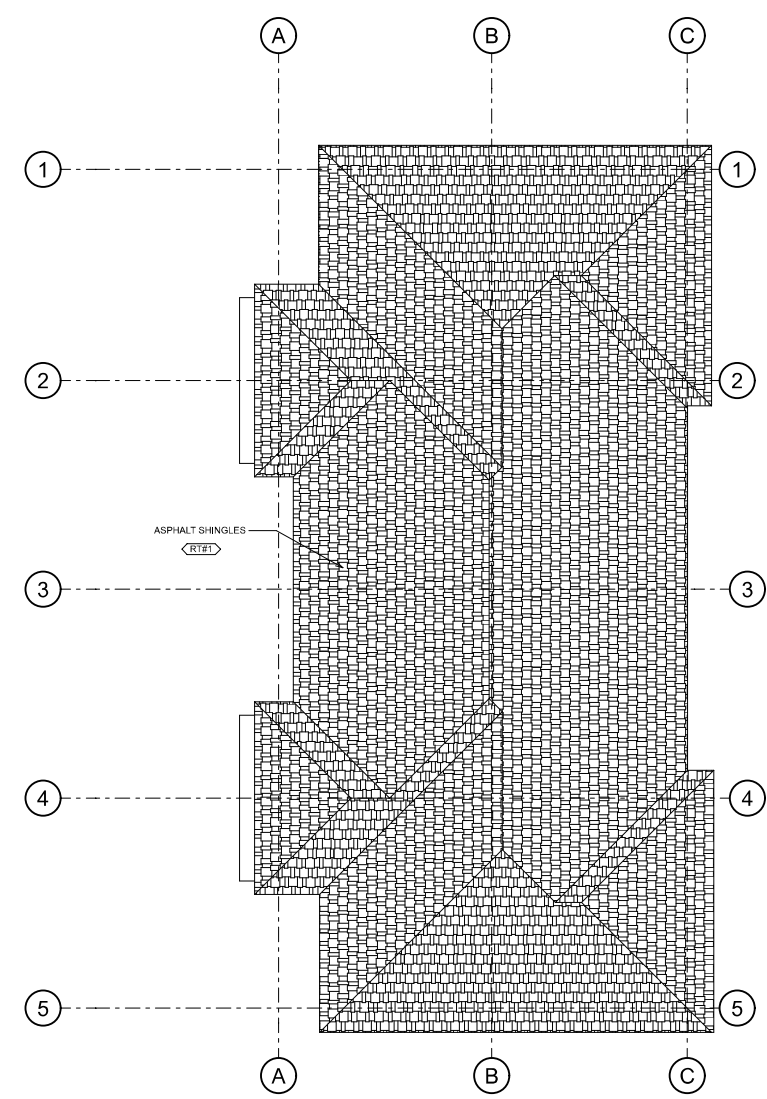
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Date:	10/27/23
Job:	22-39
Scale:	AS NOTED

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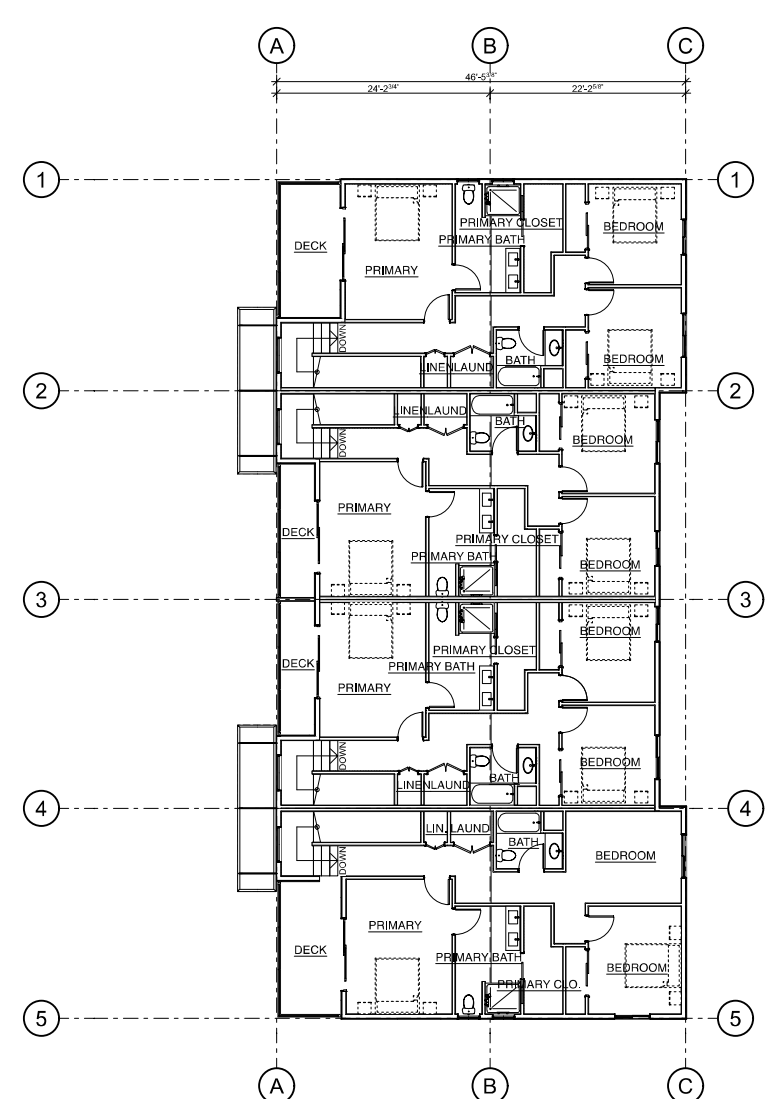
FIRST FLOOR REFERENCE PLAN - BLDG A-1

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Plotted On: 10/27/23



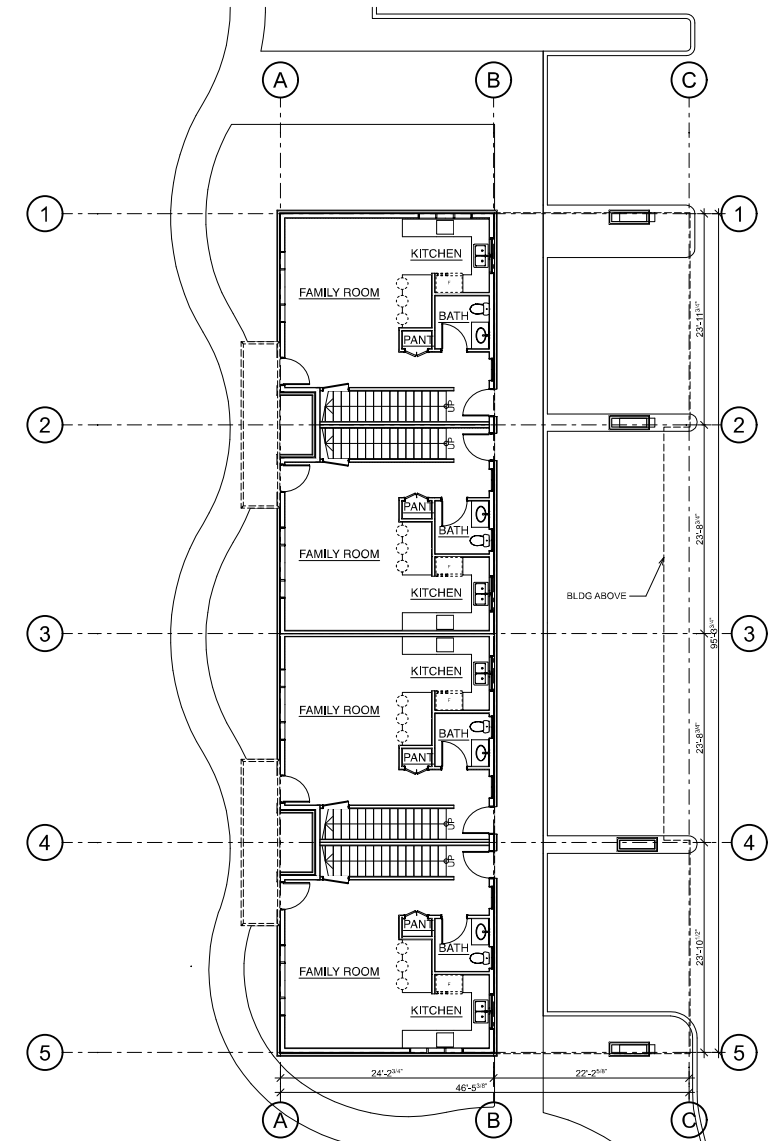
C ROOF REFERENCE PLAN - BLDG A-1

SCALE: 1/8" = 1'-0"



B SECOND FLOOR REFERENCE PLAN - BLDG A-1

SCALE: 1/8" = 1'-0"



A FIRST FLOOR REFERENCE PLAN - BLDG A-1

SCALE: 1/8" = 1'



EXTERIOR ELEVATION NOTES

1.) FOR TYPICAL NOTES SEE SHEET A0001, A0201, A0301 - A0304 & A0401.
2.) FOR MATERIALS LIST SEE SHEET A7001.
3.) ELEVATIONS ARE ABOVE 0'-0" UNLESS NOTED OTHERWISE.

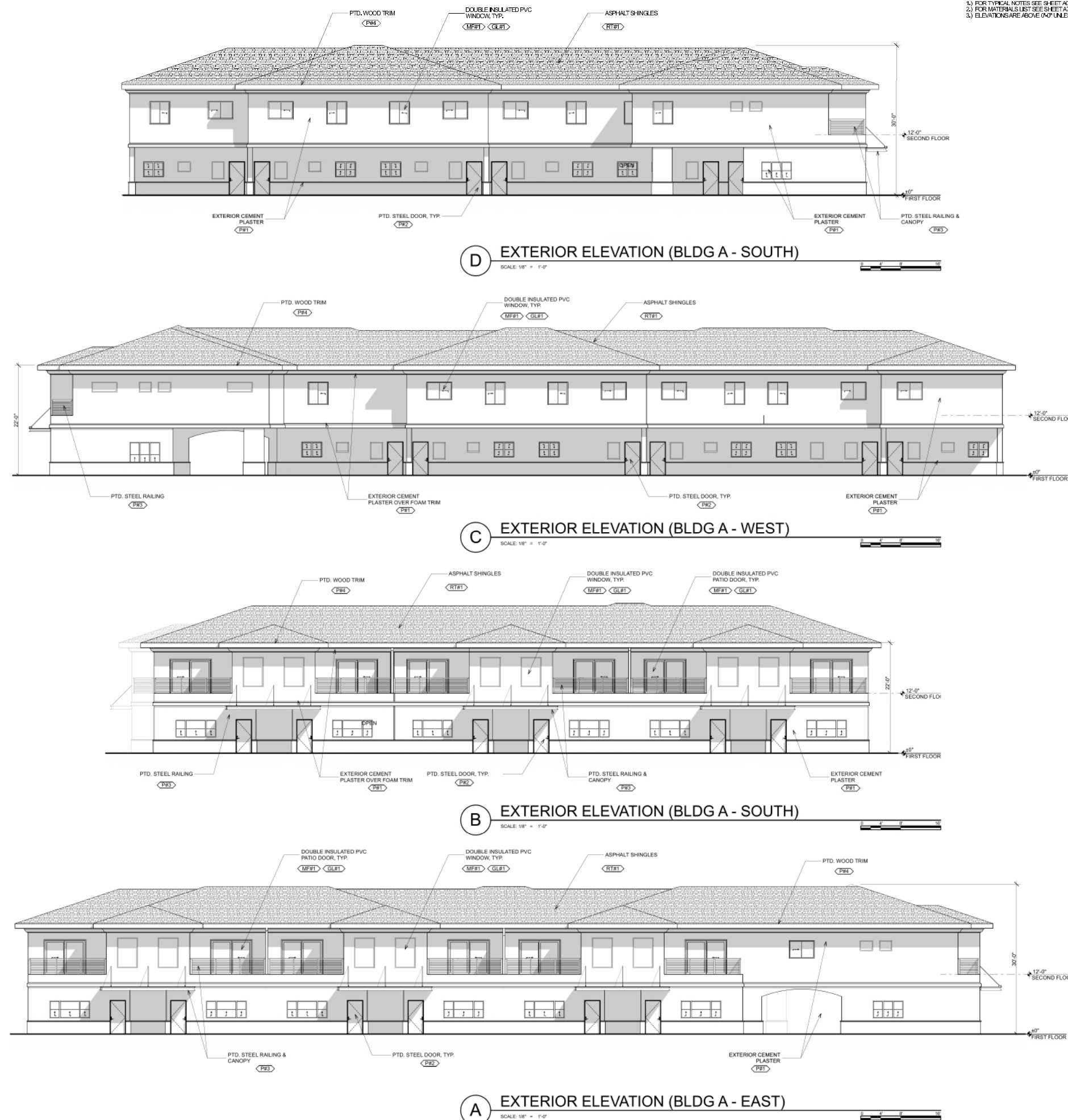


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REVISIONS		DATE	DATE
Date:	10/27/23		
Job:	22-09		
Scale:	AS NOTED		

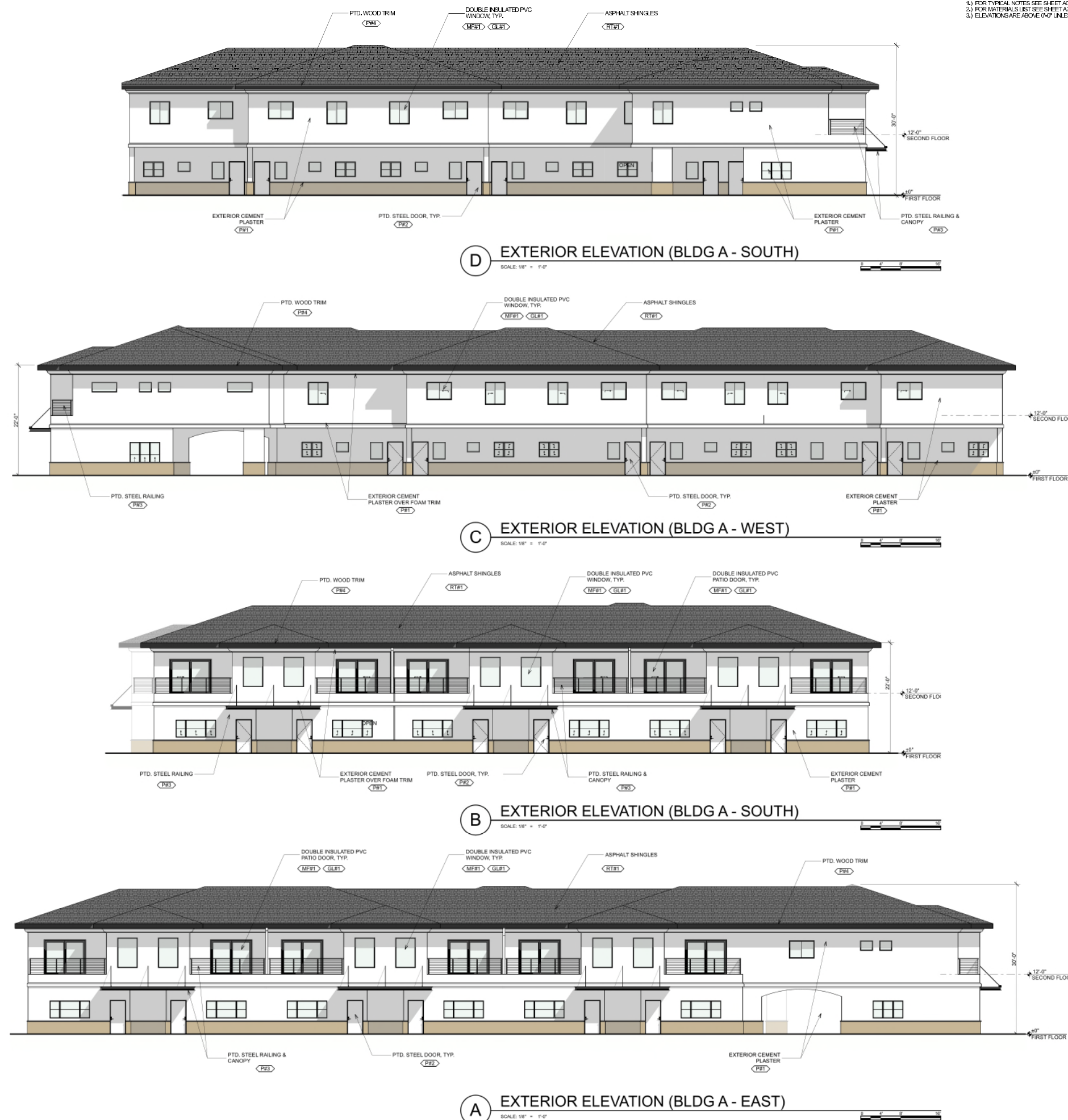
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RELATED SCALES.**

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EXTERIOR EVALUATIONS - BIDGA

EXTERIOR ELEVATION NOTES

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2.) FOR MATERIALS LIST SEE SHEET A7001.
3.) ELEVATIONS ARE ABOVE 0'-0" UNLESS NOTED OTHERWISE.



ALBANY APARTMENTS
2929 & 2931 ALBANY DRIVE,
OXNARD, CA 93033
ASSESSOR PARCEL NUMBER: 2214-006-1106

REVISIONS		DATE	REVISIONS	DATE
Date:	10/27/23			
Job:	23-30			
Scale:	AS NOTED			

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Acoustical and Environmental Consulting Services

Appendix B

Applicable Noise Regulations

SH-5.1 Noise Abatement Programs

Promote intergovernmental noise abatement coordination and public information programs.

SH-5.2 State Noise Insulation Standards

Continue to enforce State Noise Insulation Standards for projects in high noise environments and require developers to comply with noise mitigation measures, designed by an acoustical engineer.

SH-5.3 Sound Attenuation Measures

Promote, where feasible, alternative sound attenuation measures such as berms, heavy landscaping, resurfacing of noise walls to promote noise absorption as well as deflection, berms and landscaping, or location of buildings away from the roadway or other noise sources.

SH-5.4 Older Neighborhood Noise Mitigation

Develop a noise research and mitigation program for any area where traffic-generated noise is significant and exceeds or is likely to exceed acceptable thresholds.

SH-5.5 Noise Reduced City Equipment

Ensure that new City-purchased and/or controlled equipment and vehicles are equipped with current noise reduction technology.

SH-5.6 Compatibility with Oxnard Airport

Work with the Oxnard Airport in revising flight paths to minimize flyovers of residential areas, especially “touch and go” pattern flying at low altitude and at relatively high frequency.

SH-5.7 Monitor Vehicular Exhaust Noise

Enforce laws that would require correction of exhaust equipment that generates noise in excess of the noise ordinance and/or is modified in violation of applicable State or local air quality or noise regulations.

Noise Consideration in Development Review

Goal SH-6	Consideration of noise levels and impacts in the land use planning and development process.
----------------------	---

SH-6.1 Construction Noise Control

Provide best practices guidelines to developers for reducing potential noise impacts on surrounding land uses.

SH-6.2 Limiting Construction Activities

Continue to limit construction activities to the hours of 7 am to 7 pm, Monday through Saturday. No construction shall occur after hours, on Sundays, or national holidays without permission from the City.

SH-6.3 *Buffering of Sensitive Receptors*

Require noise buffering and/or other construction treatments in development located near major streets, highways, the airport, railroad tracks, or other significant noise sources as recommended by a noise analysis.

SH-6.4 *New Development Noise Compatibility*

Require that proposed development projects not generate more noise than that classified as “satisfactory” based on CEQA Thresholds of significance on nearby property.

SH-6.5 *Land Use Compatibility with Noise*

Encourage non-noise sensitive land uses to locate in areas that are permanently committed to noise producing land uses, such as transportation corridors and industrial zones.

SH-6.6 *Locating Education Institutions to Avoid Noise Disruption*

Locate educational institutions in areas where students and teachers can perform both inside and outside activities without excessive distraction from noise.

SH-6.7 *Peak Noise Evaluation Along Truck Routes*

Evaluate peak event noise impacts for existing and proposed development along existing or proposed designated truck routes *and require feasible and appropriate mitigations for project subject to discretionary review and approval.*

SH-6.8 *Noise Contour Maps*

Utilize, and periodically update, noise contour maps as a guide to land use decisions and utilize noise compatibility analyses prepared by the County Airports Department and the U.S. Navy.

SH-6.9 *Minimize Noise Exposure to Sensitive Receptors*

Prohibit the development of new commercial, industrial, or other noise generating land uses adjacent to existing residential uses, and other sensitive noise receptors such as schools, child and daycare facilities, health care facilities, libraries, and churches if noise levels are expected to exceed 70 dBA.

SH-6.10 *Point Mugu NAS Noise Awareness*

Ensure the Ormond Beach Specific Plan and other development and use proposals possibly impacted by naval air traffic include acoustical analysis to determine potential impacts from NAS Point Mugu and Air National Guard facilities.

SH-6.11 *Exceptions to Noise Standards*

Grant exceptions to the noise standards for commercial and industrial uses only if a recorded noise easement is conveyed by the affected property owners.

SH-6.12 *Development Near Railroads and Oxnard Airport*

Require that new habitable structures be setback at least 85 feet from the nearest railroad track measured from the edge of the outermost railroad

track, and only compatible new development is located within the Oxnard Airport 65 dBA CNEL contour.

SH-6.13 Noise Acceptable for Open Windows and Patios

Continue to require noise analysis of proposed development projects as part of the environmental review process and the require mitigation measures to reduce noise impacts to acceptable levels within outside activity areas and within residential structures without relying on mechanical ventilation, if feasible.

Hazardous Materials and Uses

**Goal
SH-7**

Minimized risk associated with the transport distribution, use, and storage of hazardous materials.

SH-7.1 Hazardous Waste Minimization Audit Requirements



Maintain and periodically update a hazardous waste minimization audit and hazardous waste minimization program as part of the development review process.

SH-7.2 Handling of Hazardous Materials

Require that hazardous materials are used, stored, transported and disposed of within the City in a safe manner and in compliance with local, state, and federal standards.

SH-7.3 Designated Hazardous Materials Routes

Avoid, whenever possible, the routing of hazardous materials near residential, tourist, and recreational areas and maintain a hazardous material truck route in the office of the Traffic Engineer.

SH-7.4 Limiting High Risk Land Uses

Actively oppose uses being considered by other agencies that pose an unacceptably high risk to the health, safety, and welfare of the residents, workers, visitors, and the natural environment.

SH-7.5 Implementing Ventura County Hazardous Waste Management Plan

Implement the policies of the Ventura County Hazardous Waste Management Plan as they pertain to the Oxnard Planning Area.

SH-7.6 Attraction/Retention of Clean Industries



Seek to attract clean, non-polluting industries and maintain existing clean industries within the City, in terms of hazardous materials storage, production, and hazardous waste generation.

SH-7.7 Increase Public Awareness

Continue to seek methods to increase public awareness of and proper disposal methods for household hazardous waste.

Section 1206 Sound Transmission

1206.1 Scope

This section shall apply to common interior walls, partitions and floor/ceiling assemblies between adjacent dwelling units and sleeping units or between dwelling units and sleeping units and adjacent public areas.

1206.2 Airborne Sound

Walls, partitions and floor-ceiling assemblies separating dwelling units and sleeping units from each other or from public or service areas shall have a sound transmission class of not less than 50 where tested in accordance with ASTM E90, or have a Normalized Noise Isolation Class (NNIC) rating of not less than 45 if field tested, in accordance with ASTM E336 for airborne noise. Alternatively, the sound transmission class of walls, partitions and floor-ceiling assemblies shall be established by engineering analysis based on a comparison of walls, partitions and floor-ceiling assemblies having sound transmission class ratings as determined by the test procedures set forth in ASTM E90. Penetrations or openings in construction assemblies for piping; electrical devices; recessed cabinets; bathtubs; soffits; or heating, ventilating or exhaust ducts shall be sealed, lined, insulated or otherwise treated to maintain the required ratings. This requirement shall not apply to entrance doors; however, such doors shall be tight fitting to the frame and sill.

1206.2.1 Masonry

The sound transmission class of concrete masonry and clay masonry assemblies shall be calculated in accordance with TMS 302 or determined through testing in accordance with ASTM E90.

1206.3 Structure-Borne Sound

Floor-ceiling assemblies between dwelling units and sleeping units or between a dwelling unit or sleeping unit and a public or service area within the structure shall have an impact insulation class rating of not less than 50 where tested in accordance with ASTM E492, or have a Normalized Impact Sound Rating (NISR) of not less than 45 if field tested in accordance with ASTM E1007. Alternatively, the impact insulation class of floor-ceiling assemblies shall be established by engineering analysis based on a comparison of floor-ceiling assemblies having impact insulation class ratings as determined by the test procedures in ASTM E492.

Exception: *Impact sound insulation is not required for floor-ceiling assemblies over nonhabitable rooms or spaces not designed to be occupied, such as garages, mechanical rooms or storage areas.*

1206.4 Allowable Interior Noise Levels

Interior noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room. The noise metric shall be either the day-night average sound level (Ldn) or the community noise equivalent level (CNEL), consistent with the noise element of the local general plan.

1206.5 Acoustical Control

[BSC-CG] See *California Green Building Standards Code*, Chapter 5, Division 5.5 for additional sound transmission requirements.



Appendix C

Railway Analysis Data and Results

Noise Model Based on Federal Transit Administration General Transit Noise Assessment
 Developed for Chicago Create Project
 Copyright 2006, HMMH Inc.
 Case: L230704 Albany Apartments

RESULTS			
Noise Source	Ldn (dB)	Leq - daytime (dB)	Leq - nighttime (dB)
All Sources	77.8	72	44
Source 1	68.2	70	44
Source 2	65.1	67	27
Source 3	0.0	0	0
Source 4	0.0	0	0
Source 5	0.0	0	0
Source 6	0.0	0	0
Horn Ldn 1	77.1		
Horn Ldn 2	0.0		

Enter noise receiver land use category below.

LAND USE CATEGORY	
Noise receiver land use category (1, 2 or 3)	2

Enter data for up to 8 noise sources below - see reference list for source numbers.

NOISE SOURCE PARAMETERS							
Parameter	Source 1		Source 2		Source 3		Source 4
Source Num.	Freight Locomotive	9	Freight Cars	10			
Distance (source to receiver)	distance (ft)	15.3	distance (ft)	15.3			
Daytime Hours (7 AM - 10 PM)	speed (mph)	10	speed (mph)	10			
	trains/hour	2	trains/hour	2			
	locos/train	2	length of cars (ft) / train	2000			
Nighttime Hours (10 PM - 7 AM)	speed (mph)	10	speed (mph)	10			
	trains/hour	0	trains/hour	0			
	locos/train	0	length of cars (ft) / train	0			
Wheel Flats?			% of cars w/ wheel flats	0.00%			
Jointed Track?	Y/N	N	Y/N	N			
Embedded Track?	Y/N	Y	Y/N	Y			
Aerial Structure?	Y/N	N	Y/N	N			
Barrier Present?	Y/N	Y	Y/N	Y			
Intervening Rows of Buildings	number of rows	0	number of rows	0			

SOURCE REFERENCE LIST	
Source	Number
Commuter Electric Locomotive	1
Commuter Diesel Locomotive	2
Commuter Rail Cars	3
RRT/LRT	4
AGT, Steel Wheel	5
AGT, Rubber Tire	6
Monorail	7
Maglev	8
Freight Locomotive	9
Freight Cars	10
Hopper Cars (empty)	11
Hopper Cars (full)	12
Crossover	13
Automobiles	14
City Buses	15
Commuter Buses	16
Rail Yard or Shop	17
Layover Tracks	18
Bus Storage Yard	19
Bus Op. Facility	20
Bus Transit Center	21
Parking Garage	22
Park & Ride Lot	23

HORN NOISE CALCULATION	
Freight	
trains/day	2
trains/night	0
distance (ft)	15.3
speed (mph)	10
ground absorption (0-1)	0.4
Hourly Leq at 50 feet (daytime)	72.9
Hourly Leq at 50 feet (nighttime)	0.0
Ldn at 50 feet	70.8
Ldn at specified distance	77.1
Commuter	
trains/day	
trains/night	
distance (ft)	
speed (mph)	
ground absorption (0-1)	
Hourly Leq at 50 feet (daytime)	0.0
Hourly Leq at 50 feet (nighttime)	0.0
Ldn at 50 feet	0.0
Ldn at specified distance	0.0

L230704 Albany Apartments - Rail Calibration

Eilar Associates, Inc.

210 South Juniper Street, Suite 100

Escondido, California 92025-4230

Phone: (760) 738-5570

Date: 29 Jul 2024

Calculation Configuration

Configuration	
Parameter	Value
General	
Max. Error (dB)	0.00
Max. Search Radius #(Unit,LEN))	2000.00
Min. Dist Src to Rcvr	0.00
Partition	
Raster Factor	0.50
Max. Length of Section #(Unit,LEN))	1000.00
Min. Length of Section #(Unit,LEN))	1.00
Min. Length of Section (%)	0.00
Proj. Line Sources	On
Proj. Area Sources	On
Ref. Time	
Daytime Penalty (dB)	0.00
Recr. Time Penalty (dB)	6.00
Night-time Penalty (dB)	10.00
DTM	
Standard Height (m)	0.00
Model of Terrain	Triangulation
Reflection	
max. Order of Reflection	0
Search Radius Src	100.00
Search Radius Rcvr	100.00
Max. Distance Source - Rcvr	1000.00 1000.00
Min. Distance Rcvr - Reflector	1.00 1.00
Min. Distance Source - Reflector	0.10
Industrial (ISO 9613)	
Lateral Diffraction	some Obj
Obst. within Area Src do not shield	On
Screening	Excl. Ground Att. over Barrier
	Dz with limit (20/25)
Barrier Coefficients C1,2,3	3.0 20.0 0.0
Temperature #(Unit,TEMP))	10
rel. Humidity (%)	70
Ground Absorption G	0.40
Wind Speed for Dir. #(Unit,SPEED))	3.0
Roads (TNM)	
Railways (Schall 03 (1990))	
Strictly acc. to Schall 03 / Schall-Transrapid	
Aircraft (NONE)	
Strictly acc. to AzB	

Receivers

Name	Sel.	M.	ID	Level Lr		Limit. Value		Land Use			Height		Coordinates		
				Day	Night	Day	Night	Type	Auto	Noise Type			X	Y	Z
				(dBA)	(dBA)	(dBA)	(dBA)				(ft)		(ft)	(ft)	(ft)
Cal				77.8	77.8	0.0	0.0		x	Total	5.00	r	823.56	671.47	5.00

Line Sources

Name	Sel.	M.	ID	Result. PWL			Result. PWL'			Lw / Li			Correction			Sound Reduction		Attenuation	Operating Time			K0	Freq.	Direct.	Moving Pt. Src			
				Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Evening	Night	R	Area		Day	Special	Night				Number		Speed	
				(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	dB(A)	dB(A)	dB(A)		(ft²)		(min)	(min)	(min)	(dB)	(Hz)		Day	Evening	Night	(mph)
Rail Line		+		113.3	113.3	113.3	89.0	89.0	89.0	Lw'	R		0.0	0.0	0.0							0.0		(none)				

Geometry - Line Sources

Name	ID	Height		Coordinates			
		Begin	End	x	y	z	Ground
		(ft)	(ft)	(ft)	(ft)	(ft)	(ft)
Rail Line		6.00	r	991.06	181.68	6.00	0.00
				947.63	298.05	6.00	0.00
				894.23	441.77	6.00	0.00
				819.44	637.18	6.00	0.00
				803.44	683.41	6.00	0.00
				786.20	747.56	6.00	0.00
				775.35	806.61	6.00	0.00
				769.27	857.63	6.00	0.00
				766.88	901.70	6.00	0.00
				764.49	957.28	6.00	0.00
				763.80	1028.63	6.00	0.00

Terrain Contours

Name	Sel.	M.	ID	OnlyPts	Height		Coordinates		
					Begin	End	x	y	z
					(ft)	(ft)	(ft)	(ft)	(ft)
c0					0.00		746.78	1332.90	0.00
							743.31	864.58	0.00
							746.01	811.82	0.00
							759.31	757.58	0.00
							772.18	707.58	0.00
							788.37	650.40	0.00
							885.60	390.84	0.00
							1014.66	48.51	0.00
							2170.95	46.77	0.00
							2169.21	1338.48	0.00
							746.78	1332.90	0.00
c-10					-10.00		1014.31	47.79	-10.00
							869.59	432.85	-10.00
							821.88	559.28	-10.00
							799.83	618.88	-10.00
							787.86	650.41	-10.00
							766.16	728.86	-10.00
							745.93	811.80	-10.00
							743.03	859.77	-10.00
							746.61	1332.85	-10.00
							732.83	1332.80	-10.00
							730.34	1023.85	-10.00
							730.77	856.73	-10.00
							731.64	820.70	-10.00
							734.68	796.83	-10.00
							744.23	755.59	-10.00
							754.21	710.88	-10.00
							768.10	662.27	-10.00
							780.69	624.50	-10.00
							854.05	427.87	-10.00
							983.40	85.38	-10.00
							997.87	47.31	-10.00
							1014.31	47.79	-10.00
c0					0.00		732.77	1332.78	0.00
							729.74	1064.06	0.00
							730.17	932.85	0.00
							730.17	856.41	0.00
							731.13	821.41	0.00
							734.38	795.90	0.00
							743.34	757.31	0.00
							756.15	702.50	0.00
							767.35	663.22	0.00
							777.94	631.61	0.00
							782.18	619.64	0.00

Name	Sel.	M.	ID	OnlyPts	Height		Coordinates		
					Begin	End	x	y	z
					(ft)	(ft)	(ft)	(ft)	(ft)
							800.96	568.99	0.00
							851.42	433.34	0.00
							937.81	203.47	0.00
							997.67	47.48	0.00
							45.68	47.31	0.00
							45.41	1333.68	0.00
							732.77	1332.78	0.00

Sound Level Spectra

Name	ID	Type	1/3 Oktave Spectrum (dB)												Source
			Weight.	31.5	63	125	250	500	1000	2000	4000	8000	A	lin	
Diesel Rail Spectrum	R	Lw	A			82.5	76.0	82.4	82.6	81.8	78.6		89.0	99.2	Typical Diesel Rail Spectrum



Eilar Associates, Inc.
Acoustical and Environmental Consulting Services

Appendix D

CadnaA Analysis Data and Results

L230704 Albany Apartments - Traffic Calibration

Eilar Associates, Inc.

210 South Juniper Street, Suite 100

Escondido, California 92025-4230

Phone: (760) 738-5570

Date: 07 Nov 2023

Calculation Configuration

Configuration	
Parameter	Value
General	
Max. Error (dB)	0.00
Max. Search Radius (#(Unit,LEN))	2000.00
Min. Dist Src to Rcvr	0.00
Partition	
Raster Factor	0.50
Max. Length of Section (#(Unit,LEN))	1000.00
Min. Length of Section (#(Unit,LEN))	1.00
Min. Length of Section (%)	0.00
Proj. Line Sources	On
Proj. Area Sources	On
Ref. Time	
Reference Time Day (min)	960.00
Reference Time Night (min)	480.00
Daytime Penalty (dB)	0.00
Recr. Time Penalty (dB)	6.00
Night-time Penalty (dB)	10.00
DTM	
Standard Height (m)	0.00
Model of Terrain	Triangulation
Reflection	
max. Order of Reflection	0
Search Radius Src	100.00
Search Radius Rcvr	100.00
Max. Distance Source - Rcvr	1000.00 1000.00
Min. Distance Rcvr - Reflector	1.00 1.00
Min. Distance Source - Reflector	0.10
Industrial (ISO 9613)	
Lateral Diffraction	some Obj
Obst. within Area Src do not shield	On
Screening	Excl. Ground Att. over Barrier
	Dz with limit (20/25)
Barrier Coefficients C1,2,3	3.0 20.0 0.0
Temperature (#(Unit,TEMP))	10
rel. Humidity (%)	70
Ground Absorption G	0.40
Wind Speed for Dir. (#(Unit,SPEED))	3.0
Roads (TNM)	
Railways (Schall 03 (1990))	
Strictly acc. to Schall 03 / Schall-Transrapid	
Aircraft (NONE)	
Strictly acc. to AzB	

Receivers

Name	Sel.	M.	ID	Level Lr		Limit. Value		Land Use			Height		Coordinates		
				Day	Night	Day	Night	Type	Auto	Noise Type			X	Y	Z
				(dBA)	(dBA)	(dBA)	(dBA)				(ft)		(ft)	(ft)	(ft)
NML				63.5	-63.4	0.0	0.0		x	Total	5.00	r	1036.63	564.47	5.00

Roads

Name	Sel.	M.	ID	Lme			Count Data		exact Count Data						Speed Limit	SCS	Surface		Gradient	Mult. Reflectio			
				Day	Evening	Night	DTV	Str.class.	M			p (%)			Auto	Truck	Dist.	Dstro	Type		Drefl	Hbuild	Di
				(dBA)	(dBA)	(dBA)			Day	Evening	Night	Day	Evening	Night	(mph)	(mph)		(dB)		(%)	(dB)	(ft)	(t
East Channel Islands Boulevard				66.2	0.0	0.0			1127.0	0.0	0.0	4.0	0.0	0.0	40		21.3	0.0	1	0.0	0.0		
Albany Drive				57.5	0.0	0.0			168.0	0.0	0.0	2.4	0.0	0.0	25		6.1	0.0	1	0.0	0.0		

Geometry - Roads

Name	Height		Coordinates				Dist	LSlope
	Begin	End	x	y	z	Ground	(ft)	(%)
	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)		
East Channel Islands Boulevard	0.00	r	525.32	796.17	0.00	0.00		
			608.47	796.72	0.00	0.00		
			683.42	800.55	0.00	0.00		
			727.73	804.93	0.00	0.00		
			799.67	811.49	0.00	0.00		
			928.51	812.59	0.00	0.00		
			1018.23	813.95	0.00	0.00		
			1112.59	812.31	0.00	0.00		
			1318.84	811.77	0.00	0.00		
			1694.68	808.48	0.00	0.00		
Albany Drive	0.00	r	1063.96	813.48	0.00	0.00		
			1065.26	770.49	0.00	0.00		
			1065.70	747.91	0.00	0.00		
			1064.39	613.74	0.00	0.00		
			1064.05	581.34	0.00	0.00		
			1066.63	559.11	0.00	0.00		
			1074.57	513.98	0.00	0.00		
			1078.40	491.55	0.00	0.00		
			1087.70	460.09	0.00	0.00		
			1106.02	405.39	0.00	0.00		
			1141.58	311.84	0.00	0.00		
			1176.74	215.34	0.00	0.00		

Terrain Contours

Name	Sel.	M.	ID	OnlyPts	Height		Coordinates		
					Begin	End	x	y	z
					(ft)	(ft)	(ft)	(ft)	(ft)
c0					0.00		746.78	1332.90	0.00
							743.31	864.58	0.00
							746.01	811.82	0.00
							759.31	757.58	0.00
							772.18	707.58	0.00
							788.37	650.40	0.00
							885.60	390.84	0.00
							1014.66	48.51	0.00
							2170.95	46.77	0.00
							2169.21	1338.48	0.00
							746.78	1332.90	0.00
c-10					-10.00		1014.31	47.79	-10.00
							869.59	432.85	-10.00
							821.88	559.28	-10.00
							799.83	618.88	-10.00
							787.86	650.41	-10.00
							766.16	728.86	-10.00
							745.93	811.80	-10.00
							743.03	859.77	-10.00
							746.61	1332.85	-10.00
							732.83	1332.80	-10.00
							730.34	1023.85	-10.00
							730.77	856.73	-10.00
							731.64	820.70	-10.00
							734.68	796.83	-10.00
							744.23	755.59	-10.00
							754.21	710.88	-10.00
							768.10	662.27	-10.00
							780.69	624.50	-10.00
							854.05	427.87	-10.00
							983.40	85.38	-10.00
							997.87	47.31	-10.00
							1014.31	47.79	-10.00
c0					0.00		732.77	1332.78	0.00
							729.74	1064.06	0.00
							730.17	932.85	0.00
							730.17	856.41	0.00
							731.13	821.41	0.00
							734.38	795.90	0.00
							743.34	757.31	0.00
							756.15	702.50	0.00
							767.35	663.22	0.00
							777.94	631.61	0.00
							782.18	619.64	0.00

L230704 Albany Apartments - Traffic Calibration

Name	Sel.	M.	ID	OnlyPts	Height		Coordinates		
					Begin	End	x	y	z
					(ft)	(ft)	(ft)	(ft)	(ft)
							800.96	568.99	0.00
							851.42	433.34	0.00
							937.81	203.47	0.00
							997.67	47.48	0.00
							45.68	47.31	0.00
							45.41	1333.68	0.00
							732.77	1332.78	0.00

L230704 Albany Apartments - Current

Eilar Associates, Inc.

210 South Juniper Street, Suite 100

Escondido, California 92025-4230

Phone: (760) 738-5570

Date: 07 Nov 2023

Calculation Configuration

Configuration	
Parameter	Value
General	
Max. Error (dB)	0.00
Max. Search Radius (#(Unit,LEN))	2000.00
Min. Dist Src to Rcvr	0.00
Partition	
Raster Factor	0.50
Max. Length of Section (#(Unit,LEN))	1000.00
Min. Length of Section (#(Unit,LEN))	1.00
Min. Length of Section (%)	0.00
Proj. Line Sources	On
Proj. Area Sources	On
Ref. Time	
Reference Time Day (min)	960.00
Reference Time Night (min)	480.00
Daytime Penalty (dB)	0.00
Recr. Time Penalty (dB)	6.00
Night-time Penalty (dB)	10.00
DTM	
Standard Height (m)	0.00
Model of Terrain	Triangulation
Reflection	
max. Order of Reflection	0
Search Radius Src	100.00
Search Radius Rcvr	100.00
Max. Distance Source - Rcvr	1000.00 1000.00
Min. Distance Rcvr - Reflector	1.00 1.00
Min. Distance Source - Reflector	0.10
Industrial (ISO 9613)	
Lateral Diffraction	some Obj
Obst. within Area Src do not shield	On
Screening	Excl. Ground Att. over Barrier
	Dz with limit (20/25)
Barrier Coefficients C1,2,3	3.0 20.0 0.0
Temperature (#(Unit,TEMP))	10
rel. Humidity (%)	70
Ground Absorption G	0.40
Wind Speed for Dir. (#(Unit,SPEED))	3.0
Roads (TNM)	
Railways (Schall 03 (1990))	
Strictly acc. to Schall 03 / Schall-Transrapid	
Aircraft (NONE)	
Strictly acc. to AzB	

Line Sources

Name	Sel.	M.	ID	Result. PWL			Result. PWL'			Lw / Li			Correction			Sound Reduction		Attenuation	Operating Time			K0	Freq.	Direct.	Moving Pt. Src			
				Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Evening	Night	R	Area		Day	Special	Night				Number		Speed	
				(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	dB(A)	dB(A)	dB(A)		(ft²)		(min)	(min)	(min)	(dB)	(Hz)		Day	Evening	Night	(mph)
Rail Line		+		113.3	113.3	113.3	89.0	89.0	89.0	Lw'	R		0.0	0.0	0.0							0.0		(none)				

Geometry - Line Sources

Name	ID	Height		Coordinates			
		Begin	End	x	y	z	Ground
		(ft)	(ft)	(ft)	(ft)	(ft)	(ft)
Rail Line		6.00	r	991.06	181.68	6.00	0.00
				947.63	298.05	6.00	0.00
				894.23	441.77	6.00	0.00
				819.44	637.18	6.00	0.00
				803.44	683.41	6.00	0.00
				786.20	747.56	6.00	0.00
				775.35	806.61	6.00	0.00
				769.27	857.63	6.00	0.00
				766.88	901.70	6.00	0.00
				764.49	957.28	6.00	0.00
				763.80	1028.63	6.00	0.00

Roads

Name	Sel.	M.	ID	Lme			Count Data		exact Count Data						Speed Limit	SCS	Surface		Gradient	Mult. Reflectio			
				Day	Evening	Night	DTV	Str.class.	M			p (%)			Auto	Truck	Dist.	Dstro	Type		Drefl	Hbuild	Di
				(dBA)	(dBA)	(dBA)			Day	Evening	Night	Day	Evening	Night	(mph)	(mph)		(dB)		(%)	(dB)	(ft)	(i
East Channel Islands Boulevard				69.0	0.0	0.0			2116.0	0.0	0.0	4.0	0.0	0.0	40		21.3	0.0	1	0.0	0.0		
Albany Drive				59.0	0.0	0.0			276.0	0.0	0.0	2.0	0.0	0.0	25		6.1	0.0	1	0.0	0.0		

Geometry - Roads

Name	Height			Coordinates				Dist	LSlope
	Begin		End	x	y	z	Ground	(ft)	(%)
	(ft)		(ft)	(ft)	(ft)	(ft)	(ft)		
East Channel Islands Boulevard	0.00	r		525.32	796.17	0.00	0.00		
				608.47	796.72	0.00	0.00		
				683.42	800.55	0.00	0.00		
				727.73	804.93	0.00	0.00		
				799.67	811.49	0.00	0.00		
				928.51	812.59	0.00	0.00		
				1018.23	813.95	0.00	0.00		
				1112.59	812.31	0.00	0.00		
				1318.84	811.77	0.00	0.00		
				1694.68	808.48	0.00	0.00		
Albany Drive	0.00	r		1063.96	813.48	0.00	0.00		
				1065.26	770.49	0.00	0.00		
				1065.70	747.91	0.00	0.00		
				1064.39	613.74	0.00	0.00		
				1064.05	581.34	0.00	0.00		
				1066.63	559.11	0.00	0.00		
				1074.57	513.98	0.00	0.00		
				1078.40	491.55	0.00	0.00		
				1087.70	460.09	0.00	0.00		
				1106.02	405.39	0.00	0.00		
				1141.58	311.84	0.00	0.00		
				1176.74	215.34	0.00	0.00		

Terrain Contours

Name	Sel.	M.	ID	OnlyPts	Height		Coordinates		
					Begin	End	x	y	z
					(ft)	(ft)	(ft)	(ft)	(ft)
c0					0.00		746.78	1332.90	0.00
							743.31	864.58	0.00
							746.01	811.82	0.00
							759.31	757.58	0.00
							772.18	707.58	0.00
							788.37	650.40	0.00
							885.60	390.84	0.00
							1014.66	48.51	0.00
							2170.95	46.77	0.00
							2169.21	1338.48	0.00
							746.78	1332.90	0.00
c-10					-10.00		1014.31	47.79	-10.00
							869.59	432.85	-10.00
							821.88	559.28	-10.00
							799.83	618.88	-10.00
							787.86	650.41	-10.00
							766.16	728.86	-10.00
							745.93	811.80	-10.00
							743.03	859.77	-10.00
							746.61	1332.85	-10.00
							732.83	1332.80	-10.00
							730.34	1023.85	-10.00
							730.77	856.73	-10.00
							731.64	820.70	-10.00
							734.68	796.83	-10.00
							744.23	755.59	-10.00
							754.21	710.88	-10.00
							768.10	662.27	-10.00
							780.69	624.50	-10.00
							854.05	427.87	-10.00
							983.40	85.38	-10.00
							997.87	47.31	-10.00
							1014.31	47.79	-10.00
c0					0.00		732.77	1332.78	0.00
							729.74	1064.06	0.00
							730.17	932.85	0.00
							730.17	856.41	0.00
							731.13	821.41	0.00
							734.38	795.90	0.00
							743.34	757.31	0.00
							756.15	702.50	0.00
							767.35	663.22	0.00
							777.94	631.61	0.00
							782.18	619.64	0.00

Name	Sel.	M.	ID	OnlyPts	Height		Coordinates		
					Begin	End	x	y	z
					(ft)	(ft)	(ft)	(ft)	(ft)
							800.96	568.99	0.00
							851.42	433.34	0.00
							937.81	203.47	0.00
							997.67	47.48	0.00
							45.68	47.31	0.00
							45.41	1333.68	0.00
							732.77	1332.78	0.00

Sound Level Spectra

Name	ID	Type	1/3 Oktave Spectrum (dB)												Source
			Weight.	31.5	63	125	250	500	1000	2000	4000	8000	A	lin	
Diesel Rail Spectrum	R	Lw	A			82.5	76.0	82.4	82.6	81.8	78.6		89.0	99.2	Typical Diesel Rail Spectrum

L230704 Albany Apartments - Future

Eilar Associates, Inc.

210 South Juniper Street, Suite 100

Escondido, California 92025-4230

Phone: (760) 738-5570

Date: 07 Nov 2023

Calculation Configuration

Configuration	
Parameter	Value
General	
Max. Error (dB)	0.00
Max. Search Radius (#(Unit,LEN))	2000.00
Min. Dist Src to Rcvr	0.00
Partition	
Raster Factor	0.50
Max. Length of Section (#(Unit,LEN))	1000.00
Min. Length of Section (#(Unit,LEN))	1.00
Min. Length of Section (%)	0.00
Proj. Line Sources	On
Proj. Area Sources	On
Ref. Time	
Reference Time Day (min)	960.00
Reference Time Night (min)	480.00
Daytime Penalty (dB)	0.00
Recr. Time Penalty (dB)	6.00
Night-time Penalty (dB)	10.00
DTM	
Standard Height (m)	0.00
Model of Terrain	Triangulation
Reflection	
max. Order of Reflection	0
Search Radius Src	100.00
Search Radius Rcvr	100.00
Max. Distance Source - Rcvr	1000.00 1000.00
Min. Distance Rcvr - Reflector	1.00 1.00
Min. Distance Source - Reflector	0.10
Industrial (ISO 9613)	
Lateral Diffraction	some Obj
Obst. within Area Src do not shield	On
Screening	Excl. Ground Att. over Barrier
	Dz with limit (20/25)
Barrier Coefficients C1,2,3	3.0 20.0 0.0
Temperature (#(Unit,TEMP))	10
rel. Humidity (%)	70
Ground Absorption G	0.40
Wind Speed for Dir. (#(Unit,SPEED))	3.0
Roads (TNM)	
Railways (Schall 03 (1990))	
Strictly acc. to Schall 03 / Schall-Transrapid	
Aircraft (NONE)	
Strictly acc. to AzB	

Line Sources

Name	Sel.	M.	ID	Result. PWL			Result. PWL'			Lw / Li			Correction			Sound Reduction		Attenuation	Operating Time			K0	Freq.	Direct.	Moving Pt. Src			
				Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Evening	Night	R	Area		Day	Special	Night				Number		Speed	
				(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	dB(A)	dB(A)	dB(A)		(ft²)		(min)	(min)	(min)	(dB)	(Hz)		Day	Evening	Night	(mph)
Rail Line		+		113.3	113.3	113.3	89.0	89.0	89.0	Lw'	R		0.0	0.0	0.0							0.0		(none)				

Geometry - Line Sources

Name	ID	Height			Coordinates			
		Begin	End		x	y	z	Ground
		(ft)	(ft)		(ft)	(ft)	(ft)	(ft)
Rail Line		6.00	r		991.06	181.68	6.00	0.00
					947.63	298.05	6.00	0.00
					894.23	441.77	6.00	0.00
					819.44	637.18	6.00	0.00
					803.44	683.41	6.00	0.00
					786.20	747.56	6.00	0.00
					775.35	806.61	6.00	0.00
					769.27	857.63	6.00	0.00
					766.88	901.70	6.00	0.00
					764.49	957.28	6.00	0.00
					763.80	1028.63	6.00	0.00

Roads

Name	Sel.	M.	ID	Lme			Count Data		exact Count Data						Speed Limit	SCS	Surface		Gradient	Mult. Reflectio			
				Day	Evening	Night	DTV	Str.class.	M			p (%)			Auto	Truck	Dist.	Dstro	Type		Drefl	Hbuild	Di
				(dBA)	(dBA)	(dBA)			Day	Evening	Night	Day	Evening	Night	(mph)	(mph)		(dB)		(%)	(dB)	(ft)	(t
East Channel Islands Boulevard				70.8	0.0	0.0			3246.0	0.0	0.0	4.0	0.0	0.0	40		21.3	0.0	1	0.0	0.0		
Albany Drive				60.1	0.0	0.0			361.0	0.0	0.0	2.0	0.0	0.0	25		6.1	0.0	1	0.0	0.0		

Geometry - Roads

Name	Height			Coordinates				Dist	LSlope
	Begin		End	x	y	z	Ground	(ft)	(%)
	(ft)		(ft)	(ft)	(ft)	(ft)	(ft)		
East Channel Islands Boulevard	0.00	r		525.32	796.17	0.00	0.00		
				608.47	796.72	0.00	0.00		
				683.42	800.55	0.00	0.00		
				727.73	804.93	0.00	0.00		
				799.67	811.49	0.00	0.00		
				928.51	812.59	0.00	0.00		
				1018.23	813.95	0.00	0.00		
				1112.59	812.31	0.00	0.00		
				1318.84	811.77	0.00	0.00		
				1694.68	808.48	0.00	0.00		
Albany Drive	0.00	r		1063.96	813.48	0.00	0.00		
				1065.26	770.49	0.00	0.00		
				1065.70	747.91	0.00	0.00		
				1064.39	613.74	0.00	0.00		
				1064.05	581.34	0.00	0.00		
				1066.63	559.11	0.00	0.00		
				1074.57	513.98	0.00	0.00		
				1078.40	491.55	0.00	0.00		
				1087.70	460.09	0.00	0.00		
				1106.02	405.39	0.00	0.00		
				1141.58	311.84	0.00	0.00		
				1176.74	215.34	0.00	0.00		

Terrain Contours

Name	Sel.	M.	ID	OnlyPts	Height		Coordinates		
					Begin	End	x	y	z
					(ft)	(ft)	(ft)	(ft)	(ft)
c0					0.00		746.78	1332.90	0.00
							743.31	864.58	0.00
							746.01	811.82	0.00
							759.31	757.58	0.00
							772.18	707.58	0.00
							788.37	650.40	0.00
							885.60	390.84	0.00
							1014.66	48.51	0.00
							2170.95	46.77	0.00
							2169.21	1338.48	0.00
							746.78	1332.90	0.00
c-10					-10.00		1014.31	47.79	-10.00
							869.59	432.85	-10.00
							821.88	559.28	-10.00
							799.83	618.88	-10.00
							787.86	650.41	-10.00
							766.16	728.86	-10.00
							745.93	811.80	-10.00
							743.03	859.77	-10.00
							746.61	1332.85	-10.00
							732.83	1332.80	-10.00
							730.34	1023.85	-10.00
							730.77	856.73	-10.00
							731.64	820.70	-10.00
							734.68	796.83	-10.00
							744.23	755.59	-10.00
							754.21	710.88	-10.00
							768.10	662.27	-10.00
							780.69	624.50	-10.00
							854.05	427.87	-10.00
							983.40	85.38	-10.00
							997.87	47.31	-10.00
							1014.31	47.79	-10.00
c0					0.00		732.77	1332.78	0.00
							729.74	1064.06	0.00
							730.17	932.85	0.00
							730.17	856.41	0.00
							731.13	821.41	0.00
							734.38	795.90	0.00
							743.34	757.31	0.00
							756.15	702.50	0.00
							767.35	663.22	0.00
							777.94	631.61	0.00
							782.18	619.64	0.00

Name	Sel.	M.	ID	OnlyPts	Height		Coordinates		
					Begin	End	x	y	z
					(ft)	(ft)	(ft)	(ft)	(ft)
							800.96	568.99	0.00
							851.42	433.34	0.00
							937.81	203.47	0.00
							997.67	47.48	0.00
							45.68	47.31	0.00
							45.41	1333.68	0.00
							732.77	1332.78	0.00

Sound Level Spectra

Name	ID	Type	1/3 Oktave Spectrum (dB)												Source
			Weight.	31.5	63	125	250	500	1000	2000	4000	8000	A	lin	
Diesel Rail Spectrum	R	Lw	A			82.5	76.0	82.4	82.6	81.8	78.6		89.0	99.2	Typical Diesel Rail Spectrum

L230704 Albany Apartments - Outdoor Use - Current Design

Eilar Associates, Inc.

210 South Juniper Street, Suite 100

Escondido, California 92025-4230

Phone: (760) 738-5570

Date: 29 Jul 2024

Calculation Configuration

Configuration	
Parameter	Value
General	
Max. Error (dB)	0.00
Max. Search Radius #(Unit,LEN))	2000.00
Min. Dist Src to Rcvr	0.00
Partition	
Raster Factor	0.50
Max. Length of Section #(Unit,LEN))	1000.00
Min. Length of Section #(Unit,LEN))	1.00
Min. Length of Section (%)	0.00
Proj. Line Sources	On
Proj. Area Sources	On
Ref. Time	
Daytime Penalty (dB)	0.00
Recr. Time Penalty (dB)	6.00
Night-time Penalty (dB)	10.00
DTM	
Standard Height (m)	0.00
Model of Terrain	Triangulation
Reflection	
max. Order of Reflection	0
Search Radius Src	100.00
Search Radius Rcvr	100.00
Max. Distance Source - Rcvr	1000.00 1000.00
Min. Distance Rcvr - Reflector	1.00 1.00
Min. Distance Source - Reflector	0.10
Industrial (ISO 9613)	
Lateral Diffraction	some Obj
Obst. within Area Src do not shield	On
Screening	Excl. Ground Att. over Barrier
	Dz with limit (20/25)
Barrier Coefficients C1,2,3	3.0 20.0 0.0
Temperature #(Unit,TEMP))	10
rel. Humidity (%)	70
Ground Absorption G	0.40
Wind Speed for Dir. #(Unit,SPEED))	3.0
Roads (TNM)	
Railways (Schall 03 (1990))	
Strictly acc. to Schall 03 / Schall-Transrapid	
Aircraft (NONE)	
Strictly acc. to AzB	

Receivers

Name	Sel.	M.	ID	Level Lr		Limit. Value		Land Use			Height		Coordinates		
				Day	Night	Day	Night	Type	Auto	Noise Type			X	Y	Z
				(dBA)	(dBA)	(dBA)	(dBA)				(ft)		(ft)	(ft)	(ft)
OU1				65	64	65	0				3.50	r	875.89	566.78	3.50
OU2				62	62	65	0				3.50	r	867.80	625.06	3.50
OU3				50	47	65	0				3.50	r	892.39	706.92	3.50
OU4				58	44	65	0				3.50	r	971.55	706.92	3.50
OU5				52	51	65	0				3.50	g	875.38	694.04	15.50
OU6				54	49	65	0				3.50	g	907.28	692.57	15.50
OU7				50	48	65	0				3.50	g	923.29	692.40	15.50
OU8				59	47	65	0				3.50	g	955.13	693.41	15.50
OU9				61	47	65	0				3.50	g	970.29	693.75	15.50
OU10				67	47	65	0				3.50	g	1002.46	693.92	15.50
OU11				65	44	65	0				3.50	g	1012.40	640.35	15.50
OU12				64	46	65	0				3.50	g	1010.86	607.90	15.50
OU13				64	45	65	0				3.50	g	1010.73	592.39	15.50
OU14				63	48	65	0				3.50	g	1012.15	561.60	15.50
OU15				64	48	65	0				3.50	g	1012.26	545.68	15.50
OU16				63	58	65	0				3.50	g	1010.38	513.29	15.50
OU17				70	70	65	0				3.50	g	898.73	513.97	15.50
OU18				66	66	65	0				3.50	g	896.19	545.78	15.50
OU19				65	64	65	0				3.50	g	896.72	561.82	15.50
OU20				63	61	65	0				3.50	g	897.93	592.98	15.50
OU21				64	64	65	0				3.50	g	860.07	566.66	3.50
OU22				64	64	65	0				3.50	g	837.15	626.51	3.50

Line Sources

Name	Sel.	M.	ID	Result. PWL			Result. PWL'			Lw / Li			Correction			Sound Reduction		Attenuation	Operating Time			K0	Freq.	Direct.	Moving Pt. Src			
				Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Evening	Night	R	Area		Day	Special	Night				Number		Speed	
				(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	dB(A)	dB(A)	dB(A)		(ft²)		(min)	(min)	(min)	(dB)	(Hz)		Day	Evening	Night	(mph)
Rail Line		+		113.3	113.3	113.3	89.0	89.0	89.0	Lw'	R		0.0	0.0	0.0							0.0		(none)				

Geometry - Line Sources

Name	ID	Height		Coordinates			
		Begin	End	x	y	z	Ground
		(ft)	(ft)	(ft)	(ft)	(ft)	(ft)
Rail Line		6.00	r	991.06	181.68	6.00	0.00
				947.63	298.05	6.00	0.00
				894.23	441.77	6.00	0.00
				819.44	637.18	6.00	0.00
				803.44	683.41	6.00	0.00
				786.20	747.56	6.00	0.00
				775.35	806.61	6.00	0.00
				769.27	857.63	6.00	0.00
				766.88	901.70	6.00	0.00
				764.49	957.28	6.00	0.00
				763.80	1028.63	6.00	0.00

Roads

Name	Sel.	M.	ID	Lme			Count Data		exact Count Data						Speed Limit	SCS	Surface		Gradient	Mult. Reflectio			
				Day	Evening	Night	DTV	Str.class.	M			p (%)			Auto	Truck	Dist.	Dstro	Type		Drefl	Hbuild	Di
				(dBA)	(dBA)	(dBA)			Day	Evening	Night	Day	Evening	Night	(mph)	(mph)		(dB)		(%)	(dB)	(ft)	(t
East Channel Islands Boulevard				70.8	0.0	0.0			3246.0	0.0	0.0	4.0	0.0	0.0	40		21.3	0.0	1	0.0	0.0		
Albany Drive				60.1	0.0	0.0			361.0	0.0	0.0	2.0	0.0	0.0	25		6.1	0.0	1	0.0	0.0		

Geometry - Roads

Name	Height			Coordinates				Dist	LSlope
	Begin		End	x	y	z	Ground	(ft)	(%)
	(ft)		(ft)	(ft)	(ft)	(ft)	(ft)		
East Channel Islands Boulevard	0.00	r		525.32	796.17	0.00	0.00		
				608.47	796.72	0.00	0.00		
				683.42	800.55	0.00	0.00		
				727.73	804.93	0.00	0.00		
				799.67	811.49	0.00	0.00		
				928.51	812.59	0.00	0.00		
				1018.23	813.95	0.00	0.00		
				1112.59	812.31	0.00	0.00		
				1318.84	811.77	0.00	0.00		
				1694.68	808.48	0.00	0.00		
Albany Drive	0.00	r		1063.96	813.48	0.00	0.00		
				1065.26	770.49	0.00	0.00		
				1065.70	747.91	0.00	0.00		
				1064.39	613.74	0.00	0.00		
				1064.05	581.34	0.00	0.00		
				1066.63	559.11	0.00	0.00		
				1074.57	513.98	0.00	0.00		
				1078.40	491.55	0.00	0.00		
				1087.70	460.09	0.00	0.00		
				1106.02	405.39	0.00	0.00		
				1141.58	311.84	0.00	0.00		
				1176.74	215.34	0.00	0.00		

Barriers

Name	Sel.	M.	ID	Absorption		Z-Ext.	Cantilever		Height			
				left	right		horz.	vert.	Begin		End	
						(ft)	(ft)	(ft)	(ft)		(ft)	
Proposed 10' Wall									10.00	r		
OU Barrier		-							4.00	g		
OU Barrier		-							4.00	g		
OU Barrier		-							4.00	g		
OU Barrier		-							4.00	g		

Geometry - Barriers

Name	Sel.	M.	ID	Absorption		Z-Ext.	Cantilever		Height			Coordinates			
				left	right		horz.	vert.	Begin		End	x	y	z	Ground
						(ft)	(ft)	(ft)	(ft)		(ft)	(ft)	(ft)	(ft)	(ft)
Proposed 10' Wall									10.00	r		797.11	747.71	10.00	0.00
												806.61	711.22	10.00	0.00
												817.17	675.66	10.00	0.00
												835.88	623.79	10.00	0.00
												860.98	558.27	10.00	0.00
												895.14	471.80	10.00	0.00
OU Barrier		-							4.00	g		894.19	553.80	16.00	0.00
												894.22	538.19	16.00	0.00
OU Barrier		-							4.00	g		894.18	521.53	16.00	0.00
												894.22	506.00	16.00	0.00
												901.46	505.98	16.00	0.00
OU Barrier		-							4.00	g		994.94	696.44	16.00	0.00
												1010.10	696.53	16.00	0.00
												1010.17	692.13	16.00	0.00
OU Barrier		-							4.00	g		1010.53	648.41	16.00	0.00
												1014.41	648.41	16.00	0.00
												1014.53	633.55	16.00	0.00

Buildings

Name	Sel.	M.	ID	RB	Residents	Absorption	Height
							Begin
							(ft)
Building A-1					0		25.00 r
Building A-Floor 2					0		25.00 r
Building A-Floor 1-North					0		12.00 r
Building A-Floor 1-South					0		12.00 r
Building A-1-Floor 2					0		25.00 r
Building A-1-Floor 1					0		12.00 r

Geometry - Buildings

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
							Begin	x	y	z	Ground
							(ft)	(ft)	(ft)	(ft)	(ft)
Building A-1					0		25.00 r	991.67	740.17	25.00	0.00
								991.67	715.96	25.00	0.00
								849.41	715.86	25.00	0.00
								849.27	670.64	25.00	0.00
								825.28	670.48	25.00	0.00
								825.36	691.85	25.00	0.00
								818.24	691.75	25.00	0.00
								818.30	715.53	25.00	0.00
								811.68	715.63	25.00	0.00
								811.68	740.53	25.00	0.00
Building A-Floor 2					0		25.00 r	883.20	696.65	25.00	0.00
								883.21	692.28	25.00	0.00
								867.61	692.36	25.00	0.00
								867.58	652.82	25.00	0.00
								891.37	652.66	25.00	0.00
								891.34	649.75	25.00	0.00
								939.39	649.88	25.00	0.00
								939.34	652.70	25.00	0.00
								971.09	652.82	25.00	0.00
								971.30	625.45	25.00	0.00
								968.23	625.41	25.00	0.00
								968.30	577.28	25.00	0.00
								971.04	577.28	25.00	0.00
								971.29	530.58	25.00	0.00
								968.22	530.54	25.00	0.00
								968.11	506.08	25.00	0.00
								1007.44	506.13	25.00	0.00
								1007.57	521.71	25.00	0.00
								1014.98	521.79	25.00	0.00
								1014.81	538.44	25.00	0.00
								1010.46	538.50	25.00	0.00
								1010.56	569.28	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates				
							Begin	x	y	z	Ground	
							(ft)	(ft)	(ft)	(ft)	(ft)	
								1014.81	569.28	25.00	0.00	
								1014.92	585.94	25.00	0.00	
								1007.62	585.97	25.00	0.00	
								1007.67	616.82	25.00	0.00	
								1014.92	616.84	25.00	0.00	
								1014.90	633.49	25.00	0.00	
								1010.52	633.49	25.00	0.00	
								1010.47	692.01	25.00	0.00	
								994.99	692.01	25.00	0.00	
								994.93	696.53	25.00	0.00	
								978.25	696.39	25.00	0.00	
								978.25	692.01	25.00	0.00	
								947.37	692.12	25.00	0.00	
								947.42	696.60	25.00	0.00	
								930.79	696.52	25.00	0.00	
								930.92	689.15	25.00	0.00	
								899.91	689.12	25.00	0.00	
								899.87	696.67	25.00	0.00	
Building A-Floor 1-North					0		12.00	r	867.50	696.26	12.00	0.00
									867.61	692.36	12.00	0.00
									867.61	671.72	12.00	0.00
									1010.48	672.45	12.00	0.00
									1010.47	692.01	12.00	0.00
									1010.20	696.63	12.00	0.00
									994.93	696.53	12.00	0.00
									978.25	696.39	12.00	0.00
									947.42	696.60	12.00	0.00
									930.79	696.52	12.00	0.00
									899.87	696.67	12.00	0.00
									883.20	696.65	12.00	0.00
Building A-Floor 1-South					0		12.00	r	989.83	648.57	12.00	0.00
									1014.57	648.57	12.00	0.00
									1014.90	633.49	12.00	0.00
									1014.92	616.84	12.00	0.00
									1014.92	585.94	12.00	0.00
									1014.81	569.28	12.00	0.00
									1014.81	538.44	12.00	0.00
									1014.98	521.79	12.00	0.00
									1014.45	505.77	12.00	0.00
									1007.44	506.13	12.00	0.00
									989.91	506.11	12.00	0.00
Building A-1-Floor 2					0		25.00	r	901.24	601.29	25.00	0.00
									940.74	601.29	25.00	0.00
									940.81	576.89	25.00	0.00
									937.84	576.92	25.00	0.00
									937.75	530.18	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
							Begin	x	y	z	Ground
							(ft)	(ft)	(ft)	(ft)	(ft)
								940.78	530.13	25.00	0.00
								940.78	505.88	25.00	0.00
								901.49	505.89	25.00	0.00
								901.47	521.37	25.00	0.00
								894.12	521.56	25.00	0.00
								894.15	538.14	25.00	0.00
								898.40	538.31	25.00	0.00
								898.43	568.79	25.00	0.00
								894.15	568.86	25.00	0.00
								894.15	585.54	25.00	0.00
								901.19	585.62	25.00	0.00
Building A-1-Floor 1					0		12.00	901.24	601.29	12.00	0.00
								893.81	601.40	12.00	0.00
								894.15	585.54	12.00	0.00
								894.15	568.86	12.00	0.00
								894.15	538.14	12.00	0.00
								894.12	521.56	12.00	0.00
								894.07	505.85	12.00	0.00
								901.49	505.89	12.00	0.00
								919.05	505.89	12.00	0.00
								918.83	601.29	12.00	0.00

Terrain Contours

Name	Sel.	M.	ID	OnlyPts	Height		Coordinates		
					Begin	End	x	y	z
					(ft)	(ft)	(ft)	(ft)	(ft)
c0					0.00		746.78	1332.90	0.00
							743.31	864.58	0.00
							746.01	811.82	0.00
							759.31	757.58	0.00
							772.18	707.58	0.00
							788.37	650.40	0.00
							885.60	390.84	0.00
							1014.66	48.51	0.00
							2170.95	46.77	0.00
							2169.21	1338.48	0.00
							746.78	1332.90	0.00
c-10					-10.00		1014.31	47.79	-10.00
							869.59	432.85	-10.00
							821.88	559.28	-10.00
							799.83	618.88	-10.00
							787.86	650.41	-10.00
							766.16	728.86	-10.00
							745.93	811.80	-10.00
							743.03	859.77	-10.00
							746.61	1332.85	-10.00
							732.83	1332.80	-10.00
							730.34	1023.85	-10.00
							730.77	856.73	-10.00
							731.64	820.70	-10.00
							734.68	796.83	-10.00
							744.23	755.59	-10.00
							754.21	710.88	-10.00
							768.10	662.27	-10.00
							780.69	624.50	-10.00
							854.05	427.87	-10.00
							983.40	85.38	-10.00
							997.87	47.31	-10.00
							1014.31	47.79	-10.00
c0					0.00		732.77	1332.78	0.00
							729.74	1064.06	0.00
							730.17	932.85	0.00
							730.17	856.41	0.00
							731.13	821.41	0.00
							734.38	795.90	0.00
							743.34	757.31	0.00
							756.15	702.50	0.00
							767.35	663.22	0.00
							777.94	631.61	0.00
							782.18	619.64	0.00

Name	Sel.	M.	ID	OnlyPts	Height		Coordinates		
					Begin	End	x	y	z
					(ft)	(ft)	(ft)	(ft)	(ft)
							800.96	568.99	0.00
							851.42	433.34	0.00
							937.81	203.47	0.00
							997.67	47.48	0.00
							45.68	47.31	0.00
							45.41	1333.68	0.00
							732.77	1332.78	0.00

Sound Level Spectra

Name	ID	Type	1/3 Oktave Spectrum (dB)												Source
			Weight.	31.5	63	125	250	500	1000	2000	4000	8000	A	lin	
Diesel Rail Spectrum	R	Lw	A			82.5	76.0	82.4	82.6	81.8	78.6		89.0	99.2	Typical Diesel Rail Spectrum

L230704 Albany Apartments - Outdoor Use - Mitigated

Eilar Associates, Inc.

210 South Juniper Street, Suite 100

Escondido, California 92025-4230

Phone: (760) 738-5570

Date: 14 Dec 2023

Calculation Configuration

Configuration	
Parameter	Value
General	
Max. Error (dB)	0.00
Max. Search Radius (#(Unit,LEN))	2000.00
Min. Dist Src to Rcvr	0.00
Partition	
Raster Factor	0.50
Max. Length of Section (#(Unit,LEN))	1000.00
Min. Length of Section (#(Unit,LEN))	1.00
Min. Length of Section (%)	0.00
Proj. Line Sources	On
Proj. Area Sources	On
Ref. Time	
Reference Time Day (min)	960.00
Reference Time Night (min)	480.00
Daytime Penalty (dB)	0.00
Recr. Time Penalty (dB)	6.00
Night-time Penalty (dB)	10.00
DTM	
Standard Height (m)	0.00
Model of Terrain	Triangulation
Reflection	
max. Order of Reflection	0
Search Radius Src	100.00
Search Radius Rcvr	100.00
Max. Distance Source - Rcvr	1000.00 1000.00
Min. Distance Rcvr - Reflector	1.00 1.00
Min. Distance Source - Reflector	0.10
Industrial (ISO 9613)	
Lateral Diffraction	some Obj
Obst. within Area Src do not shield	On
Screening	Excl. Ground Att. over Barrier
	Dz with limit (20/25)
Barrier Coefficients C1,2,3	3.0 20.0 0.0
Temperature (#(Unit,TEMP))	10
rel. Humidity (%)	70
Ground Absorption G	0.40
Wind Speed for Dir. (#(Unit,SPEED))	3.0
Roads (TNM)	
Railways (Schall 03 (1990))	
Strictly acc. to Schall 03 / Schall-Transrapid	
Aircraft (NONE)	
Strictly acc. to AzB	

Receivers

Name	Sel.	M.	ID	Level Lr		Limit. Value		Land Use			Height		Coordinates		
				Day	Night	Day	Night	Type	Auto	Noise Type			X	Y	Z
				(dBA)	(dBA)	(dBA)	(dBA)				(ft)		(ft)	(ft)	(ft)
OU1				64	64	65	0				3.50	r	875.89	566.78	3.50
OU2				62	62	65	0				3.50	r	867.80	625.06	3.50
OU3				50	47	65	0				3.50	r	892.39	706.92	3.50
OU4				58	44	65	0				3.50	r	971.55	706.92	3.50
OU5				52	51	65	0				3.50	g	875.38	694.04	15.50
OU6				54	49	65	0				3.50	g	907.28	692.57	15.50
OU7				50	48	65	0				3.50	g	923.29	692.40	15.50
OU8				59	47	65	0				3.50	g	955.13	693.41	15.50
OU9				61	47	65	0				3.50	g	970.29	693.75	15.50
OU10				60	46	65	0				3.50	g	1002.46	693.92	15.50
OU11				58	44	65	0				3.50	g	1012.40	640.35	15.50
OU12				64	46	65	0				3.50	g	1010.86	607.90	15.50
OU13				64	45	65	0				3.50	g	1010.73	592.39	15.50
OU14				63	48	65	0				3.50	g	1012.15	561.60	15.50
OU15				64	48	65	0				3.50	g	1012.26	545.68	15.50
OU16				63	58	65	0				3.50	g	1010.38	513.29	15.50
OU17				65	65	65	0				3.50	g	898.73	513.97	15.50
OU18				63	62	65	0				3.50	g	896.19	545.78	15.50
OU19				65	64	65	0				3.50	g	896.72	561.82	15.50
OU20				63	61	65	0				3.50	g	897.93	592.98	15.50

Line Sources

Name	Sel.	M.	ID	Result. PWL			Result. PWL'			Lw / Li			Correction			Sound Reduction		Attenuation	Operating Time			K0	Freq.	Direct.	Moving Pt. Src			
				Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Evening	Night	R	Area		Day	Special	Night				Number		Speed	
				(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	dB(A)	dB(A)	dB(A)		(ft²)		(min)	(min)	(min)	(dB)	(Hz)		Day	Evening	Night	(mph)
Rail Line		+		113.3	113.3	113.3	89.0	89.0	89.0	Lw'	R		0.0	0.0	0.0							0.0		(none)				

Geometry - Line Sources

Name	ID	Height		Coordinates			
		Begin	End	x	y	z	Ground
		(ft)	(ft)	(ft)	(ft)	(ft)	(ft)
Rail Line		6.00	r	991.06	181.68	6.00	0.00
				947.63	298.05	6.00	0.00
				894.23	441.77	6.00	0.00
				819.44	637.18	6.00	0.00
				803.44	683.41	6.00	0.00
				786.20	747.56	6.00	0.00
				775.35	806.61	6.00	0.00
				769.27	857.63	6.00	0.00
				766.88	901.70	6.00	0.00
				764.49	957.28	6.00	0.00
				763.80	1028.63	6.00	0.00

Roads

Name	Sel.	M.	ID	Lme			Count Data		exact Count Data						Speed Limit	SCS	Surface		Gradient	Mult. Reflectio			
				Day	Evening	Night	DTV	Str.class.	M			p (%)			Auto	Truck	Dist.	Dstro	Type		Drefl	Hbuild	Di
				(dBA)	(dBA)	(dBA)			Day	Evening	Night	Day	Evening	Night	(mph)	(mph)		(dB)		(%)	(dB)	(ft)	(t
East Channel Islands Boulevard				70.8	0.0	0.0			3246.0	0.0	0.0	4.0	0.0	0.0	40		21.3	0.0	1	0.0	0.0		
Albany Drive				60.1	0.0	0.0			361.0	0.0	0.0	2.0	0.0	0.0	25		6.1	0.0	1	0.0	0.0		

Geometry - Roads

Name	Height			Coordinates				Dist	LSlope
	Begin		End	x	y	z	Ground	(ft)	(%)
	(ft)		(ft)	(ft)	(ft)	(ft)	(ft)		
East Channel Islands Boulevard	0.00	r		525.32	796.17	0.00	0.00		
				608.47	796.72	0.00	0.00		
				683.42	800.55	0.00	0.00		
				727.73	804.93	0.00	0.00		
				799.67	811.49	0.00	0.00		
				928.51	812.59	0.00	0.00		
				1018.23	813.95	0.00	0.00		
				1112.59	812.31	0.00	0.00		
				1318.84	811.77	0.00	0.00		
				1694.68	808.48	0.00	0.00		
Albany Drive	0.00	r		1063.96	813.48	0.00	0.00		
				1065.26	770.49	0.00	0.00		
				1065.70	747.91	0.00	0.00		
				1064.39	613.74	0.00	0.00		
				1064.05	581.34	0.00	0.00		
				1066.63	559.11	0.00	0.00		
				1074.57	513.98	0.00	0.00		
				1078.40	491.55	0.00	0.00		
				1087.70	460.09	0.00	0.00		
				1106.02	405.39	0.00	0.00		
				1141.58	311.84	0.00	0.00		
				1176.74	215.34	0.00	0.00		

Barriers

Name	Sel.	M.	ID	Absorption		Z-Ext.	Cantilever		Height			
				left	right		horz.	vert.	Begin		End	
						(ft)	(ft)	(ft)	(ft)		(ft)	
Proposed 10' Wall									10.00	r		
OU Barrier									4.00	g		
OU Barrier									4.00	g		
OU Barrier									4.00	g		
OU Barrier									4.00	g		

Geometry - Barriers

Name	Sel.	M.	ID	Absorption		Z-Ext.	Cantilever		Height			Coordinates			
				left	right		horz.	vert.	Begin		End	x	y	z	Ground
						(ft)	(ft)	(ft)	(ft)		(ft)	(ft)	(ft)	(ft)	(ft)
Proposed 10' Wall									10.00	r		797.11	747.71	10.00	0.00
												806.61	711.22	10.00	0.00
												817.17	675.66	10.00	0.00
												835.88	623.79	10.00	0.00
												860.98	558.27	10.00	0.00
												895.14	471.80	10.00	0.00
OU Barrier									4.00	g		894.19	553.80	16.00	0.00
												894.22	538.19	16.00	0.00
OU Barrier									4.00	g		894.18	521.53	16.00	0.00
												894.22	506.00	16.00	0.00
												901.46	505.98	16.00	0.00
OU Barrier									4.00	g		994.94	696.44	16.00	0.00
												1010.10	696.53	16.00	0.00
												1010.17	692.13	16.00	0.00
OU Barrier									4.00	g		1010.53	648.41	16.00	0.00
												1014.41	648.41	16.00	0.00
												1014.53	633.55	16.00	0.00

Buildings

Name	Sel.	M.	ID	RB	Residents	Absorption	Height
							Begin
							(ft)
Building A-1					0		25.00 r
Building A-Floor 2					0		25.00 r
Building A-Floor 1-North					0		12.00 r
Building A-Floor 1-South					0		12.00 r
Building A-1-Floor 2					0		25.00 r
Building A-1-Floor 1					0		12.00 r

Geometry - Buildings

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
							Begin	x	y	z	Ground
							(ft)	(ft)	(ft)	(ft)	(ft)
Building A-1					0		25.00 r	991.67	740.17	25.00	0.00
								991.67	715.96	25.00	0.00
								849.41	715.86	25.00	0.00
								849.27	670.64	25.00	0.00
								825.28	670.48	25.00	0.00
								825.36	691.85	25.00	0.00
								818.24	691.75	25.00	0.00
								818.30	715.53	25.00	0.00
								811.68	715.63	25.00	0.00
								811.68	740.53	25.00	0.00
Building A-Floor 2					0		25.00 r	883.20	696.65	25.00	0.00
								883.21	692.28	25.00	0.00
								867.61	692.36	25.00	0.00
								867.58	652.82	25.00	0.00
								891.37	652.66	25.00	0.00
								891.34	649.75	25.00	0.00
								939.39	649.88	25.00	0.00
								939.34	652.70	25.00	0.00
								971.09	652.82	25.00	0.00
								971.30	625.45	25.00	0.00
								968.23	625.41	25.00	0.00
								968.30	577.28	25.00	0.00
								971.04	577.28	25.00	0.00
								971.29	530.58	25.00	0.00
								968.22	530.54	25.00	0.00
								968.11	506.08	25.00	0.00
								1007.44	506.13	25.00	0.00
								1007.57	521.71	25.00	0.00
								1014.98	521.79	25.00	0.00
								1014.81	538.44	25.00	0.00
								1010.46	538.50	25.00	0.00
								1010.56	569.28	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
							Begin	x	y	z	Ground
							(ft)	(ft)	(ft)	(ft)	(ft)
								1014.81	569.28	25.00	0.00
								1014.92	585.94	25.00	0.00
								1007.62	585.97	25.00	0.00
								1007.67	616.82	25.00	0.00
								1014.92	616.84	25.00	0.00
								1014.90	633.49	25.00	0.00
								1010.52	633.49	25.00	0.00
								1010.47	692.01	25.00	0.00
								994.99	692.01	25.00	0.00
								994.93	696.53	25.00	0.00
								978.25	696.39	25.00	0.00
								978.25	692.01	25.00	0.00
								947.37	692.12	25.00	0.00
								947.42	696.60	25.00	0.00
								930.79	696.52	25.00	0.00
								930.92	689.15	25.00	0.00
								899.91	689.12	25.00	0.00
								899.87	696.67	25.00	0.00
Building A-Floor 1-North					0		12.00	r 867.50	696.26	12.00	0.00
								867.61	692.36	12.00	0.00
								867.61	671.72	12.00	0.00
								1010.48	672.45	12.00	0.00
								1010.47	692.01	12.00	0.00
								1010.20	696.63	12.00	0.00
								994.93	696.53	12.00	0.00
								978.25	696.39	12.00	0.00
								947.42	696.60	12.00	0.00
								930.79	696.52	12.00	0.00
								899.87	696.67	12.00	0.00
								883.20	696.65	12.00	0.00
Building A-Floor 1-South					0		12.00	r 989.83	648.57	12.00	0.00
								1014.57	648.57	12.00	0.00
								1014.90	633.49	12.00	0.00
								1014.92	616.84	12.00	0.00
								1014.92	585.94	12.00	0.00
								1014.81	569.28	12.00	0.00
								1014.81	538.44	12.00	0.00
								1014.98	521.79	12.00	0.00
								1014.45	505.77	12.00	0.00
								1007.44	506.13	12.00	0.00
								989.91	506.11	12.00	0.00
Building A-1-Floor 2					0		25.00	r 901.24	601.29	25.00	0.00
								940.74	601.29	25.00	0.00
								940.81	576.89	25.00	0.00
								937.84	576.92	25.00	0.00
								937.75	530.18	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
							Begin	x	y	z	Ground
							(ft)	(ft)	(ft)	(ft)	(ft)
								940.78	530.13	25.00	0.00
								940.78	505.88	25.00	0.00
								901.49	505.89	25.00	0.00
								901.47	521.37	25.00	0.00
								894.12	521.56	25.00	0.00
								894.15	538.14	25.00	0.00
								898.40	538.31	25.00	0.00
								898.43	568.79	25.00	0.00
								894.15	568.86	25.00	0.00
								894.15	585.54	25.00	0.00
								901.19	585.62	25.00	0.00
Building A-1-Floor 1					0		12.00 r	901.24	601.29	12.00	0.00
								893.81	601.40	12.00	0.00
								894.15	585.54	12.00	0.00
								894.15	568.86	12.00	0.00
								894.15	538.14	12.00	0.00
								894.12	521.56	12.00	0.00
								894.07	505.85	12.00	0.00
								901.49	505.89	12.00	0.00
								919.05	505.89	12.00	0.00
								918.83	601.29	12.00	0.00

Terrain Contours

Name	Sel.	M.	ID	OnlyPts	Height		Coordinates		
					Begin	End	x	y	z
					(ft)	(ft)	(ft)	(ft)	(ft)
c0					0.00		746.78	1332.90	0.00
							743.31	864.58	0.00
							746.01	811.82	0.00
							759.31	757.58	0.00
							772.18	707.58	0.00
							788.37	650.40	0.00
							885.60	390.84	0.00
							1014.66	48.51	0.00
							2170.95	46.77	0.00
							2169.21	1338.48	0.00
							746.78	1332.90	0.00
c-10					-10.00		1014.31	47.79	-10.00
							869.59	432.85	-10.00
							821.88	559.28	-10.00
							799.83	618.88	-10.00
							787.86	650.41	-10.00
							766.16	728.86	-10.00
							745.93	811.80	-10.00
							743.03	859.77	-10.00
							746.61	1332.85	-10.00
							732.83	1332.80	-10.00
							730.34	1023.85	-10.00
							730.77	856.73	-10.00
							731.64	820.70	-10.00
							734.68	796.83	-10.00
							744.23	755.59	-10.00
							754.21	710.88	-10.00
							768.10	662.27	-10.00
							780.69	624.50	-10.00
							854.05	427.87	-10.00
							983.40	85.38	-10.00
							997.87	47.31	-10.00
							1014.31	47.79	-10.00
c0					0.00		732.77	1332.78	0.00
							729.74	1064.06	0.00
							730.17	932.85	0.00
							730.17	856.41	0.00
							731.13	821.41	0.00
							734.38	795.90	0.00
							743.34	757.31	0.00
							756.15	702.50	0.00
							767.35	663.22	0.00
							777.94	631.61	0.00
							782.18	619.64	0.00

Name	Sel.	M.	ID	OnlyPts	Height		Coordinates		
					Begin	End	x	y	z
					(ft)	(ft)	(ft)	(ft)	(ft)
							800.96	568.99	0.00
							851.42	433.34	0.00
							937.81	203.47	0.00
							997.67	47.48	0.00
							45.68	47.31	0.00
							45.41	1333.68	0.00
							732.77	1332.78	0.00

Sound Level Spectra

Name	ID	Type	1/3 Oktave Spectrum (dB)												Source
			Weight.	31.5	63	125	250	500	1000	2000	4000	8000	A	lin	
Diesel Rail Spectrum	R	Lw	A			82.5	76.0	82.4	82.6	81.8	78.6		89.0	99.2	Typical Diesel Rail Spectrum

L230704 Albany Apartments - Facades

Eilar Associates, Inc.

210 South Juniper Street, Suite 100

Escondido, California 92025-4230

Phone: (760) 738-5570

Date: 14 Dec 2023

Calculation Configuration

Configuration	
Parameter	Value
General	
Max. Error (dB)	0.00
Max. Search Radius (#(Unit,LEN))	2000.00
Min. Dist Src to Rcvr	0.00
Partition	
Raster Factor	0.50
Max. Length of Section (#(Unit,LEN))	1000.00
Min. Length of Section (#(Unit,LEN))	1.00
Min. Length of Section (%)	0.00
Proj. Line Sources	On
Proj. Area Sources	On
Ref. Time	
Reference Time Day (min)	960.00
Reference Time Night (min)	480.00
Daytime Penalty (dB)	0.00
Recr. Time Penalty (dB)	6.00
Night-time Penalty (dB)	10.00
DTM	
Standard Height (m)	0.00
Model of Terrain	Triangulation
Reflection	
max. Order of Reflection	0
Search Radius Src	100.00
Search Radius Rcvr	100.00
Max. Distance Source - Rcvr	1000.00 1000.00
Min. Distance Rcvr - Reflector	1.00 1.00
Min. Distance Source - Reflector	0.10
Industrial (ISO 9613)	
Lateral Diffraction	some Obj
Obst. within Area Src do not shield	On
Screening	Excl. Ground Att. over Barrier
	Dz with limit (20/25)
Barrier Coefficients C1,2,3	3.0 20.0 0.0
Temperature (#(Unit,TEMP))	10
rel. Humidity (%)	70
Ground Absorption G	0.40
Wind Speed for Dir. (#(Unit,SPEED))	3.0
Roads (TNM)	
Railways (Schall 03 (1990))	
Strictly acc. to Schall 03 / Schall-Transrapid	
Aircraft (NONE)	
Strictly acc. to AzB	

Receivers

Name	Sel.	M.	ID	Level Lr		Limit. Value		Land Use			Height		Coordinates		
				Day	Night	Day	Night	Type	Auto	Noise Type			X	Y	Z
				(dBA)	(dBA)	(dBA)	(dBA)				(ft)		(ft)	(ft)	(ft)
1-F01				64	55	0	0		x	Total	5.00	r	1018.52	540.85	5.00
1-F02				65	44	0	0		x	Total	5.00	r	1014.81	664.17	5.00
1-F03				66	45	0	0		x	Total	5.00	r	999.65	701.23	5.00
1-F04				68	47	0	0		x	Total	5.00	r	995.95	727.51	5.00
1-F05				72	61	0	0		x	Total	5.00	r	967.31	744.36	5.00
1-F06				74	68	0	0		x	Total	5.00	r	838.26	743.68	5.00
1-F07				71	69	0	0		x	Total	5.00	r	807.93	729.20	5.00
1-F08				66	66	0	0		x	Total	5.00	r	820.74	681.01	5.00
1-F09				57	44	0	0		x	Total	5.00	r	967.31	705.61	5.00
1-F10				49	47	0	0		x	Total	5.00	r	890.15	706.28	5.00
1-F11				61	61	0	0		x	Total	5.00	r	859.82	661.81	5.00
1-F12				59	59	0	0		x	Total	5.00	r	882.40	646.31	5.00
1-F13				55	55	0	0		x	Total	5.00	r	936.98	644.96	5.00
1-F14				59	58	0	0		x	Total	5.00	r	964.27	613.29	5.00
1-F15				62	62	0	0		x	Total	5.00	r	964.61	548.60	5.00
1-F16				65	65	0	0		x	Total	5.00	r	993.25	501.42	5.00
1-F17				56	54	0	0		x	Total	5.00	r	917.78	606.21	5.00
1-F18				62	62	0	0		x	Total	5.00	r	889.81	580.27	5.00
1-F19				66	66	0	0		x	Total	5.00	r	890.48	522.32	5.00
1-F20				68	68	0	0		x	Total	5.00	r	919.12	502.44	5.00
1-F21				62	62	0	0		x	Total	5.00	r	944.39	519.28	5.00
1-F22				58	57	0	0		x	Total	5.00	r	946.08	582.63	5.00
2-F01				64	55	0	0		x	Total	15.00	r	1018.52	540.85	15.00
2-F02				66	45	0	0		x	Total	15.00	r	1014.81	664.17	15.00
2-F03				67	47	0	0		x	Total	15.00	r	999.65	701.23	15.00
2-F09				59	47	0	0		x	Total	15.00	r	967.31	705.61	15.00
2-F10				52	49	0	0		x	Total	15.00	r	890.15	706.28	15.00
2-F11				64	64	0	0		x	Total	15.00	r	859.82	661.81	15.00
2-F12				62	61	0	0		x	Total	15.00	r	882.40	646.31	15.00
2-F13				57	56	0	0		x	Total	15.00	r	936.98	644.96	15.00
2-F14				59	58	0	0		x	Total	15.00	r	964.27	613.29	15.00
2-F15				62	62	0	0		x	Total	15.00	r	964.61	548.60	15.00
2-F16				66	65	0	0		x	Total	15.00	r	993.25	501.42	15.00
2-F17				58	56	0	0		x	Total	15.00	r	917.78	606.21	15.00
2-F18				65	65	0	0		x	Total	15.00	r	889.81	580.27	15.00
2-F19				71	71	0	0		x	Total	15.00	r	890.48	522.32	15.00
2-F20				68	68	0	0		x	Total	15.00	r	919.12	502.44	15.00
2-F21				63	62	0	0		x	Total	15.00	r	944.39	519.28	15.00
2-F22				58	58	0	0		x	Total	15.00	r	946.08	582.63	15.00

Line Sources

Name	Sel.	M.	ID	Result. PWL			Result. PWL'			Lw / Li			Correction			Sound Reduction		Attenuation	Operating Time			K0	Freq.	Direct.	Moving Pt. Src			
				Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Evening	Night	R	Area		Day	Special	Night				Number		Speed	
				(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	dB(A)	dB(A)	dB(A)		(ft²)		(min)	(min)	(min)	(dB)	(Hz)		Day	Evening	Night	(mph)
Rail Line		+		113.3	113.3	113.3	89.0	89.0	89.0	Lw'	R		0.0	0.0	0.0							0.0		(none)				

Geometry - Line Sources

Name	ID	Height		Coordinates			
		Begin	End	x	y	z	Ground
		(ft)	(ft)	(ft)	(ft)	(ft)	(ft)
Rail Line		6.00	r	991.06	181.68	6.00	0.00
				947.63	298.05	6.00	0.00
				894.23	441.77	6.00	0.00
				819.44	637.18	6.00	0.00
				803.44	683.41	6.00	0.00
				786.20	747.56	6.00	0.00
				775.35	806.61	6.00	0.00
				769.27	857.63	6.00	0.00
				766.88	901.70	6.00	0.00
				764.49	957.28	6.00	0.00
				763.80	1028.63	6.00	0.00

Roads

Name	Sel.	M.	ID	Lme			Count Data		exact Count Data						Speed Limit	SCS	Surface		Gradient	Mult. Reflectio			
				Day	Evening	Night	DTV	Str.class.	M			p (%)			Auto	Truck	Dist.	Dstro	Type		Drefl	Hbuild	Di
				(dBA)	(dBA)	(dBA)			Day	Evening	Night	Day	Evening	Night	(mph)	(mph)		(dB)		(%)	(dB)	(ft)	(t
East Channel Islands Boulevard				70.8	0.0	0.0			3246.0	0.0	0.0	4.0	0.0	0.0	40		21.3	0.0	1	0.0	0.0		
Albany Drive				60.1	0.0	0.0			361.0	0.0	0.0	2.0	0.0	0.0	25		6.1	0.0	1	0.0	0.0		

Geometry - Roads

Name	Height			Coordinates				Dist	LSlope
	Begin		End	x	y	z	Ground	(ft)	(%)
	(ft)		(ft)	(ft)	(ft)	(ft)	(ft)		
East Channel Islands Boulevard	0.00	r		525.32	796.17	0.00	0.00		
				608.47	796.72	0.00	0.00		
				683.42	800.55	0.00	0.00		
				727.73	804.93	0.00	0.00		
				799.67	811.49	0.00	0.00		
				928.51	812.59	0.00	0.00		
				1018.23	813.95	0.00	0.00		
				1112.59	812.31	0.00	0.00		
				1318.84	811.77	0.00	0.00		
				1694.68	808.48	0.00	0.00		
Albany Drive	0.00	r		1063.96	813.48	0.00	0.00		
				1065.26	770.49	0.00	0.00		
				1065.70	747.91	0.00	0.00		
				1064.39	613.74	0.00	0.00		
				1064.05	581.34	0.00	0.00		
				1066.63	559.11	0.00	0.00		
				1074.57	513.98	0.00	0.00		
				1078.40	491.55	0.00	0.00		
				1087.70	460.09	0.00	0.00		
				1106.02	405.39	0.00	0.00		
				1141.58	311.84	0.00	0.00		
				1176.74	215.34	0.00	0.00		

Barriers

Name	Sel.	M.	ID	Absorption		Z-Ext.	Cantilever		Height		
				left	right		horz.	vert.	Begin	End	
						(ft)	(ft)	(ft)	(ft)		(ft)
Proposed 10' Wall									10.00	r	

Geometry - Barriers

Name	Sel.	M.	ID	Absorption		Z-Ext.	Cantilever		Height			Coordinates			
				left	right		horz.	vert.	Begin	End		x	y	z	Ground
						(ft)	(ft)	(ft)	(ft)		(ft)	(ft)	(ft)	(ft)	(ft)
Proposed 10' Wall									10.00	r		797.11	747.71	10.00	0.00
												806.61	711.22	10.00	0.00
												817.17	675.66	10.00	0.00
												835.88	623.79	10.00	0.00
												860.98	558.27	10.00	0.00
												895.14	471.80	10.00	0.00

Buildings

Name	Sel.	M.	ID	RB	Residents	Absorption	Height
							Begin
							(ft)
Building A-1					0		25.00 r
Building A-Floor 2					0		25.00 r
Building A-1-Floor 2					0		25.00 r

Geometry - Buildings

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
							Begin	x	y	z	Ground
							(ft)	(ft)	(ft)	(ft)	(ft)
Building A-1					0		25.00 r	991.67	740.17	25.00	0.00
								991.67	715.96	25.00	0.00
								849.41	715.86	25.00	0.00
								849.27	670.64	25.00	0.00
								825.28	670.48	25.00	0.00
								825.36	691.85	25.00	0.00
								818.24	691.75	25.00	0.00
								818.30	715.53	25.00	0.00
								811.68	715.63	25.00	0.00
								811.68	740.53	25.00	0.00
Building A-Floor 2					0		25.00 r	883.20	696.65	25.00	0.00
								867.63	696.32	25.00	0.00
								867.61	692.36	25.00	0.00
								867.58	652.82	25.00	0.00
								891.37	652.66	25.00	0.00
								891.34	649.75	25.00	0.00
								939.39	649.88	25.00	0.00
								939.34	652.70	25.00	0.00
								971.09	652.82	25.00	0.00
								971.30	625.45	25.00	0.00
								968.23	625.41	25.00	0.00
								968.30	577.28	25.00	0.00
								971.04	577.28	25.00	0.00
								971.29	530.58	25.00	0.00
								968.22	530.54	25.00	0.00
								968.11	506.08	25.00	0.00
								1007.44	506.13	25.00	0.00
								1007.57	521.71	25.00	0.00
								1014.98	521.79	25.00	0.00
								1014.81	538.44	25.00	0.00
								1014.81	569.28	25.00	0.00
								1014.92	585.94	25.00	0.00
								1014.92	616.84	25.00	0.00
								1014.90	633.49	25.00	0.00
								1010.52	633.49	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
							Begin	x	y	z	Ground
							(ft)	(ft)	(ft)	(ft)	(ft)
								1010.15	696.31	25.00	0.00
								994.93	696.53	25.00	0.00
								978.25	696.39	25.00	0.00
								947.42	696.60	25.00	0.00
								930.79	696.52	25.00	0.00
								899.87	696.67	25.00	0.00
Building A-1-Floor 2					0		25.00	r 940.74	601.29	25.00	0.00
								940.81	576.89	25.00	0.00
								937.84	576.92	25.00	0.00
								940.78	530.13	25.00	0.00
								940.78	505.88	25.00	0.00
								901.49	505.89	25.00	0.00
								894.23	505.96	25.00	0.00
								894.12	521.56	25.00	0.00
								894.15	538.14	25.00	0.00
								894.15	568.86	25.00	0.00
								894.37	601.53	25.00	0.00

Terrain Contours

Name	Sel.	M.	ID	OnlyPts	Height		Coordinates		
					Begin	End	x	y	z
					(ft)	(ft)	(ft)	(ft)	(ft)
c0					0.00		746.78	1332.90	0.00
							743.31	864.58	0.00
							746.01	811.82	0.00
							759.31	757.58	0.00
							772.18	707.58	0.00
							788.37	650.40	0.00
							885.60	390.84	0.00
							1014.66	48.51	0.00
							2170.95	46.77	0.00
							2169.21	1338.48	0.00
							746.78	1332.90	0.00
c-10					-10.00		1014.31	47.79	-10.00
							869.59	432.85	-10.00
							821.88	559.28	-10.00
							799.83	618.88	-10.00
							787.86	650.41	-10.00
							766.16	728.86	-10.00
							745.93	811.80	-10.00
							743.03	859.77	-10.00
							746.61	1332.85	-10.00
							732.83	1332.80	-10.00
							730.34	1023.85	-10.00
							730.77	856.73	-10.00
							731.64	820.70	-10.00
							734.68	796.83	-10.00
							744.23	755.59	-10.00
							754.21	710.88	-10.00
							768.10	662.27	-10.00
							780.69	624.50	-10.00
							854.05	427.87	-10.00
							983.40	85.38	-10.00
							997.87	47.31	-10.00
							1014.31	47.79	-10.00
c0					0.00		732.77	1332.78	0.00
							729.74	1064.06	0.00
							730.17	932.85	0.00
							730.17	856.41	0.00
							731.13	821.41	0.00
							734.38	795.90	0.00
							743.34	757.31	0.00
							756.15	702.50	0.00
							767.35	663.22	0.00
							777.94	631.61	0.00
							782.18	619.64	0.00

Name	Sel.	M.	ID	OnlyPts	Height		Coordinates		
					Begin	End	x	y	z
					(ft)	(ft)	(ft)	(ft)	(ft)
							800.96	568.99	0.00
							851.42	433.34	0.00
							937.81	203.47	0.00
							997.67	47.48	0.00
							45.68	47.31	0.00
							45.41	1333.68	0.00
							732.77	1332.78	0.00

Sound Level Spectra

Name	ID	Type	1/3 Oktave Spectrum (dB)												Source
			Weight.	31.5	63	125	250	500	1000	2000	4000	8000	A	lin	
Diesel Rail Spectrum	R	Lw	A			82.5	76.0	82.4	82.6	81.8	78.6		89.0	99.2	Typical Diesel Rail Spectrum



Appendix E

Sound Insulation Prediction Results

Sound Insulation Prediction (v9.0.24)

Program copyright Marshall Day Acoustics 2017

Margin of error is generally within $STC \pm 3$ dB

- Key No. 1866

Job Name:

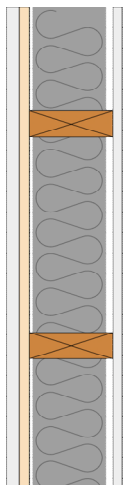
Job No.:

Date:12/14/2023

File Name:insul

Initials:mouwenga

Notes:



STC 40

OITC 32

Mass-air-mass resonant frequency = -44 Hz

Panel Size = 8.9 ft x 13.1 ft

Partition surface mass = 14.8 lb/ft²

System description

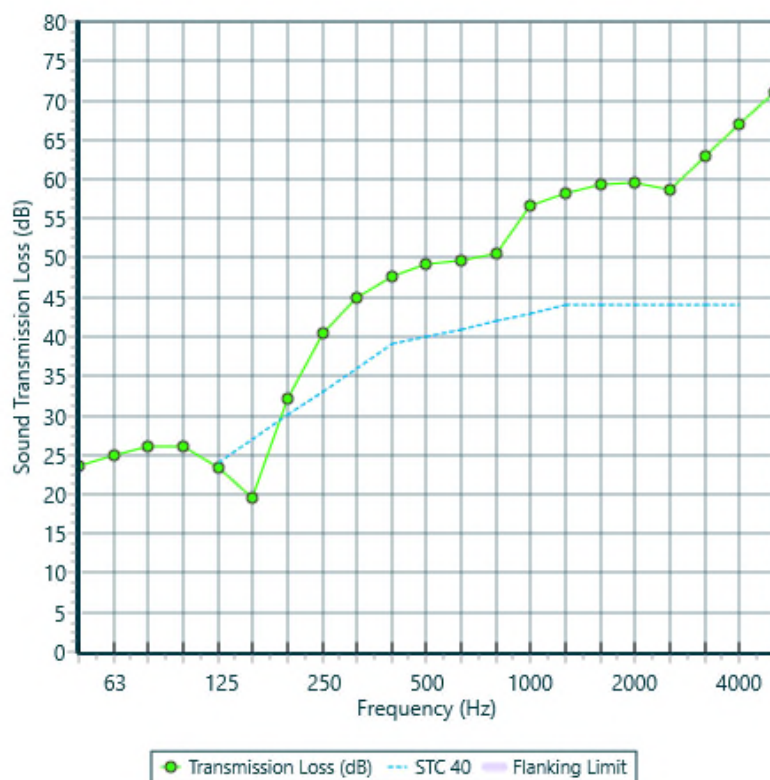
Panel 1 : 1 x 0.874 in -Coat Plaster (sand:gypsum =3:1)

+ 1 x 0.689 in Plywood

Frame: Timber stud (5.7 in x 1.8 in), Stud spacing 16 in ; Cavity Width 5.67 in , 1 x fiberglass (1.4 lb/ft³) Thickness 5.0 in

Panel 2 : 1 x 0.626 in Type X Gypsum Board

freq.(Hz)	TL(dB)	TL(dB)
50	24	
63	25	25
80	26	
100	26	
125	23	22
160	19	
200	32	
250	41	36
315	45	
400	48	
500	49	49
630	50	
800	51	
1000	57	54
1250	58	
1600	59	
2000	60	59
2500	59	
3150	63	
4000	67	66
5000	71	





Eilar Associates, Inc.
Acoustical and Environmental Consulting Services

Appendix F

Exterior-to-Interior Noise Analysis

EXTERIOR TO INTERIOR NOISE REDUCTION ANALYSIS

Project Name: Albany Apartments
 Project # : L230704
 Room Name: Worst-Case Living/Kitchen/Dining

Wall 1 of 3

Room Type : Medium Soft						
	<u>125 Hz</u>	<u>250 Hz</u>	<u>500 Hz</u>	<u>1KHz</u>	<u>2KHz</u>	<u>4KHz</u>
Reverberation Time (sec) :	0.6	0.6	0.6	0.6	0.5	0.5 : Moderately Absorptive Room
Room Absorption (Sabins) :	265	265	265	265	318	318

	<u>Noise Level</u>		<u>125 Hz</u>	<u>250 Hz</u>	<u>500 Hz</u>	<u>1KHz</u>	<u>2KHz</u>	<u>4KHz</u>	
Source 1: Traffic	71.0 CNEL		54.3	59.8	62.3	66.3	66.3	60.3	: Traffic Spectrum
Source 2: <N/A>	0.0 CNEL		0.0	0.0	0.0	0.0	0.0	0.0	
Source 3: <N/A>	0.0 CNEL		0.0	0.0	0.0	0.0	0.0	0.0	
Source 4: <N/A>	0.0 CNEL		0.0	0.0	0.0	0.0	0.0	0.0	
Overall:	71.0 CNEL		54.3	59.8	62.3	66.3	66.3	60.3	: Effective Noise Spectrum

<u>Assembly Type</u>	<u>Open</u>	<u>Width</u>	<u>Height</u>	<u>Qty</u>	<u>Total Area</u>	<u>125 Hz</u>	<u>250 Hz</u>	<u>500 Hz</u>	<u>1KHz</u>	<u>2KHz</u>	<u>4KHz</u>
STC 40 Exterior Wall	N	9	9	1	63.5	22	36	49	54	59	66
STC 31 5/8-inch Dual Insulating Window	N	2.5	3.5	1	8.8	24	20	26	34	46	39
STC 31 5/8-inch Dual Insulating Window	Y	2.5	3.5	1	8.8	24	20	26	34	46	39
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0

Room Depth: 40 ft Overall Area: 81 ft²
 Volume: 3240 ft³

Number of Impacted Walls: 3

Windows Open		
Interior Noise Level:	52.9	CNEL
Windows Closed		
Interior Noise Level:	35.1	CNEL

<u>125 Hz</u>	<u>250 Hz</u>	<u>500 Hz</u>	<u>1KHz</u>	<u>2KHz</u>	<u>4KHz</u>	
54.3	59.8	62.3	66.3	66.3	60.3	: Exterior Wall Noise Exposure
12.2	12.5	12.6	12.7	12.7	12.7	: Transmission Loss
19.1	19.1	19.1	19.1	19.1	19.1	: Wall Surface Area Factor
24.2	24.2	24.2	24.2	25.0	25.0	: Absorption
36.9	42.1	44.5	48.5	47.7	41.7	: Noise Level
52.9	CNEL	WINDOWS OPEN				
<u>125 Hz</u>	<u>250 Hz</u>	<u>500 Hz</u>	<u>1KHz</u>	<u>2KHz</u>	<u>4KHz</u>	
54.3	59.8	62.3	66.3	66.3	60.3	: Exterior Wall Noise Exposure
22.3	26.6	32.2	40.9	51.9	45.6	: Transmission Loss
19.1	19.1	19.1	19.1	19.1	19.1	: Wall Surface Area Factor
24.2	24.2	24.2	24.2	25.0	25.0	: Absorption
26.8	28.1	25.0	20.2	8.5	8.8	: Noise Level
31.9	CNEL	WINDOWS CLOSED				

EXTERIOR TO INTERIOR NOISE REDUCTION ANALYSIS

Project Name: Albany Apartments
 Project # : L230704
 Room Name: Worst-Case Living/Kitchen/Dining

Wall 2 of 3

		<u>Noise Level</u>	<u>125 Hz</u>	<u>250 Hz</u>	<u>500 Hz</u>	<u>1KHz</u>	<u>2KHz</u>	<u>4KHz</u>	
Source 1:	Traffic	71.0 CNEL	54.3	59.8	62.3	66.3	66.3	60.3	: Traffic Spectrum
Source 2:	<N/A>	0.0 CNEL	0.0	0.0	0.0	0.0	0.0	0.0	
Source 3:	<N/A>	0.0 CNEL	0.0	0.0	0.0	0.0	0.0	0.0	
Source 4:	<N/A>	0.0 CNEL	0.0	0.0	0.0	0.0	0.0	0.0	
Overall:		71.0 CNEL	54.3	59.8	62.3	66.3	66.3	60.3	: Effective Noise Spectrum

<u>Assembly Type</u>	<u>Open</u>	<u>Width</u>	<u>Height</u>	<u>Qty</u>	<u>Total Area</u>	<u>125 Hz</u>	<u>250 Hz</u>	<u>500 Hz</u>	<u>1KHz</u>	<u>2KHz</u>	<u>4KHz</u>
STC 40 Exterior Wall	N	6	9	1	31.9	22	36	49	54	59	66
STC 31 5/8-inch Dual Insulating Window	N	3.3	6.7	1	22.1	24	20	26	34	46	39
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0

Overall Area: 54 ft²

<u>125 Hz</u>	<u>250 Hz</u>	<u>500 Hz</u>	<u>1KHz</u>	<u>2KHz</u>	<u>4KHz</u>	
54.3	59.8	62.3	66.3	66.3	60.3	: Exterior Wall Noise Exposure
22.6	24.1	29.4	38.3	49.6	42.8	: Transmission Loss
17.3	17.3	17.3	17.3	17.3	17.3	: Wall Surface Area Factor
24.2	24.2	24.2	24.2	25.0	25.0	: Absorption
24.8	28.8	26.0	21.1	9.1	9.8	: Noise Level
32.1	CNEL	WINDOWS OPEN				
<u>125 Hz</u>	<u>250 Hz</u>	<u>500 Hz</u>	<u>1KHz</u>	<u>2KHz</u>	<u>4KHz</u>	
54.3	59.8	62.3	66.3	66.3	60.3	: Exterior Wall Noise Exposure
22.6	24.1	29.4	38.3	49.6	42.8	: Transmission Loss
17.3	17.3	17.3	17.3	17.3	17.3	: Wall Surface Area Factor
24.2	24.2	24.2	24.2	25.0	25.0	: Absorption
24.8	28.8	26.0	21.1	9.1	9.8	: Noise Level
32.1	CNEL	WINDOWS CLOSED				

EXTERIOR TO INTERIOR NOISE REDUCTION ANALYSIS

Project Name: Albany Apartments
 Project # : L230704
 Room Name: Worst-Case Living/Kitchen/Dining

Wall 3 of 3

	Noise Level		125 Hz	250 Hz	500 Hz	1KHz	2KHz	4KHz	
Source 1: Traffic	49.0 CNEL		32.3	37.8	40.3	44.3	44.3	38.3	: Traffic Spectrum
Source 2: <N/A>	0.0 CNEL		0.0	0.0	0.0	0.0	0.0	0.0	
Source 3: <N/A>	0.0 CNEL		0.0	0.0	0.0	0.0	0.0	0.0	
Source 4: <N/A>	0.0 CNEL		0.0	0.0	0.0	0.0	0.0	0.0	
Overall:	49.0 CNEL		32.3	37.8	40.3	44.3	44.3	38.3	: Effective Noise Spectrum

Assembly Type	Open	Width	Height	Qty	Total Area	125 Hz	250 Hz	500 Hz	1KHz	2KHz	4KHz
STC 40 Exterior Wall	N	12.3	9	1	72.2	22	36	49	54	59	66
STC 31 5/8-inch Dual Insulating Window	N	2.5	7	1	17.5	24	20	26	34	46	39
1 3/4" Thick Solid Core Door	N	3	7	1	21.0	18	22	26	24	23	20
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0

Overall Area: 110.7 ft²

125 Hz	250 Hz	500 Hz	1KHz	2KHz	4KHz	
32.3	37.8	40.3	44.3	44.3	38.3	: Exterior Wall Noise Exposure
21.1	25.5	30.4	30.9	30.2	27.2	: Transmission Loss
20.4	20.4	20.4	20.4	20.4	20.4	: Wall Surface Area Factor
24.2	24.2	24.2	24.2	25.0	25.0	: Absorption
7.4	8.5	6.2	9.6	9.5	6.6	: Noise Level
16.0	CNEL	WINDOWS OPEN				
125 Hz	250 Hz	500 Hz	1KHz	2KHz	4KHz	
32.3	37.8	40.3	44.3	44.3	38.3	: Exterior Wall Noise Exposure
21.1	25.5	30.4	30.9	30.2	27.2	: Transmission Loss
20.4	20.4	20.4	20.4	20.4	20.4	: Wall Surface Area Factor
24.2	24.2	24.2	24.2	25.0	25.0	: Absorption
7.4	8.5	6.2	9.6	9.5	6.6	: Noise Level
16.0	CNEL	WINDOWS CLOSED				

EXTERIOR TO INTERIOR NOISE REDUCTION ANALYSIS

Project Name: Albany Apartments
Project # : L230704
Room Name: Worst-Case Bedroom

Wall 1 of 2

Room Type : Soft						
	<u>125 Hz</u>	<u>250 Hz</u>	<u>500 Hz</u>	<u>1KHz</u>	<u>2KHz</u>	<u>4KHz</u>
Reverberation Time (sec) :	0.5	0.5	0.5	0.5	0.4	0.4 : Highly Absorptive Room
Room Absorption (Sabins) :	116	116	116	116	146	146

	<u>Noise Level</u>		<u>125 Hz</u>	<u>250 Hz</u>	<u>500 Hz</u>	<u>1KHz</u>	<u>2KHz</u>	<u>4KHz</u>	
Source 1: Traffic	74.0 CNEL		57.3	62.8	65.3	69.3	69.3	63.3	: Traffic Spectrum
Source 2: <N/A>	0.0 CNEL		0.0	0.0	0.0	0.0	0.0	0.0	
Source 3: <N/A>	0.0 CNEL		0.0	0.0	0.0	0.0	0.0	0.0	
Source 4: <N/A>	0.0 CNEL		0.0	0.0	0.0	0.0	0.0	0.0	
Overall:	74.0 CNEL		57.3	62.8	65.3	69.3	69.3	63.3	: Effective Noise Spectrum

<u>Assembly Type</u>	<u>Open</u>	<u>Width</u>	<u>Height</u>	<u>Qty</u>	<u>Total Area</u>	<u>125 Hz</u>	<u>250 Hz</u>	<u>500 Hz</u>	<u>1KHz</u>	<u>2KHz</u>	<u>4KHz</u>
STC 40 Exterior Wall	N	12	9	1	90.5	22	36	49	54	59	66
STC 31 5/8-inch Dual Insulating Window	N	2.5	3.5	1	8.8	24	20	26	34	46	39
STC 31 5/8-inch Dual Insulating Window	Y	2.5	3.5	1	8.8	24	20	26	34	46	39
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0

Room Depth: 11 ft Overall Area: 108 ft²
Volume: 1188 ft³

Number of Impacted Walls: 2

Windows Open		
Interior Noise Level:	59.4	CNEL
Windows Closed		
Interior Noise Level:	41.0	CNEL

<u>125 Hz</u>	<u>250 Hz</u>	<u>500 Hz</u>	<u>1KHz</u>	<u>2KHz</u>	<u>4KHz</u>	
57.3	62.8	65.3	69.3	69.3	63.3	: Exterior Wall Noise Exposure
13.3	13.8	13.9	13.9	13.9	13.9	: Transmission Loss
20.3	20.3	20.3	20.3	20.3	20.3	: Wall Surface Area Factor
20.7	20.7	20.7	20.7	21.6	21.6	: Absorption
43.6	48.7	51.1	55.1	54.1	48.1	: Noise Level
59.4	CNEL	WINDOWS OPEN				
<u>125 Hz</u>	<u>250 Hz</u>	<u>500 Hz</u>	<u>1KHz</u>	<u>2KHz</u>	<u>4KHz</u>	
57.3	62.8	65.3	69.3	69.3	63.3	: Exterior Wall Noise Exposure
22.2	27.7	33.4	42.1	52.9	46.8	: Transmission Loss
20.3	20.3	20.3	20.3	20.3	20.3	: Wall Surface Area Factor
20.7	20.7	20.7	20.7	21.6	21.6	: Absorption
34.7	34.8	31.6	26.9	15.1	15.2	: Noise Level
39.0	CNEL	WINDOWS CLOSED				

EXTERIOR TO INTERIOR NOISE REDUCTION ANALYSIS

Project Name: Albany Apartments
 Project # : L230704
 Room Name: Worst-Case Bedroom

Wall 2 of 2

	<u>Noise Level</u>		<u>125 Hz</u>	<u>250 Hz</u>	<u>500 Hz</u>	<u>1KHz</u>	<u>2KHz</u>	<u>4KHz</u>	
Source 1: Traffic	71.0 CNEL		54.3	59.8	62.3	66.3	66.3	60.3	: Traffic Spectrum
Source 2: <N/A>	0.0 CNEL		0.0	0.0	0.0	0.0	0.0	0.0	
Source 3: <N/A>	0.0 CNEL		0.0	0.0	0.0	0.0	0.0	0.0	
Source 4: <N/A>	0.0 CNEL		0.0	0.0	0.0	0.0	0.0	0.0	
Overall:	71.0 CNEL		54.3	59.8	62.3	66.3	66.3	60.3	: Effective Noise Spectrum

<u>Assembly Type</u>	<u>Open</u>	<u>Width</u>	<u>Height</u>	<u>Qty</u>	<u>Total Area</u>	<u>125 Hz</u>	<u>250 Hz</u>	<u>500 Hz</u>	<u>1KHz</u>	<u>2KHz</u>	<u>4KHz</u>
STC 40 Exterior Wall	N	11	9	1	75.0	22	36	49	54	59	66
STC 31 5/8-inch Dual Insulating Window	N	6	4	1	24.0	24	20	26	34	46	39
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0
<N/A>	N	0	0	0	0.0	0	0	0	0	0	0

Overall Area: 99 ft²

<u>125 Hz</u>	<u>250 Hz</u>	<u>500 Hz</u>	<u>1KHz</u>	<u>2KHz</u>	<u>4KHz</u>	
54.3	59.8	62.3	66.3	66.3	60.3	: Exterior Wall Noise Exposure
22.4	26.2	31.7	40.5	51.5	45.1	: Transmission Loss
20.0	20.0	20.0	20.0	20.0	20.0	: Wall Surface Area Factor
20.7	20.7	20.7	20.7	21.6	21.6	: Absorption
31.2	32.9	29.9	25.1	13.1	13.5	: Noise Level
36.7	CNEL	WINDOWS OPEN				
<u>125 Hz</u>	<u>250 Hz</u>	<u>500 Hz</u>	<u>1KHz</u>	<u>2KHz</u>	<u>4KHz</u>	
54.3	59.8	62.3	66.3	66.3	60.3	: Exterior Wall Noise Exposure
22.4	26.2	31.7	40.5	51.5	45.1	: Transmission Loss
20.0	20.0	20.0	20.0	20.0	20.0	: Wall Surface Area Factor
20.7	20.7	20.7	20.7	21.6	21.6	: Absorption
31.2	32.9	29.9	25.1	13.1	13.5	: Noise Level
36.7	CNEL	WINDOWS CLOSED				



Eilar Associates, Inc.
Acoustical and Environmental Consulting Services

Appendix G

Recommended Products



TECHNICAL DATA SHEET

Revision: August 7, 2018
Supersedes: November 13, 2015
Ref. #: 518327

DRAFT & ACOUSTICAL SOUND SEALANT

SC175

DESIGNED FOR USE ON SOUND-RATED WALL SYSTEMS

OSI SC175 Draft & Acoustical Sound Sealant is a non-flammable, latex-based sealant specially designed to reduce sound transmissions and drafts in all types of wall systems where a sound-rated assembly is required. Its primary function is to achieve and maintain the specific STC (Sound Transmission Class) value of the system designed. This paintable sealant remains flexible and adheres firmly to wood, metal studs, concrete, gypsum board and most other building materials. It is easy-to-use and cleans up easily with soap and water.

Available As:

Item #	Size	Color
1496542	28 fl oz (828 ml) cartridge	White

FEATURES & BENEFITS

- Designed for Use on Sound-Rated Wall Systems
- Reduces Draft & Sound Transmission
- Tested to UL 1479 and UL 2079 *
- Tested to ASTM E84
- Stays Permanently Flexible
- VOC Compliant

RECOMMENDED FOR

- Developed primarily for commercial construction utilizing light weight cavity walls and floor systems
- Used for exposed and unexposed applications at perimeter joints, floor and ceiling runners, cutouts in gypsum board, veneer plaster systems and other areas where a sound rated assembly is required
- Sealant can also be applied or buttered around all electrical boxes and outlets, cold air returns, heating and air conditioning ducts and other utility equipment penetrating wall surfaces for increased acoustical performance
- Works well for sealing sill and base plates in residential construction and non-fire rated systems

LIMITATIONS

- SC175 must be applied in accordance with ASTM C919 (Standard Practice for Use of Sealants in Acoustical Applications)
- Non-fire rated and fire rated systems. Refer to UL Fire Resistance Directory for testing details *
- Not for use in underwater applications or permanent water immersion
- Do not use in applications requiring temperature resistance greater than 170°F
- Do not use on metals that will corrode
- Consult with manufacturer of adjoining materials for compatibility, including CPVC materials
- Not recommended for bonding two non-porous surfaces
- Not recommended for use with polyethylene, polypropylene, polytetrafluoroethylene (PTFE)/Teflon® or nylon

COVERAGE

For a 28 fl. oz. (825 ml) cartridge:

• A 1/4" (6 mm) bead extrudes approximately 86 ft. (26 m)

• A 3/8" (9.5 mm) bead extrudes approximately 38 ft. (12 m)



TECHNICAL DATA SHEET

Revision: August 7, 2018
Supersedes: November 13, 2015
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TECHNICAL DATA

Typical Uncured Physical Properties:

Color:	White	VOC Content:	<1.0% by weight	CARB
Appearance:	Non-slumping paste		45 g/l	SCAQMD rule 1168
Base:	Synthetic latex rubber	Shelf Life:	24 months from date of manufacture (unopened)	
Odor:	Mild acrylic odor	Lot Code	YYDDD	
Specific Gravity:	1.59	Explanation	YY = Last two digits of year of manufacture DDD = Day of manufacture based on 365 days in a year	
Flashpoint:	800.6° F (427°C)			
Freeze/Thaw Stability	3 Freeze/Thaw Cycles Unaffected by freezing once cured	Example:	18061 = 61 st day of 2018 = March 2, 2018	

Typical Application Properties:

Application Temperature:	Above 40°F (4°C)	
Open/Tooling Time	15 minutes*	
Tack-free Time:	30 minutes	
Cure Time:	2-7 days or longer*	* Cure time is dependent on temperature, humidity and depth of sealant applied
Sag or Slump:	0.10 inches	ASTM D2202

Typical Cured Performance Properties:

Color:	White	
Service Temperature:	-5°F (-21°C) to 170°F (77°C)	
Water Resistant:	Yes	
Paintable:	Yes, after 24 hours	
Surface Burning Characteristics:	Flame Spread Index: 0 Smoke Development: 0	ASTM E 84 Inorganic reinforced cement board
Sound Transmission Class:	Unsealed partition: STC = 15 Single bead of sealant used at top and bottom runners only – both sides of partition system: STC = 24 Single bead of sealant used at top, bottom and perimeter joints – both sides of system: STC = 45 Double Bead of Sealant used at top, bottom, and all perimeter edges - both sides of partition system: STC = 55	ASTM E 90
Low Temperature Flexibility After Artificial Weathering:	Pass with no cracking or adhesion loss	ASTM C734
Consistency Test:	300	ASTM D217
180° Peel Adhesion:		ASTM C794
Aluminum:	10.0 pli	7day cure @ 73°F & day cure @ 122°F
Wood:	8.0 pli	



TECHNICAL DATA SHEET

Revision: August 7, 2018
Supersedes: November 13, 2015
Ref. #: 518327

TECHNICAL DATA

Specifications:

UL File Number R39256



FILL, VOID OR CAVITY MATERIAL
FOR USE IN THROUGH-PENETRATION FIRESTOP
SYSTEMS & JOINT SYSTEMS
SEE UL FIRE RESISTANCE DIRECTORY
Control No. # R39256

Tested to or conforms to:

- **ASTM C834** – Standard Specification for Latex Sealants
- **ASTM E84, Class A** – Standard Test Method for Surface Burning Characteristics of Building Materials (Tested at UL under research project)
- **ASTM E90** – Standard Test Method for Laboratory Measurement of Airborne Sound Transmission Loss of Building Partitions and Elements
- **ASTM C919** – Standard Practice for Use of Sealants in Acoustical Applications
- **ASTM D217** – Standard Test Methods for Cone Penetration of Lubricating Grease
- *** UL 1479** (ASTM E814) – Standard for Fire Tests of Penetration Firestops
- *** UL 2079** (ASTM E1966) – Standard for Tests for Fire Resistance of Building Joint Systems
- GreenGuard® Certified
- *** Refer to UL Fire Resistance Directory for design systems**

DIRECTIONS

Tools Typically Required:

Utility knife, caulking gun and tool to puncture inside seal of cartridge.

Safety Precautions:

Wear gloves.

Preparation:

The temperature of the product, the surfaces and the working area must be above 40°F (4°C). For best performance, apply sealant at 70°F (21°C). Ensure surfaces to be sealed are clean, dry, structurally sound and free of dust, grease, oil, and other foreign contaminants. Cut off tip of cartridge at a 45° angle to desired bead size (3/8" recommended). Puncture inside seal of cartridge.

Application:

Sealant should be applied as specified in the sound-rated system being installed (either wood or metal studs). Sealant must be applied in accordance with ASTM C 919. Maximum joint size should not exceed 5/8" (15.9 mm) width x 1/2" (12.7 mm) depth. If necessary, sealant can be painted as applicable to meet project requirements after 24 hours.

Bottom and Top Runners:

Apply a continuous 3/8" (9.5 mm) round bead of sealant on runners before setting gypsum board. Press gypsum board firmly into sealant, ensuring complete contact with adjacent materials. Fill joint on top runners to complete the seal. Repeat procedure for double-layer applications.

Cut-Outs and Perimeter Joints:

Backs of electrical boxes, pipes, duct systems and other types of utility equipment penetrating wall surfaces shall be buttered with sealant. Seal all joints at perimeter edges including abutting surfaces and corner joints.

For further application information, refer to ASTM C919 - Standard Practice for Use of Sealants in Acoustical Applications.

Clean-up:

Clean tools and uncured adhesive residue immediately with warm water and soap. Cured sealant may be carefully cut away with a sharp-edged tool.

STORAGE & DISPOSAL

DAMAGED BY FREEZING. Store in a cool, dry location at room temperature. For maximum shelf life store at 75°F (24°C). Take unwanted product to an approved household hazardous waste transfer facility. Hardened material may be disposed of with

LABEL PRECAUTIONS

CAUTION! Contains ethylene glycol, mineral spirits, and crystalline silica. May cause skin, eye and respiratory irritation. Avoid contact with eyes and skin. Avoid breathing vapors. Use with adequate ventilation. Do not swallow. **FIRST AID:** If swallowed do not induce vomiting, call a physician or Poison Control center immediately. For eye contact, flush with water for 15 minutes, call a physician. For skin contact, wash thoroughly with soap and water. **KEEP OUT OF REACH OF CHILDREN.**



WARNING: Cancer and Reproductive Harm – www.P65Warnings.ca.gov.

Refer to the Safety Data Sheet (SDS) for further information.



TECHNICAL DATA SHEET

Revision: August 7, 2018
Supersedes: November 13, 2015
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LIMITED WARRANTY

This product is warranted to be free from defects in materials when used as directed. Henkel's sole obligation shall be, at its option, to replace or refund the purchase price of product proven to be defective. Henkel makes no other warranty, express or implied, including warranties of MERCHANTABILITY and FITNESS FOR A PARTICULAR PURPOSE and will not be liable for consequential or incidental damages. This limited warranty gives you specific legal rights, which vary from state to state

DISCLAIMER

The information and recommendations contained herein are based on our research and are believed to be accurate, but no warranty, express or implied, is made or should be inferred. Henkel recommends purchasers/users should test the products to determine acceptable quality and suitability for the intended use. All adhesive/sealant applications should be tested under simulated or actual end use conditions to ensure the adhesive/sealant meets or exceeds all required project specifications. Since assembly conditions may be critical to adhesive/sealant performance, it is also recommended that testing be performed on specimens assembled under simulated or actual production conditions. Nothing contained herein shall be construed to imply the nonexistence of any relevant patents or to constitute a permission, inducement or recommendation to practice any invention covered by any patent, without authority from the owner of the patent.



OSI Tougher than the Elements. For Professional Use Only. The Battle will be Fierce.

OSI works side by side with residential builders, contractors and remodeling professionals who use our products every day on their jobsites. OSI combines this deep understanding with the sophisticated global innovation and manufacturing excellence of Henkel to make the world's best professional-grade caulks, sealants and adhesives.

For Technical Assistance call: 1-800-624-7767 – Mon-Fri - 9:00a – 4:00p ET

www.ositough.com



OSI Brand is part of the Henkel family of brands. Founded in 1876, Henkel is a global leader in the consumer and industrial businesses. Henkel operates worldwide with leading brands and technologies in three business areas: Laundry & Home Care, Beauty Care and Adhesive Technologies.

Henkel Corporation - Professional & Consumer Adhesives Headquarters - Rocky Hill, CT 06067

www.henkelna.com

AC-20 FTR®

(Fire & Temperature Rated) Acoustical & Insulation Sealant

Specification Data Sheet



BASIC USES

• AC-20 FTR® fire-rated systems are suitable for applications in schools, hospitals, churches, high-rise office buildings and hotels, prisons, sports arenas, and other public-use buildings to ensure a safe and orderly evacuation in the event of a fire.

2. MANUFACTURER

Pecora Corporation
165 Wambold Road
Harleysville, PA 19438
Phone: 215-723-6051
800-523-6688
Fax: 215-721-0286
Website: www.pecora.com

3. PRODUCT DESCRIPTION

AC-20 FTR® is a unique acrylic latex sealant that is UL® Classified in firestopping systems for expansion joints and through penetrations. When properly installed, these systems effectively contain fire, smoke, toxic fumes, and water within a given area surrounded by firewalls for a two, three, or four hour period, depending on the design specifications.

Other Uses: Excellent adhesive, flexibility and durability qualities make AC-20 FTR® ideal for insulating and weatherproofing around windows, doors, panels, siding, duct work, base plates, etc. It is compatible with all common building materials including specialties such as polystyrene, polyurethane, cork, vinyl, foamed and fibrous glass.

Used as an acoustical sealant, AC-20 FTR® reduces sound transmission in partition systems to achieve specific STC values by sealing spaces around cut-outs and at perimeters of partitions. The sealant cures to a tough rubber to form a long-lasting acoustical seal.

PACKAGING

- 30 fl. oz. (.887 liter) fiber cartridges
- 5-gallon (18.9 liter) pails

COLOR

- White, Beige-Gray
- Special colors available in 250-gallon (946 liter) batches.

4. TECHNICAL DATA

Applicable Standards: ASTM C-834-86 specification for latex sealing compounds.

Fire Rated System: Two-hour Fire and Temperature Rated wall and floor joint systems up to 7" (178mm) wide and four-hour systems up to 4" wide can be designed with AC-20 FTR® in conjunction with Ultra Block fire blocking material in fire-rated walls and floors. Reference: ANSI/UL 263, ASTM E-119, NFPA No. 251.



UNDERWRITERS
LABORATORIES INC.®
CLASSIFIED

JOINT TREATMENT MATERIALS
FIRE RESISTANCE
CLASSIFICATION

DESIGNS J900H (FFS 0006) & U900 "O"
(VWS 0010), J900Z (FFS 2002), U900Z-
009 (VWS 2008), J900Z-007 (FFS 1010),
U900Z-015 (VWS 1012)

AC-20 FTR® in conjunction with Ultra Block® achieves a 2-hour fire rating when sealing around steel or copper pipe and electrical metallic tubing or steel conduit in through penetration systems. Reference: ANSI/UL 1479, ASTM E-814.

FILL, VOID OR CAVITY MATERIALS
CLASSIFIED BY
UNDERWRITERS
LABORATORIES INC.
FOR USE IN
THROUGH-PENETRATION
FIRESTOP SYSTEM NO. CAJ 1093

In addition to its fire-blocking value, Ultra Block® is very efficient acoustically, having a noise reduction coefficient of .75 and sound transmission coefficient of .5 (Ultra Block® is a registered trademark of Backer Rod Mfg. and Supply Co., Denver, CO, USA.)

5. INSTALLATION

Surface Preparation: Surfaces must be free of all contamination. Sealant may be applied to damp, porous surfaces. No priming is required.

Application: Refer to Pecora Firestopping Manual 07270 and UL Fire Resistance Directory for installation details on fire-rated joint and through penetration systems. For insulating and weatherproofing purposes, fill all window, door, and panel perimeter joints using a resilient backer rod to control sealant depth to 1/2" (13mm) maximum. For best results, protect sealant from excessive low temperatures and apply above 40°F (4°C). For acoustical purposes, apply continuous

TYPICAL PHYSICAL PROPERTIES

Test Property	Value	Procedure
Modulus @ 100% (psi)	15-20	ASTM D412
Ultimate Tensile (psi)	30-40	ASTM D412
Ultimate Elongation (%)	400-500	ASTM D412
Movement Capability (%)	±7 1/2	ASTM D412
VOC Content	31 g/L	

beads of sealant to seal perimeters of all sound-rated partitions. Apply sealant in the angles formed by metal components or base-layer panels and abutting surfaces. Apply sealant around all openings formed for outlets; electrical, telephone, light fixtures, etc.

Tooling: Tool material flush with surfaces to allow for expected shrinkage and insure good contact and adhesion to the substrate.

Cleaning: Remove excess material with water or a damp cloth before it cures. Sealant may be painted within 30 minutes after application with a good grade of latex paint.

Shelf Life: AC-20 FTR® has a shelf life well in excess of one year when stored in unopened containers below 80° F (27°C).

Precautions: AC-20 FTR® is non-flammable, non-toxic, non-irritating and environmentally safe. However, do not take internally. Refer to Material Safety Data Sheet for additional information.

Ultra Block® is a non-carcinogenic processed continuous filament textile glass fiber that may cause skin, eye and respiratory irritation. When applying, wear long sleeves, gloves, cap, goggles or safety glasses and NIOSH/MSHA-approved dust respirator. After use bathe with soap and warm water. Wash clothes separately and rinse after use. Refer to Material Safety Data Sheet for additional information.

**FOR PROFESSIONAL USE ONLY.
KEEP OUT OF THE REACH
OF CHILDREN.**

6. AVAILABILITY AND COST

Pecora products are available from our stocking distributors in all major cities. For the name and telephone number of your nearest representative call one of our locations listed below or visit our website at www.pecora.com.

7. WARRANTY

Pecora Corporation warrants its products to be free of defects. Under this warranty, we will provide, at no charge, replacement materials for, or refund the purchase price of, any product proven to be defective when installed in accordance with our published recommendations and in applications considered by us as suitable from this product. This warranty in lieu of any and all other warranties expressed or implied, and in no case will Pecora be liable for incidental or consequential damages.

8. MAINTENANCE

If the sealant is damaged and the bond is intact, cut out the damaged area and recaulk. No primer is required. If the bond has been affected, remove the sealant, clean and prepare the joint in accordance with instructions under "Installation".

9. TECHNICAL SERVICES

Pecora representatives are available to assist you in selecting an appropriate product and to provide on-site application instructions or to conduct jobsite inspections. For further assistance call our Technical Service Department at 800-523-6688.



HARLEYSVILLE, PA

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Phone: 800-523-6688 • 215-723-6051 • FAX: 215-721-0286

DALLAS, TX

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Phone: 800-233-9754 • 214-348-5313 • FAX: 214-348-5421

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RESOLUTION NO. 2025-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD APPROVING PLANNING AND ZONING PERMIT NOS. 24-500-03 (SPECIAL USE PERMIT) AND 24-535-01 (DENSITY BONUS PERMIT) TO DEMOLISH A FORMER PRIVATE SCHOOL SITE (7,977 SQ.FT.) AND SITE IMPROVEMENTS, REACTIVATION AN EXISTING SINGLE STORY BUILDING (5,500 SQ.FT.) TO RESIDENTIAL, MERGE THREE EXISTING PARCELS INTO ONE TO ALLOW FOR THE CONSTRUCTION OF A 42,204 SQ.FT., 20-UNIT., APARTMENT COMPLEX, IN THE R-4-PD ON ONE COMBINED PARCEL THAT TOTAL APPROXIMATELY 1.2-ACRES; AND APPROVING TWO DENSITY BONUS CONCESSIONS NECESSARY TO ACCOMMODATE THE CONSTRUCTION OF THE APARTMENT COMPLEX LOCATED AT 2929-2931 ALBANY DRIVE (APNS: 221-0-061-195 & 221-0-061-035) SUBJECT TO CERTAIN FINDINGS AND CONDITIONS. FILED BY DESIGNATED AGENT, ANDREW ALTHAUS, 3SIXTY ARCHITECTURE AND DESIGN, 31368 VIA COLINAS, SUITE 105, WESTLAKE VILLAGE, CA 91362, ON BEHALF OF THE PROPERTY OWNER, JAMES ALLEN, ALBANY APARTMENTS OF OXNARD LLC, P.O.BOX 1003, THOUSAND OAKS, CA 91358.

WHEREAS, on May 24, 2023, Andrew Althaus, (the “**Applicant**” and/or “**Developer**”), submitted a request to approve Planning and Zoning Permit Nos. 24-500-03 (Special Use Permit) and 24-535-01 (Density Bonus), and

WHEREAS, on June 18, 2024, the Applicant, submitted a request to approve Planning and Zoning Permit No. 24-300-03(Parcel Map) to merge three existing parcels and vacating and relocation of an existing alley, concurrent with a Special Use Permit and Density Bonus applications (Planning and Zoning Permit No. 24-500-03 & 24-535-01) located at 2929-2931 Albany Drive (APN Nos: 221-0-061-195 & 221-0-061-035); and

WHEREAS, The Planning Commission is concurrently recommending the City Council approve Planning and Zoning Permit No. 24-300-03 (Tentative Parcel Map) to merge three parcels with the creation of one lot, and vacating and relocation of an existing alley; and

WHEREAS, said Special Use Permit was referred to City departments for recommendations and conditions of approval for the project that are incorporated within the recommended entitlements, and

WHEREAS, Sections 16-536 of the OCC authorize the Planning Commission to approve a Special Use Permit; and

WHEREAS, on June 5, 2025, the Planning Commission of the City of Oxnard (“Planning Commission”) conducted a duly noticed public hearing, and received and reviewed all written and oral evidence related to the proposed Project, in accordance with Sections 16-536 and 16-651 of the Oxnard City Code (OCC); and

WHEREAS, the Planning Commission finds that the Project complies with all requirements of the Oxnard City Code; and

WHEREAS, the Planning Commission finds that the Special Use Permit, the proposed site, and the design and improvement of the development requested are consistent with the 2030 General Plan elements thereof; and

WHEREAS, the Planning and Environmental Services Division has completed a preliminary environmental assessment of the Project in accordance with the California Environmental Quality Act (CEQA) and determined that the Project is subject to a Class 15 and Class 32 Categorical Exemption (Sections 15315 & 15332). Further, the project does not trigger any of the Exceptions to the Exemptions (Section 15300.2) to defeat the Exemption:

- (a) **Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located -- a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply to all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.**

The project site has a General Plan land use designation of Residential Medium High (RMH) and a zoning designation of High Rise Residential-Planned Development (R-4-PD). The Project proposes the redevelopment of a former private pre-school site surrounded on all four sides by urban development. The Project site and adjacent sites do not contain any known environmental resource of hazardous or critical concern. Therefore, the project will have no impact on an environmental resource of hazardous or critical concern.

- (b) **Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.**

The proposed redevelopment of a former private pre-school with the development of a 20-unit apartment complex and lot merger within the High Rise Residential Planned Development zone is consistent with the General Plan and Oxnard City Code and is compatible with the physical scale and character of allowable development in the project area. Any projects requiring discretionary approval would be analyzed with the General Plan and the Oxnard City Code for consistency and CEQA for any potential impacts. Therefore, the project will have no significant cumulative impact.

- (c) **Significant Effect.** A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

The proposed redevelopment of a former private pre-school with the development of an apartment complex consisting of ten 2-bedroom and ten 3-bedroom units and lot merger will not result in an unusual circumstance that would cause the project to have a significant effect on the environment. The project will not alter the residential character of the surrounding developments and the property does not contain any unusual environmental characteristics as the property is generally surrounded on all sides by residential and commercial development. Therefore, the project will not have a significant effect on the environment due to unusual circumstances.

- (d) **Scenic Highways.** A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements, which are required as mitigation by an adopted negative declaration or certified EIR.

The project is not located in or adjacent to a state designated scenic highway.

- (e) **Hazardous Waste Sites.** A categorical exemption shall not be used for a project located on a site, which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

The proposed project site is not included on any list compiled pursuant to Section 65962.5 of the Government Code as confirmed by staff on May 1, 2025.

- (f) **Historical Resources.** A categorical exemption shall not be used for a project, which may cause a substantial adverse change in the significance of a historical resource.

The project site does not contain an existing or potential landmark, point of interest, or historic resource, and it is not located within an existing, proposed, or potential Historic District. Therefore, the proposed project will not cause a substantial adverse change in the significance of a historical resource.; and

WHEREAS, on June 5, 2025, the Planning Commission of the City of Oxnard ("Planning Commission") considered the Applicant's request to approve Planning and Zoning Permit Nos. 24-500-03 (Special Use Permit) and 24-535-01 (Density Bonus) in accordance with OCC.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF OXNARD

SECTION 1. The Recitals above are true and correct and incorporated herein by this reference.

SECTION 2. Based on the entire record before the Planning Commission and all written and oral evidence presented, including the Special Use Permit Staff Report and all attachments thereto, the Planning Commission finds:

- 1. The proposed use is in conformance with the General Plan and other adopted policies of the City of Oxnard.**

As described in the Staff Report, the development of multi-family housing on the existing, underutilized site located in a residential zone, former private pre-school, is consistent with the General Plan goals and policies, which promote increasing the City's housing supply locating new housing near transportation routes, expanding the property tax base, and improving the urban environment.

- 2. The nature, condition and development of adjacent uses, buildings and structures shall be considered, and no proposed special use permit shall be granted if the approval body finds such use will adversely affect or be materially detrimental to such adjacent uses, buildings or structures or to the public health, safety or general welfare.**

The Project proposes to redevelop a former private pre-school within three existing parcels with a combined buildings square footage of approximately 13, 295 square feet with the development of a 20-unit residential apartment complex. The adaptive reuse Project would demolish the majority of the existing buildings within the parcels except for the existing single-story, 5,586 square-foot building situated adjacent to Channel Islands Boulevard. The proposed apartment complex would contain ten, 2-bedroom, and ten, 3-bedroom, units with a combined square footage of approximately 42,204 square feet. Additionally, the project includes appurtenant structures (i.e. trash enclosures), 31 vehicle parking spaces (20 tenant parking standard spaces, 8 guest standard parking spaces, 1 motorcycle parking space, 1 accessible EV stall, and 1 van accessible stall), and associated landscaping and infrastructure improvements. The proposed Project, including use and structures, is in alignment with the neighboring uses, building, and structures, and therefore, will not adversely affect or be materially detrimental to such uses buildings, or structure, nor the public health, safety and general welfare.

3. **The site for the proposed use is adequate in size and shape to accommodate the setbacks, parking, landscaping, and other City standards except as may be specifically excepted by the special findings and conditions of this Resolution.**

The proposed Project size and shape of the newly created lot would allow for the development of yards, walls, fences, parking, courtyards, recreational facilities, trash enclosure, and utilities, as required by the project. Proposed exceptions for the View Corridor Preservation landscape buffer treatment and Development Near Railroads and Oxnard Airport railroad setback, the proposed development of the 20-unit apartment complex reflects the specific requirements of a multi-family residential development project. Given these circumstances, the site for the proposed use is adequate in size and shape.

4. **The site for the proposed use will be served by streets and highways adequate in width and structure to carry the kind and quantity of traffic such use will generate.**

The Project would provide direct access to a newly proposed relocated alleyway located south of the apartment complex. The alleyway would provide direct access to Albany Drive. Albany Drive connects to Channel Islands Boulevard, which is along the north side of the proposed apartment complex. The proposed development would be an adaptive reuse of a former private pre-school facility which is currently served by streets and highways adequate in width and structure to carry the kind and quantity of traffic the proposed project is anticipated to generate.

5. **The site for the proposed use will be provided with adequate sewerage, water, fire protection and storm drainage facilities.**

The Project site is located on a developed lot for a former private pre-school and is surrounded by development. The site provides existing utilities that will be modified to provide adequate sewerage, water, and fire protection and storm drainage facilities for the proposed apartment complex. The upgraded sewer and water lines and the new underground infiltration basin shall be required to meet the City's specification. Other existing services are adequate to provide the proposed project.

SECTION 3. The Planning Commission finds, in accordance with the California Environmental Quality Act (CEQA), that the Project will not have a significant impact on the environment and is categorically exempt from CEQA pursuant to Article 19, Sections 15315 (Class 15) and 15332 (Class 32) of the State CEQA Guidelines. These sections pertain to projects characterized as minor subdivisions and Infill projects, meeting certain conditions as described in the findings contained within this resolution.

SECTION 4. This Resolution shall not become effective unless and until the City Council approves the associated Planning and Zoning Permit No. 24-300-03 (Tentative Parcel

Map). If the City Council fails to approve the Tentative Parcel Map, then this Resolution shall become null and void and be of no further force and effect.

SECTION 5. Upon approval of Planning and Zoning Permits 24-500-03 and 24-535-01, the Planning Commission of the City of Oxnard after conducting the public hearing hereby allows the construction of the 20-unit apartment complex totaling 42,204 square feet with 31 parking spaces, vacation and relocation of an alleyway, on a new approximately 1.2-acre lot, and said Resolution shall be of no further force and effect.

SECTION 6. Based on the findings set forth herein, the Planning Commission hereby approves Planning and Zoning Permit Nos. 24-500-03 (Special Use Permit) and 24-535-01 (Density Bonus), subject to the attached conditions of approval.

SECTION 7. The Secretary shall certify the adoption of this Resolution.

[conditions of approval begin on next page]

**CONDITIONS OF APPROVAL FOR SPECIAL USE PERMIT
(PLANNING AND ZONING PERMIT NOS. 24-500-03 & 24-535-01)**

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

DEPARTMENTS AND DIVISIONS			
CA	City Attorney	PL	Planning Division
DS	Dev Services/Eng Dev/Inspectors	TR	Traffic Division
PD	Police Department	B	Building Plan Checker
SC	Source Control	FD	Fire Department
PK	Landscape Design	CE	Code Compliance

GENERAL PROJECT CONDITIONS

1. This permit is granted for the property described in the application on file with the Planning Division, and may not be transferred from one property to another. (PL, *G-1*).
2. This permit is granted for the plans dated June 5 2025, (“the plans”) on file with the Planning Division. The project shall conform to the plans, except as otherwise specified in these conditions, or unless a minor modification to the plans is approved by the Planning and Environmental Services Manager (“Planning Manager”) or a major modification to the plans is approved by the Planning Commission. A minor modification may be granted for minimal changes or increases in the extent of use or size of structures or of the design, materials or colors of structures or masonry walls. A major modification shall be required for substantial changes or increases in such items. (PL, *G-2*)
3. This permit shall automatically become null and void 36 months from the date of its issuance, unless the Developer has diligently developed the proposed project, as shown by the issuance of a grading, foundation, or building permit and the construction of substantial improvements. (PL, *G-3*)
4. All required off-site and on-site improvements for the project, including structures, paving, and landscaping, shall be completed prior to occupancy unless the Development Services Manager allows the Developer to provide security or an executed agreement

approved by the City Attorney to ensure completion of such improvements. (DS, G-4)

5. By commencing any activity related to the project or using any structure authorized by this permit, Developer accepts all of the conditions and obligations imposed by this permit and waives any challenge to the validity of the conditions and obligations stated therein. (CA, G-5)
6. Developer agrees, as a condition of adoption of this resolution, at Developer's own expense, to indemnify, defend (with counsel selected by the City in its discretion) and hold harmless the City and its agents, officers and employees from and against any claim, action or proceeding to attack, review, set aside, void or annul the approval of the resolution or any condition attached thereto or any proceedings, acts or determinations taken, done or made prior to the approval of such resolution that were part of the approval process. (CA, G-6)
7. Developer shall complete the "Notice of Land Use Restrictions and Conditions" form, using the form provided by the City, for recording with the Ventura County Recorder. Before the City issues building permits, Developer shall submit the original completed, signed and notarized document, together with the required fees to the Planning Manager. (PL, G-8)
8. Before placing or constructing any signs on the project property, Developer shall obtain a sign permit from the City. Except as provided in the sign permit, Developer may not change any signs on the project property. (PL/B, G-10)
9. Developer shall obtain a building permit for any new construction or modifications to structures, including interior modifications, authorized by this permit. (B, G-11)
10. Prior to and during construction, Developer shall be required to satisfy all of the conditions of this Project permit as set forth herein. Once operational, the owner or tenant of the Property will be required to comply with any remaining applicable conditions of this Project permit and compliance therewith shall occur in accordance with the City Code's standard enforcement proceedings.
11. If Developer, owner or tenant fails to comply with any of the conditions of this permit, the Developer, owner or tenant shall be subject to a civil fine pursuant to the City Code. (CA, G-14)

PLANNING DIVISION STANDARD CONDITIONS

12. Plans submitted by Developer with building permit applications shall show on the building elevation sheets all exterior building materials and colors, including product and finish manufacturer name, color name and number, and surface finish type (such as: stucco with sand finish, plaster with smooth finish) to be used in construction. (PL/B, PL-1)

13. Any future application for a Minor Modification to the project shall be accompanied by three copies of plans reflecting the requested modification, together with applicable processing fees. (PL, PL-2)
14. Before the City issues building permits, Developer shall include a reproduction of all conditions of this Project permit as adopted by resolution of the Community Development Director in all sets of construction documents and specifications for the Project. (PL, PL-3)
15. Developer may not modify any use approved by this permit unless the Planning Division Manager determines that Developer has provided the parking required by the City Code for the modified use. (PL, PL-7)
16. Exterior lighting of the site, including parking areas, shall be between 1 and 7-foot candles and shall be in harmony with existing adjacent lighting schemes. Lighting bollards shall not be used as part of the foot candle calculation on photometric sheets.
17. During the plan check review process, the Developer shall provide a lighting plan that provides design details (light standards, bollards, wall mounted packs, etc.) and illumination site information within alleyways, pathways, streetscapes, and open spaces proposed throughout the Project. An electrical engineer shall prepare the site lighting plan demonstrating that adequate lighting ranges will be provided throughout the Project without creating light spillover, light pollution, or conflicts with surrounding factors such as tree locations, off-site or adjacent lighting. (PL)
18. Prior to issuance of building permits, Developer shall demonstrate that light standards illustrated on conceptual lighting plan do not conflict with tree locations. Developer shall submit a plan showing both the lighting and landscape on the same sheet.
19. Outdoor lighting instruments shall not be placed in close proximity to trees. In the event outdoor lighting instruments and trees are in close proximity a Integrated landscape/lighting/photometric plan shall be submitted illustrating a 20-year tree maturity. This plan shall include all outdoor areas as well as the parking facility. This is to ensure that tree growth will not adversely impact future lighting and therefore site safety as the project matures. Integrated landscape/lighting/photometric plan shall be submitted illustrating a 20-year tree maturity. This plan shall include all outdoor areas as well as the parking facility. This is to ensure that tree growth will not adversely impact future lighting and therefore site safety as the project matures. Plan sheet shall include:
 - a. Tree species table which shows canopy bottom, top, and broadest diameter at a 20-year maturity. Bottom of tree canopies shall not be less than 15-above any drive area to provide clearance for Fire and Solid Waste Vehicles.

- b. Uplighting shall not count towards the photometric foot-candle requirements.
 - c. Areas where walkways exist opposite from parking stalls, Pole and arm instruments should be placed directly opposite from finger-planters.
 - d. Luminaires used in the photometric calculations shall only include those instruments mounted 8-feet or more above walking/driving surface.
20. Project on-site lighting shall be of a type and in a location that does not constitute a hazard to vehicular traffic, either on private property or on adjoining streets. To prevent damage from vehicles, standards in parking areas shall be mounted on reinforced concrete pedestals or otherwise protected. Developer shall recess or conceal under-canopy lighting elements so as not to be directly visible from a public street. Developer shall submit a lighting plan showing standard heights and light materials for design review and approval of the Planning Division Manager. (PL/B, *PL-8*)
21. In order to minimize light and glare on the Project property, all parking lot and exterior structure light fixtures shall be high cut-off type that divert lighting downward onto the property and shall not cast light on any adjacent property or roadway. (PL, *PL-9*)
22. Developer shall provide graphic site directories/wayfinding signs at principal access points. (PL/B, *PL-10*)
23. Developer shall provide for dust control at all times during project property preparation and construction activities. (B/DS, *PL-13*)
24. Because of water limitations placed upon the City by its water providers, approval of this permit does not guarantee that the City will issue building permits. Issuance of building permits may be delayed as a result of implementation of a water conservation or allocation plan. (PL, *PL-15*)
25. Prior to issuance of building permits, Developer shall pay a document imaging fee for the planning files in an amount calculated by planning staff at the time of building permit review based on fees then in effect. (PL/B, *PL-16*)
26. Developer shall provide utility meters, mailboxes and address directories, placed in decorative cabinets and clustered for efficient access for tenants and service persons. Developer shall coordinate placement and design of such items accordingly, with the Planning Division Manager, the appropriate utility service provider and the United States Postal Service, prior to issuance of building permits. (PL, *PL-19*)
27. All drive lanes (alleys) shall be provided with independently metered lighting with automatic daylight sensors for dusk to dawn lighting within drive lanes. The maintenance and

replacement of independently metered lighting (wall fixtures, light bollards) shall be the responsibility of the property owner. (PL)

28. Developer shall pay Park and Recreation Fees (fees for park acquisition and improvement) before issuance of building permits. The amount of the fee shall be calculated by the Planning Division, and verified by the Parks Division at the time of payment. (PK/B, *PL-36*)
29. Developer shall participate in the City's Public Art Program by paying the Public Art fee prior to issuance of building permits, in accordance with City Council Resolution No. 14,124. (PL, *PL-50*)
30. Developer shall recess or screen, to the extent feasible as approved by the Community Development Director, roof heating and cooling systems and other exterior mechanical equipment visible from adjoining property and public streets, as required by this permit. Plumbing vents, ducts and other appurtenances protruding from the roof of structures shall be placed so that they will not be visible, to the extent feasible as approved by the Community Development Director, from the front of the Property or other major public vantage points. Developer shall include a note on the construction plumbing drawings of exterior elevations to indicate to contractors that roof features shall be grouped and located in the described manner. Roof vents shall be shown on construction drawings and painted to match roof material color. (PL/B, *PL-41*)
31. Developer shall install all roof and building rain gutters and downspouts to integrate as closely as possible with building design elements, including matching adjacent building colors as closely as possible. Developer shall submit a plan and scheme for approval by the Planning Division Manager prior to issuance of building permits. (PL, *PL-18*)
32. For any exterior utility meter panels, Developer shall paint such panels (if permitted by the utility provider) to match the structure upon which it is located. Such panels shall be located to take advantage of screening (e.g. landscaping or other building elements) from public right-of-ways, to the maximum extent feasible as determined by the Community Development Director. (PL, *PL-43*)
33. Developer shall remove any and all graffiti from the project premises, within 24 hours of its appearance. The surface of such affected areas shall be matched to blend in with the underlying colors and/or design, and shall not look like a paint patch. Site management shall maintain a supply of paint to match the building's exterior color scheme. (PL)
34. This Special Use Permit (SUP 24-500-03) and Density Bonus Permit (DB 24-535-01) approval applies only to the residential apartment complex described herein and in the approved plans. Any substantial changes in use or physical improvements may trigger additional review pursuant to applicable provisions of the City Code, as determined by the Community Development Director, and may require additional environmental analysis and any associated fees in place at the time the changes are approved. Such potential substantial project changes include but are not limited to: project description, type of operation, building design, square footage, circulation, parking, access, or intensification of use.

35. The location of all buildings, fences, parking areas, and other facilities for the Project or features shall be located and maintained substantially as shown on the plot plans for the above referenced Planning and Zoning Permit.
36. The property owner shall be responsible for creating and implementing a Parking Management Plan which shall consist of designating which tenant will use which parking space in order to assure that vehicle spaces correspond with on-site uses.

AIR QUALITY

37. Developer shall ensure that all construction equipment is maintained and tuned to manufacturer's recommended specifications.
38. At all times during construction activities, Developer shall minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.
39. During construction, Developer shall water the area to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall be at least twice per day and shall penetrate sufficiently to minimize fugitive dust during grading activities.
40. During construction, Developer shall control dust by the following activities:
 - a. All trucks hauling graded or excavated material offsite shall be required to cover their loads as required by California Vehicle Code §23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.
 - b. All graded and excavated material, exposed soils areas, and active portions of the construction site, including unpaved onsite roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible.(MND, C-4)
41. During construction, Developer shall post and maintain onsite signs, in highly visible areas, restricting all vehicular traffic to 15 miles per hour or less.
42. During periods of high winds (i.e. wind speed sufficient to cause fugitive dust to impact adjacent properties), Developer shall cease all clearing, grading, earth moving, and excavation operations to prevent fugitive dust from being a nuisance or creating a hazard, either onsite or offsite.
43. The Developer shall comply with the provisions of applicable VCAPCD Rules and Regulations, which include but are not limited to, Rule 50 (Opacity), Rule 51 (Nuisance), Rule 55 (Fugitive Dust), and Rule 55.1 (Removal of Visible Roadway Accumulations).

44. Prior to grading permit approval, Developer shall include on the grading plans a reproduction of all conditions of this permit pertaining to dust control requirements. (PL)

PLANNING DIVISION SPECIAL CONDITIONS

45. The approval of Special Use Permit (PZ 24-500-03) is granted subject to the approval of a Tentative Parcel Map (PZ 24-300-03) for the project property.
46. Each dwelling unit shall be constructed with a separate utility system and meter in accordance with Oxnard City Code Section 16-361(H).
47. The affordable units provided within the proposed development shall be constructed of the same or similar exterior materials and design as the market rate units as required by the OCC Section 16-362(B)(4). Construction materials used for the proposed affordable units shall be verified during the plan check review process for the construction of the apartment complex.
48. The proposed apartment complex shall incorporate the use of a four inch heaters, sills, or inset materials or two-inch wide trim surrounds, or a two-inch inset or recess to any window facing the public streets as required per Oxnard City Code (OCC) Section 16-362(B)(10) and shall be verified during the plan check process for the construction of the apartment complex.
49. If a controlled entrance gate to the proposed development's parking area is provided, the Project shall comply with Oxnard City Code (OCC) Section 16-362(E)(3) setback requirements. The proposed access gate design shall be compatible with colors, and materials as approved for the overall apartment complex.
50. The proposed Project shall provide bicycle parking as required per Oxnard City Code (OCC) Section 16-637 and the City of Oxnard Bicycle & Pedestrian Facilities Master Plan.
51. The proposed development shall incorporate directional signage for bicycle parking visible at the main entrance of the complex in accordance with Oxnard City Code (OCC) Section 16-362(E)(4). The size and design of the proposed bicycle directional signage shall be verified by Project Manager during the plan check process for the construction of the apartment complex.
52. Light standards illuminating interior walkways shall be no more than eight feet high. Light shall not intrude into private living or patio areas. Light standards serving recreational areas held in common shall be no more than 15 feet high. Light shall be directed away from dwelling units. (B, *PL-30*)
53. Railings and enclosures for patios and balconies shall provide at least 50 percent enclosure for screening and privacy. Developer shall include details of the railings and enclosures on the construction documents. (PL/B, *PL-24*)

54. A decorative privacy fencing along the southerly sides of the property shall be constructed to provide privacy for prospective tenants. A decorative fence not exceeding 42-inches shall be provided along the Northern and Easterly sides of the property. The proposed design and location of the fencing shall be reviewed during the plan check review process for compliance with Oxnard City Code (OCC) Sections 16-362(G)(2-3) and 16-308 through 309. Chain link fence design is not permitted.
55. Any proposed storage facilities shall be screened from public view. The design and location of any proposed storage facilities for the project shall be reviewed and approved by the Planning Manager and shall comply with the requirements of the R-4-PD Zone and the Attached Dwelling Unit Development Standards Section 16-360 through 16-363.

LANDSCAPE CONDITIONS

56. Prior to issuance of building permits or the proposed use is initiated, whichever comes first, Developer shall submit two copies of landscape and irrigation plans, along with the appropriate permit application and fees, to the Development Services Division and obtain approval of such plans. (PK/DS, PK-2)
57. Prior to issuance of a certificate of occupancy, Developer shall install landscape and automatic irrigation systems that have been approved by the City's Landscape Architect.
58. Developer shall properly maintain landscape planting and all irrigation systems as required by the City Code and as specified by this permit. Failure of Developer to do so may result in the revocation of this permit and initiation of legal proceedings against Developer to ensure compliance (PK, PK-4)
59. Prior to the issuance of a certificate of occupancy, Developer shall provide a watering schedule to the building owner or manager and to the Planning Division or designee. The irrigation system shall include automatic rain shut-off devices, or instructions on how to override the irrigation system during rainy periods. (PK, PK-5)
60. All trees planted or placed on the property by Developer shall be at least 24-inch-box size. All shrubs and vines shall be at least five-gallon size, except as otherwise specified by this permit. (PK, PK-6)
61. At the time of landscape plan check submittal, the landscape planting and irrigation plans shall comply with the current title 23 Model Water Efficient Landscape Ordinance (MWELO). (PK, PK-7.1)
62. The project is required to implement and maintain the mandatory water conservation requirements of the water conservation ordinance in effect or as amended/replaced.
63. Developer shall provide an automatic irrigation controller and a written seasonal watering schedule for all front yard and street side yard landscaping. The watering schedule shall include variations for seasonal changes, sun and shade exposure of plants, type of plants,

duration and frequency of irrigation, and suggestions as to how to conserve water. As part of the landscape plan check submittal process, the City's Landscape Architect shall review the sufficiency of instructions for the operation of the irrigation controller and the watering schedule cycles. (PK, PK-11)

64. Developer shall install sod or a drought tolerant species approved and identified in the City's low water use handout in the lawn and other common area landscaped areas. (PK, PK-13)
65. Developer agrees that the project has aesthetic impacts arising from conversion of undeveloped land to developed land, which the landscaping improvements for the project are intended to mitigate. Developer further agrees that the landscaping improvements must be maintained in order to continue to mitigate such impacts. In order to provide for such maintenance, Developer has agreed to cast a ballot in favor of formation of an assessment district to fund such maintenance and in favor of assessments on the project property.
66. Developer shall install an irrigation system that includes a water sensor shut off device as a water conservation measure.
67. At time of submittal to the Building and Engineering Division for plan check, Developer's Landscape Architect or Architect shall provide the City with written confirmation that they have reviewed the civil engineering construction drawings and that the NPDES requirements are not in conflict with meeting the City's landscape requirements.
68. Developer shall include a note on the Landscape Plans submitted to the Building and Engineering Division for a building permit that "all landscaping and irrigation comply with Ordinance No. 2822, which adopted the City of Oxnard Landscape Water Conservation Standards, and applicable water conservation requirements of the State of California".
69. At the time of Plan Check submittal, the landscape plans shall contain an exhibit titled "Tree Tabulation Chart". The Tree Tabulation Chart shall contain a listing of all existing trees on site and shall refer to them by number as identified in the Arborist's Tree Report. The Tree Tabulation Chart shall clearly list all trees to remain, be removed or transplanted. The Chart shall contain the Arborist's economic appraisal value of each tree(s) removed as well as computations and calculations showing how the value of the removed tree(s) was put back into new tree sizes for the project that are in addition to meeting the City's minimum tree size of 24" box.

HOUSING DEPARTMENT INCLUSIONARY CONDITIONS

70. Two of the 20 units being developed must be affordable units to satisfy City of Oxnard Inclusionary Housing Ordinance 2980. However, this development is also required to adhere to Density Bonus affordability requirements.
71. To satisfy City of Oxnard Inclusionary Housing Ordinance 2980 and Density Bonus affordability requirements this development must offer 10% of all units in the development for rent to very low-income households, as defined in the California Health and Safety Code

50105. For purposes of determining tenant eligibility, Owner or Developer shall use the annual income limits for Very Low-Income Households, as published by the California Department of Housing and Community Development (HCD).

72. Affordable Rent (Very Low-Income Units) –For Very-Low Income Households, “Affordable Rent” shall be inclusive of a reasonable utility allowance and not exceed one-twelfth (1/12) times the product of thirty percent (30%) times fifty percent (50%) of area median income adjusted for family size appropriate to the Affordable Unit for households earning less than or equal to fifty percent (50%) of the Area Median Income (AMI) for Ventura County Metropolitan Statistical Area as set forth in the sections 6918 and 6932 of Title 25 of the California Code of Regulations, unless another subsidy program is used, in which case the stricter requirement shall be applied. For purposes of calculating Affordable Rent, Owner or Developer shall use the Area Median Income for Ventura County as published annually by the California Department of Housing Community Development (HCD), as opposed to HCD’s annual published income limits, which are used to determine tenant eligibility.
73. The affordable units must include: One (1) two-bedroom unit and one (1) three-bedroom unit offered for rent to very low-income households as defined in Health and Safety Code 50105.
74. Owner and Developer must record affordability covenants approved as to form by the Housing Director or Designee in coordination with the City Attorney prior to submitting their first building permit application. Units shall remain affordable for at least 20 years. The 20-year term shall begin following issuance of a certificate of occupancy for the development. Owner or Developer must contact the Housing Department for review and approval of affordability covenants prior to recordation.
75. The Affordable Housing Agreement shall, among other things, specify the number of affordable units by number of bedrooms, level of affordability, and standards for qualifying household incomes or other qualifying criteria. The City may collect an annual City monitoring fee, as approved by Council Resolution.
76. The affordable units must be designed and constructed to be architecturally consistent with and qualitatively similar to other unrestricted units in the project.
77. Prior to offering the affordable units for rent, the Owner or developer must submit to the Housing Director or Designee the proposed location and rental amounts for the affordable units for review and approval and the dates which the units will be offered for rent.
78. Prior to issuance of a certificate of occupancy, Developer and Owner shall obtain a clearance form from the Housing Department certifying that the required number of affordable units are being offered at affordable rents and that a management plan, prepared by the Developer or Owner, for the operation and management of the Affordable Rental Units has been submitted to the Housing Department and approved by the Housing Director.

Owner or Developer shall provide a copy of the clearance form issued by the Housing Department to the project planner prior to issuance of the certificate of occupancy.

HOUSING DEPARTMENT DENSITY BONUS CONDITIONS

79. Prior to, or concurrently with, final map recordation or, where the qualified housing development does not include a map, prior to issuance of a building permit for any structure on the site Owner/Developer shall enter into a Density Bonus agreement with the City in a form approved by the Housing Director and City Attorney ensuring the continued affordability of the two (2) units which qualified the applicant for two Density Bonus concessions.
80. The Density Bonus agreement shall be recorded in the Office of the Ventura County Recorder. The term of the agreement shall be for a minimum of fifty-five (55) years, the term shall commence upon occupancy of the first unit in the development.
81. The Density Bonus agreement shall, among other things, specify the number of affordable units by number of bedrooms, level of affordability, collection of an annual report, standards for qualifying household incomes or other qualifying criteria. Owner/Developer hereby agree that fees may be charged to the developer for monitoring, staff time expended for preparation of the Density Bonus agreement and subsequent compliance with said agreement.
82. Pursuant to the Owner/Developer's Density Bonus requirements, Owner/Developer must make two (2) units available for rent to very low-income households with annual incomes at or below 50% the Area Median Income (AMI) for Ventura County.
83. The two (2) affordable units must include a mixture of unit types by bedroom count that is proportionate to the same percentage ratio as the market rate units. In order to comply with the City of Oxnard Inclusionary Housing Ordinance 2980 as well as state Density Bonus requirements, one (1) two-bedroom unit and one (1) three-bedroom unit must be offered for rent to very-low-income households with annual incomes that do not exceed 50% of the AMI for Ventura County, as set forth in California Health and Safety Code 50105.
84. Prior to offering the affordable units for rent, the Owner/Developer must submit to the Housing Director the proposed rental amounts for the affordable units for review and approval.
85. Affordable Rent (Very Low-Income Units) - To satisfy City of Oxnard Inclusionary Housing Ordinance 2980 and Density Bonus Affordable Rent requirements for Very Low-Income Units refer to Affordable Housing Inclusionary Requirements Condition of Approval No. 76 of PZ 24-500-03 (SUP) and PZ 24-535-01 (DB).

86. Prior to issuance of a certificate of occupancy, Owner/Developer shall obtain a clearance form from the Housing Department certifying that the required number of affordable units are being provided at Affordable Rents and that a Management Plan, prepared by the Owner/Developer, for the operation and management of the Affordable Rental Units has been submitted to the Housing Department and approved by the Housing Director. Developer/owner shall provide a copy of the clearance form issued by the Housing Department to the City's project planner prior to issuance of the certificate of occupancy.

FIRE DEPARTMENT CONDITIONS

87. Developer shall construct all vehicle access driveways on the project property to be at least 26 feet wide, exclusive of shoulders. Developer shall mark curbs adjacent to designated fire lanes in parking lots to prohibit stopping and parking in the fire lanes. Developer shall mark all designated fire lanes in accordance with the California Vehicle Code. (FD/B, *F-1*)
88. All roof covering materials on the project property shall be of non-combustible or fire retardant materials approved by the Fire Chief and in compliance with the City Code. (FD, *F-2*)
89. Before the City issues building permits, Developer shall obtain the Fire Chief's approval of a plan to ensure fire equipment access and the availability of water for fire combat operations to all areas of the project property. The Fire Chief shall determine whether or not the plan provides adequate fire protection. (FD/DS, *F-3*)
90. At Developer's expense, Developer shall obtain two certified fire flow tests for the project property. The first test shall be completed before City approval of building plans and the second shall be completed after construction and prior to the issuance of a certificate of occupancy. The tests must be certified by a mechanical, civil, or fire protection engineer. Developer shall obtain permits for the tests from the Engineering Division. Developer shall send the results of the tests to the Fire Chief and the City Engineer. (FD/DS, *F-4*)
91. All structures on the project property shall conform to the minimum standards prescribed in Title 19 of the California Code of Regulations. (FD, *F-5*)
92. The project shall meet the minimum requirements of the "Fire Protection Planning Guide" published by the Fire Department. (FD, *F-6*)
93. At all times during construction, Developer shall maintain paved surfaces capable of handling loads of 76,000 pounds which will provide access for firefighting apparatus to all parts of the project property. (FD/DS, *F-7*)
94. Developer shall identify all hydrants and fire protection equipment on the project property as required by the Fire Chief. (FD, *F-8*)
95. Developer shall provide central station monitoring of the fire sprinkler system and all control valves. (FD, *F-10*)

96. The turning radius of all project property driveways and turnaround areas used for emergency access shall be approved by the City Traffic Engineering Department.(FD, *F-11*)
97. Developer shall provide automatic fire sprinklers as required by the City Code and shall contact the Fire Chief to ascertain the location of all connections. (FD, *F-12*)
98. Developer shall install in each structure in the project an alarm system with a central station monitor that will automatically notify the Fire Department in the event of a fire in the structure. The alarm system shall include a UL or State Fire Marshal approved device, which shall not exceed design specifications, that reports the location of the fire and provides floor by floor water flow monitoring and allows the central station monitor to inform the Fire Department. (FD, *F-13*)
99. All new or modified signalized intersections shall be equipped with pre-emption equipment. (FD/TR, *F15*)
100. Developer shall comply with Certified Unified Program Agency (CUPA) requirements regarding the storage, handling and generation of hazardous materials or waste. Prior to the issuance of building permits, Developer shall contact the CUPA division of the Fire Department to ensure that such requirements are followed. (FD, *F-16*)
101. Developer shall install a carbon monoxide detector on each level of the residence in accordance with the manufacturer's specifications. The detector shall be hardwired with a battery backup. (FD, *F-17*)

FIRE DEPARTMENT SPECIAL CONDITIONS

102. Areas designated by the Fire Marshal as Fire Lanes shall be identified by a red curb and signage per the California Department of Motor Vehicles.
103. All landscape on project property will coordinate with the fire protection features, to prevent access problems to fire protection features.
104. Fire hydrants shall be operational and accessible at all times. No parking, storage or staging of equipment/supplies shall be located within 15 feet on either side of fire hydrants. Prior to final inspection, blue reflective hydrant location markers shall be placed on the access roads in accordance with Fire Department standards.
105. Fire sprinkler coverage is required for:
 - a. Patios, overhangs or any other projections that are 48" or more from the structure.
 - b. Open areas beneath stairs that serve a habitable space or when that area is accessible for storage or has mechanical equipment.
 - c. The protection of the forced air unit when located in the attic or other areas that are normally inaccessible.

106. All emergency egress/Fire Department access windows or doors that serve any room that can be utilized for sleeping, shall have access to a public right-of-way without re-entering the structure.
107. Before the city issues a certificate of occupancy, the developer shall install a Knox key vault at a location to be determined by the Fire Department.
108. FDC is required to be within 50-feet of the fire hydrant and not across drive isles.
109. Vegetation clearance from structure(s) required prior to construction.
110. A minimum 20-foot clear width and 13 foot, 6 inch (13'-6") clear height emergency access shall be maintained free of obstructions at all times within the development once construction starts.

POLICE DEPARTMENT CONDITIONS

EXTERIOR LIGHTING

111. Parking stalls shall be enumerated. However, the stall numbers shall not correspond to the residential unit assigned the stall.

SECURITY MAIL & PARCEL DELIVERY SYSTEM

112. Prior to the issuance of building permits the secure mail and parcel delivery system shall be approved by the Planning Division and the Police Department. Sufficient detail on the building plans shall include make, model and dimensions of the system to be used. A photo of the product or a link to the manufacturer's product shall be provided. The system shall consist of separate boxes for mail and for parcels. Mailboxes shall be a uniform size. Parcel boxes shall be a variety of sizes to flexibly serve residents. Parcel boxes shall be accessible through either a code provided to the parcel recipient or other method which can guarantee the intended recipient can gain access to the parcel without the use of a physical key.
113. Centralized Mail Delivery Equipment shall be compliant with the U.S.P.S. STD-4C. There shall be 1:5 ratio of parcel lockers to customer compartment ratio.

SECURITY CAMERA SYSTEM

114. A security camera system shall be operated 24 hours a day to monitor the activity at the site. The system shall be designed to capture images of all persons and all vehicles that enter the site. Cameras shall also be distributed throughout the site to capture general activities. The camera system shall comply with these minimum standards:
 - a. The camera system shall be cloud based to facilitate off-site and mobile monitoring.
 - b. Cameras and supporting equipment shall supply digital color images under normal lighting conditions. Greyscale images are expected for infra-red lighting.

- c. Cameras shall be made by a reputable manufacturer and maintained to current industry standards.
- d. Cameras shall have low light capability to facilitate the later identification of persons involved in criminal or problem activities.
- e. The video system shall utilize a Digital Video Recorder (DVR). VHS and other formats are prohibited.
- f. The video system shall allow recording, live viewing and playback of recorded video for a period of a period of at least 30 days.
- g. Recorded images shall bear a date and time stamp that cannot be altered.
- h. All entry thresholds/breezeways to the premises shall be monitored by a camera or cameras that are strategically mounted for face capture of persons who enter. Such cameras shall be mounted no higher than 7-feet above the floor/ground. Face capture images shall be determined as those images where the clarity of a person's facial image is sufficient for later identification.
- i. All vehicular entrances to the parking facilities shall be monitored by a camera or cameras that are placed to capture images of sufficient quality where the vehicle's license plate, make, model and color can be easily identified.
- j. Cameras in domed casings are highly encouraged as their area of focus is not easily determined by a casual observer.
- k. A camera shall be dedicated to face capture images of any person accessing mailbox installation.
- l. Site management shall provide in a timely manner any digital records of security camera or access control systems requested pursuant to a police investigation or for the periodic inspection of equipment required under these conditions.
- m. Security cameras shall be installed to monitor activity around each side of the building's exterior.

SECURITY PLAN

115. A Security Plan is required for this project. Contact specialprojects@oxnardpd.org in an email and identify the project name, location and "PZ" (Planning File Number). A police staff member should reply within five business days with the Requirements for a Security Plan document which will be developed specifically for your project. This document will guide your team in drafting your Security Plan Submission and its approval.

116. The Security Plan shall be submitted and approved prior to the issuance of building permits.
117. The purpose of the Security Plan is to align the applicant's need to secure the development site for its end users with current security standards and to provide the Police Department an understanding of the layout of the site in the event of a critical incident. The Security Plan, when submitted directly to the Police Department, is considered a confidential document. The plan shall include:
- a. The Security Plan Sheet will identify the location of each security camera, camera recording/support equipment, all elements of an access control system, and any safe or secure room or rooms designed to maintain valuable assets or records.
 - b. The Security Plan shall include a chart identifying each camera by an alpha-numeric, the scope of their capture area, and placement of the camera above the floor/ground.
 - c. The developer/property manager/owner shall maintain all security features in good working condition and consistent with industry standards.
 - d. Cameras and other security features shall be installed in accordance with the Police Department approved security plan.

POLICE/SITE MANAGEMENT COOPERATION

118. Site management is encouraged to have an active and cooperative relationship with their neighbors and the Oxnard Police Department. To facilitate this effort these elements are recommended to be established by the site management:
- a. Site management should establish a dedicated email address for the site (ie: acmeapartments@acme.com). Once the email address has been established, site management should send an email to specialprojects@oxnardpd.org identifying the site address, management company, phone number, dedicated email address, and the person managing the site.
 - b. A sign shall be posted so it is readable from the public right of way and placed at or near the primary entrance which identifies the management company name, phone number and the dedicated email address.
 - c. Site management should participate in crime prevention programs designed for multi-unit residential housing facilities.
 - d. The property owner should inform the Oxnard Police Department of changes in site management and/or the dedicated email address by sending an email to specialprojects@oxnardpd.org.
119. Any digital records from the security camera system or access control system shall be made available to any representative of the Oxnard Police Department in a timely manner upon request

related to any official police investigation. If requested, the site manager shall upload or email any digital records at the request of a representative of the Oxnard Police Department.

LANDSCAPE

120. Landscape elements shall be arranged and maintained to provide clear lines of sight and eliminate potential places of concealment
121. Trees shall be maintained so that the canopies do not interfere with pedestrian or vehicular traffic and safe sightlines are maintained.
122. Landscape elements shall be arranged to provide clear lines of sight and eliminate potential places of concealment and dissuade the application of graffiti. Through the life of the project, the property shall be maintained to address these issues.

SITE MANAGEMENT

123. Parking stalls shall be enumerated. However, the stall numbers shall not correspond to the residential unit assigned the stall.

SIGNAGE

124. 28. All vehicular entrances to the parking area shall be posted in compliance with California Vehicle Code 22658(a). Persons in lawful possession of the property may then cause the removal of a vehicle parked on the property to the nearest public garage if parked without the owner's permission. (PD)
125. A sign shall be posted at or near the primary entrance to the site that identifies the management company name, phone number and the email address dedicated to the site management office.
126. A sign shall be posted at each entrance to the site stating: "No loitering, trespassing or drinking alcoholic beverages. Pursuant to State Law & City Ordinance".

ENVIRONMENTAL RESOURCES CONDITIONS

127. The trash room should contain trash, recycling and organic waste receptacles that are clearly labeled.

DEVELOPMENT SERVICES DIVISION STANDARD CONDITIONS

128. Developer shall pay plan check and processing fees in effect at the time of construction plan submittal and shall pay development fees, encroachment permit fees, and other applicable fees in effect at permit issuance. (DS-1)
129. Developer's Engineer shall design parking lot structural sections based on an analysis of the soils R-value and a traffic index (T.I.) approved by the City Engineer. The minimum structural section for parking lots is two inches of asphalt on four inches of base material. Developer shall indicate the proposed structural section and design T.I. on the site improvement plans. (DS-2)

130. Developer shall have the site improvement plans prepared using standard Building and Engineering Division format(s) by a civil engineer licensed in the State of California. The plans shall incorporate recommendations from soil engineering and geology reports. Prior to issuance of a grading permit, improvement plans must be approved by the City Engineer and ink-on-mylar plans filed with the Building and Engineering Division. (DS-3)
131. Developer shall submit improvement plans and drainage calculations demonstrating that storm drain runoff from the project property and all upstream areas will be safely conveyed to an approved drainage facility. The design and conveyance route shall be compatible with the City's Master Plan of Drainage and shall be approved by the City Engineer prior to approval of improvement plans. (DS-4)
132. Developer shall protect building pads from inundation during a 1% chance (100 year) storm. (DS-5)
133. Developer shall replace all broken, uplifted, or missing curb, gutter, or sidewalk along the street frontage(s) of the project. (DS-6)
134. Before connecting the project to existing sewer and water service laterals, Developer shall inspect (pothole or video) existing lateral(s) and arrange for City staff to view inspection results. Developer shall make repairs to such facilities as determined necessary by City staff. Developer shall bring all existing water services into compliance with current City standards including removal of unused water or sewer laterals by disconnection at the main. (DS-7)
135. Each structure shall be served by separate sewer and water services in accordance with City Code. (DS-8)
136. Curb cut widths and design shall conform to City ordinances, standards, and policies in effect at the time City issues an encroachment permit. (DS-9)
137. Developer shall provide fire hydrants such that all points of all structures are within one hundred fifty (150) feet of a fire hydrant, or as otherwise approved by the Fire Department. Fire hydrant line improvements shall be designed in accordance with City standards and shown on the civil site improvement plans prior to issuance of a site improvement/grading permit. Developer shall provide the City with an easement over onsite waterlines using standard City format. (DS-11)
138. Developer shall install on site and off site electric, cable, telephone and similar utility service laterals underground in accordance with City ordinances in effect at the time City issues a building permit. Services shall be installed underground to the nearest suitable riser pole as determined by the appropriate utility service provider. (DS-12)
139. Developer shall enter into an agreement, approved as to form by the City Attorney, to install and construct all public improvements required by this permit and by the City Code. Developer shall post security satisfactory to the Finance Director, guaranteeing the installation and construction of all required improvements within the time period specified in the agreement or any approved time extension. (DS-14)
140. A California licensed civil engineer shall prepare the public improvement plans and documents for this project in accordance with City standards and shall submit all such plans to the City Engineer. Submittal shall include, but not necessarily be limited to, grading, street, drainage, sewer, water and other appurtenant improvement plans, construction cost estimates, soils reports, and all pertinent

engineering design calculations. City will not approve a parcel map or final map nor issue a grading, site improvement or building permit until the City Engineer has approved all improvement plans. (DS-15)

141. Prior to issuance of a site improvement permit, Developer shall provide to the Building and Engineering Division a compact Disc (CD) containing digital copies of all project maps, address map, and/or civil improvements drawings in DWG format. Prior to improvement bond release, Developer shall provide an updated CD containing all changes that occur during construction. (DS-16)
142. Developer shall provide all necessary easements for streets, highways, alleys, sidewalks, parkways, landscaping, utilities, drainage facilities, or other improvements as required by City. If such easements cannot be obtained from the property owner by negotiation, City may acquire them at the expense of Developer by exercise of the power of eminent domain. Developer shall bear all costs of eminent domain proceedings, including appraisal, acquisition, attorney's fees, and court costs. Before City issues a site improvement permit, Developer shall dedicate all required easements to City. (DS-19)
143. Developer shall remove graffiti from the project, including graffiti on offsite public infrastructure under construction by Developer, within 24 hours of its appearance. If Developer fails to remove graffiti in accordance with this condition, the City may at the discretion of the City Engineer issue a stop work order until such time as the graffiti is removed. (DS-20)
144. The conditions of this resolution shall prevail over all omissions, conflicting notations, specifications, dimensions, typical sections, and the like, that may or may not be shown on the improvement plans. (DS-21)
145. Developer shall pay the cost of all inspections of on site and off site improvements. (DS-22)
146. Developer shall be responsible for all project related actions of Developer's employees, contractors, subcontractors, and agents until City accepts the improvements. (DS-23)
147. Prior to beginning construction, Developer shall designate in writing an authorized agent who shall have complete authority to represent and to act for Developer. The authorized agent shall be present at the work site whenever work is in progress. Developer or the authorized agent shall make arrangements acceptable to City for any emergency work. When City gives orders to the authorized agent to do work required for the convenience and safety of the general public because of inclement weather or any other cause, and the orders are not immediately acted upon by the authorized agent, City may do or have such work done by others at Developer's expense. (DS-24)
148. "Standard Specifications for Public Works Construction" latest edition (including modifications thereto by City) and applicable City Standard Plates and Design Criteria shall be the project specifications, except as noted otherwise on the approved improvement plans. City reserves the right to upgrade, add to, or revise these specifications and plans and all other City ordinances, policies, and standards. If the improvements required of this project are not completed within 12 months from the date of City's approval of the improvement plans, Developer shall comply with and conform to any and all upgraded, additional or revised specifications, plans, ordinances, policies and standards. (DS-27)

149. Prior to issuance of a grading/site improvement permit, Developer shall obtain City Engineer approval for any proposed construction phasing. The improvement plans (and associated phasing plans) shall clearly indicate any interim or off-site improvements required by City. (DS-28)
150. Developer shall retain a California licensed Civil Engineer to ensure that the construction work conforms to the approved improvement plans and specifications and to provide certified "as built" plans after project completion. Developer's submittal of certified "as built" plans is a condition of City's final acceptance of the project and release of any associated security. (DS-29)
151. All grading shall conform to City's standard grading notes, City Code, and recommendations of Developer's soils engineer as approved by the City Engineer. (DS-30)
152. Developer shall construct sufficient drainage facilities concurrent with rough grading operations to mitigate any potential flooding or erosion affecting adjacent properties and public rights-of-way. (DS-31)
153. Developer shall design all slopes steeper than 5 (horizontal) to 1 (vertical) with a minimum 18 inch wide level area (at both top and bottom of slope) where it adjoins a wall, fence, sidewalk, trail, curb or similar improvement. (DS-32)
154. Developer shall design project grading to convey stormwater to a street, alley, or approved drain so that there are no undrained depressions. (DS-35)
155. Developer shall dispose of sewage and solid waste from the project by City's wastewater and solid waste systems in a manner approved by the City Engineer. (DS-38)
156. Developer shall install water mains, fire hydrants and water services in conformance with City standard plates, design criteria and specifications as directed by the City Engineer. (DS-41)
157. Developer shall install adequately sized water services and meters to each lot or unit in accordance with City standards in effect at the time of building permit issuance. There shall be no interconnections between structures. (DS-42)
158. Developer shall install City approved backflow prevention devices for water connections if so ordered by the City Engineer. (DS-45)
159. Prior to designing the water system for the project, Developer shall have a certified fire flow test performed to determine existing water pressure and flow characteristics with a minimum of two flowing hydrants. The water system for the building fire sprinkler shall be designed to allow for a 10 psi drop in the static water pressure measured during the fire flow test. After construction and before City issues a certificate of occupancy, the City Engineer may require a second test. Developer shall obtain permits from the City Engineer prior to performing tests. Developer shall have all tests certified by a mechanical, civil, or fire protection engineer and provide written results of all tests to the City Engineer. (DS-47)
160. Developer shall improve all streets, alleys, sidewalks, curbs, and gutters adjacent to the project in accordance with City standards, as necessary to provide safe vertical and horizontal transitions. (DS-52)

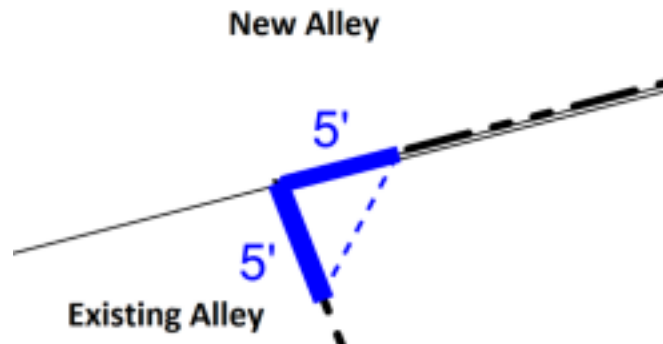
161. Developer shall install all water, gas, sewer, storm drain, electrical, cable television, and telephone lines before any paving is placed. (DS-54)
162. Developer shall submit a landscape irrigation plan prepared by a licensed professional, showing proper water meter size, backflow prevention devices, and cross connection control. (DS-59)
163. Developer shall be responsible for and bear the cost of replacement of all existing survey monumentation (e.g., property corners) disturbed or destroyed during construction, and shall file appropriate records with the Ventura County Surveyor's Office. (DS-64)
164. Developer shall provide adequate vehicle sight distance as specified by CalTrans specifications at all driveways and intersections. (TR-71)
165. Developer shall install bike racks in accordance with City standards at locations approved by City Traffic Engineer. (TR-73)
166. Developer shall design project to minimize degradation of stormwater quality by complying with the applicable sections of the Los Angeles Regional Water Quality Control Board's municipal separate storm sewer system ("MS4") permit (Order R4-2010-0108 including all revisions) for new development and redevelopment projects. Developer shall submit stormwater quality calculations and associated construction plans demonstrating compliance with the MS4 permit. Calculations shall generally be organized to follow the steps outlined in Chapter 2 of the 2011 Technical Guidance Manual for Stormwater Control Measures ("2011 TGM"). (DS-78)
167. Developer's stormwater quality calculations shall include site specific analysis and recommendations from a geotechnical engineer, and if applicable, a landscape architect for design and implementation of stormwater treatment and infiltration devices. Geotechnical Engineering analysis and recommendations shall include, but not necessarily be limited to, determination of site specific soil infiltration rates, depth to permeable soil layers, methods to reach permeable soil layers, appropriate compaction rates, recommendations to enhance infiltration, and other requirements of the 2011 TGM. Landscape architectural recommendations shall include, but not necessarily be limited to, suggestions regarding appropriate vegetation and soil amendments for vegetated infiltration devices. Project plans shall implement approved design recommendations. (DS-81)
168. Using forms provided by the Building and Engineering Division, Developer shall submit a stormwater quality control measures maintenance and operations plan ("the Plan") for this project. If the BMPs implemented with this project include proprietary products that require regular replacement and/or cleaning, Developer shall provide proof of a contract with an entity qualified to provide such periodic maintenance. The property owner is responsible for the long-term maintenance and operation of all BMPs included in the project design. Upon request by City, property owner shall provide written proof of ongoing BMP maintenance operations. No grading or building permit shall be issued until the City Engineer approves the Plan and Developer provides an executed copy of the City's stormwater covenant with the Plan included as an exhibit for recordation by the City. (DS-82)
169. Developer's stormwater quality control measures maintenance and operations plan shall include: 1) Requirement to clean on-site storm drains at least twice a year; once immediately before the first of October (the beginning of the rainy season) and once in January. The City Engineer may require additional cleaning; 2) Requirement to maintain parking lots free of litter and debris. Developer shall sweep sidewalks, drive aisles, and parking lots regularly to prevent the accumulation of litter and debris. When swept or cleaned, debris must be trapped and collected to prevent entry into the storm

drain system. Developer may not discharge any cleaning agent into the storm drain system; 3) Requirement to label all on-site storm drain inlets with the message "Don't Dump - Drains to Ocean" in accordance with City standards. (DS-83)

170. Developer's engineer shall submit written confirmation that the project landscape drawings comply with the landscape requirements of the Technical Guidance Manual for Stormwater Quality Control Measures for all landscape based stormwater quality best management practices. (DS-84)
171. Developer shall construct proposed walkways that cross vehicular drive aisles of colored enhanced concrete. The concrete color shall contrast with the parking lot paving material to clearly identify pedestrian areas. (DS-101)

DEVELOPMENT SERVICES DIVISION SPECIAL CONDITIONS

172. Developer shall process the Parcel Map PZ 24-300-03 concurrent with the required building and site improvement permits for Planning and Zoning Permit No 24-500-03. The City will not process the Parcel Map for recordation until the site and building improvement plans for the apartment complex associated with PZ 24-500-03 are approved or ready for permit issuance. Site improvement permit issuance for the project site shall occur concurrently with the Parcel Map recordation. (DS)
173. Developer shall pay to the County of Ventura a road mitigation fee in accordance with the agreement between the City and the County of Ventura. Proof of payment or no-payment required from the County of Ventura shall be provided to the Building and Engineering Division prior to issuance of a building permit. (DS)
174. The site improvements shall be prepared to meet the latest City standards and design requirements at the time of improvement plans submittal. (DS)
175. The new alley shall be constructed out of concrete and shall be designed to accommodate periodic semi-truck traffic from a durability standpoint and with a minimum Traffic Index of 6.0. The driveway apron for the alley shall be constructed meeting City standard plate 115 unless approved otherwise by the City Engineer. The new alley shall be privately owned and maintained by the property owner with a public access easement over the entire alley for public access. (DS)
176. All corners of the new alley shall meet the sight distance triangle requirement of 5'x10' along the public street. The south-west corner of the alley shall have a minimum 5'x5' sight triangle per the figure below. It is the responsibility of the Developer to coordinate with the southerly property owner to remove any vertical walls to achieve the triangle visibility. (DS)



177. The alley and driveway aisle shall be 26-feet wide unless approved otherwise by the Fire Department. (DS)
178. Accessible parking shall be provided for each different type of onsite parking facility per the latest applicable section of the California Building Standards Code at the time of building and site grading plan check permit application submittal. (DS)
179. The project shall be designed to comply with the latest applicable edition of the Building Standards Code for accessibility and electric vehicle (EV) parking requirements at the time of building and site grading plan check permit application submittal. (DS)
180. Designated accessible and EV parking stalls shall be 19-feet deep or 18-feet. If wheel stops are used, they shall be placed at the 17-foot mark and the stalls shall be 19-feet deep. (DS)
181. Standard parking spaces shall be 9'x19' or 9'x17' plus two-feet of overhang. Compact parking is not allowed. The sidewalk affected by the overhang shall maintain a 4-foot unobstructed sidewalk. (DS)
182. Standard parking spaces shall be delineated with a double 3" stripe per City Code. (DS)
183. Developer shall pave all motorcycle parking spaces with concrete in conformance with City Code. (DS)
184. Developer shall be responsible for the design and maintenance of the landscape and irrigation of the public parkway along the project frontages, property line to property line, along East Channel Islands Boulevard and Albany Drive. (DS)
185. Handrails for private stairways shall not encroach into the public right-of-way and sidewalk. (DS)

STREET IMPROVEMENTS

186. All existing driveway(s) no longer needed by the project shall be removed. (DS)
187. Reconstruct the existing curb ramp at the southwest corner of East Channel Islands Boulevard and Albany Drive to latest accessibility requirements, unless it is already reconstructed or improved by the time of permit issuance. (DS)

188. The improvement plans shall show the restoration of pavement impacted by trenching/saw cutting to be restored to the full width of the affected lane, unless directed otherwise by the City Engineer or City Inspector. The surface finish shall match with the existing surface finish type. (DS)
189. In the event that the construction associated with this permit overlaps with the City's street improvement project at the time of construction, the two projects shall coordinate and collaborate and allow the City's street improvement operations to take priority. The two projects, with respect to each project frontage, shall be required to pave any street sections along the project frontages in accordance with the City's proposed improvements if it does not allow the City's street paving to complete the work within the scheduled timeframe. (DS)
190. Developer shall prepare the improvement plans to use recycled materials to the extent feasible and cost-effective per Caltrans standard specifications adopted in 2018 for public streets and alleys, meeting the requirements of AB 2953. Recycled materials include: (1) Recycled base and subbase materials as set forth in Sections 25-1.02 and 26-1.02 of the Caltrans standard specifications; (2) Reclaimed asphalt pavement and other materials in asphalt as set forth in Section 39-2.02B of the Caltrans standard specifications; (3) Reclaimed aggregate, fly ash, returned plastic concrete, and other materials in concrete as set forth in Sections 90-1.02, 90-2.02, and 90-9 of the Caltrans standard specifications. (DS)

TRAFFIC

191. Developer shall relocate the existing Gold Coast Transit Route 3 bus stop to the east of the Albany Drive & Channel Islands Boulevard intersection. This shall include relocation of associated bus stop signs, removing and adding thermoplastic striping. Specifics of relocation to be determined by City Traffic Engineering. (TR)
192. Developer shall reconfigure eastbound lanes on East Channel Island Boulevard at the Albany Drive intersection. This shall include adding a dedicated eastbound right turn lane. Specifics to be determined by the City Traffic Engineer. (TR)
193. Developer shall replace the existing traffic control signs and posts along the property frontage. Sign and post specifications to be approved by the City Traffic Engineer. (TR)

TRASH ENCLOSURE

194. Developer shall construct a trash enclosure (to store (3) three bins minimum) with a solid non-combustible roof (8-foot minimum clearance) that prevents stormwater from entering the refuse bins. Developer shall construct all other components of the trash enclosure in accordance with the approved City Standard Plan on file with the Building and Engineering Division. Developer shall finish the trash enclosure to match the major design elements of the main structure, subject to approval by the Planning Division. The location and configuration of the enclosure shall be approved by the Environmental Resources Division. All site refuse bins shall be stored in an approved enclosure. No objects other than refuse bins may be stored in the enclosure without the written permission of the Environmental Resources Division. (DS)
195. Developer shall design the trash enclosure in substantial conformance with City standard plates for trash enclosures. The design shall include the architectural mesh, or an approved equal treatment, between the top of the wall and the ceiling to prevent unauthorized access. Developer shall construct the floor and a loading/service pad of the trash enclosure to be substantially level (2% max slope). An accessible path of travel shall connect the trash enclosure to the nearest onsite walkway connecting to the buildings. (DS)

196. The front face of the trash enclosure shall be located 5-feet from the edge of the alley, unless approved otherwise by the Environmental Resources Division. The trash enclosure doors/gates shall not encroach into the alley in a fully open position. (DS)

UTILITIES

197. Developer shall abandon all existing sewer, water, and storm drain laterals to the project site that aren't used by the project. (DS)
198. A separate domestic water meter with approved backflow device shall be installed for each building. Each water meter and service serving a building shall be identified and called out on the utility plan. Any existing meters and services to remain shall be examined by the design engineer and be upgraded by the Developer to meet latest City standards to the satisfaction of the City Engineer. (DS)
199. Fire service and backflow device for each building shall be identified and called out on the utility plan. Device for fire services shall be directly connected to the existing water main in the public street. (DS)
200. An irrigation water service shall be constructed for the project fed directly from the existing water main. If an existing irrigation service meter is used, it shall be examined by the design engineer and be upgraded to meet latest City standards to the satisfaction of the City Engineer. (DS)
201. Onsite fire hydrant shall be located 36-inches away from the curb face unless approved otherwise by the Fire Department/City Engineer. (DS)
202. The project shall underground all existing overhead utility lines within the project site. Any existing overhead feeds coming into the project site shall also be installed underground to the nearest pole located outside of the project footprint. (DS)
203. Developer is responsible for coordinating the overhead utility undergrounding work along with quitclaiming any associated utility easements with the appropriate utility provider(s) prior to grading permit issuance, unless the Developer can provide written evidence to the City that an agreement has been reached with the utility companies on the timing and process of the utility relocation/removal work and quitclaim of the easement(s). (DS)
204. If an onsite utility pole has to remain in place, Developer shall demonstrate that the poles will not conflict with building code as well as fire and refuse service operations. (DS)

STORMWATER

205. The drainage report shall be prepared meeting the City standard format. (DS)
206. All site runoff shall be collected from existing and proposed improvements and shall be routed to the onsite treatment facility to the maximum extent feasible. (DS)
207. The ribbon gutter, if proposed for the new alley, shall follow the same alignment as the existing unless approved otherwise by the City Engineer. (DS)
208. The onsite drain inlets shall be designed with a 50% clogging factor at depressed locations. (DS)
209. Developer shall demonstrate that post development flow rates are at or below pre-development flow

rates for all storm events from 10 to 100-year events, and that the pre-existing drainage pattern is maintained to the maximum extent feasible. (DS)

210. The infiltration tests conducted for the design and construction for the stormwater facility shall account for the Reduction Factor (Rf) from the latest edition of the Los Angeles County "*Guidelines for Design, Investigation, and Reporting for Low Impact Development Stormwater Infiltration*" published in the Administrative Manual of the County of Los Angeles Department of Public Works. This Reduction Factor is in addition to the Ventura County Technical Guidance Manual Safety Factors. (DS)
211. Developer shall install 'Full Capture System Devices' ("Devices") certified by the State Water Resources Control Board Executive Director in compliance with the Statewide Trash Amendments ("Amendments") at the intake control structure located at the infiltration basin. The device shall be designed to filter trash for the 1-year 1-hr storm event. (DS)
212. The catch basin at the alley shall have a catch basin filter capable of screening of pollutants such as gross solids, trash and debris and removal of petroleum hydrocarbons using sorbent pouches or approved equal. The catch basin filter shall also be designed to provide treatment for the 1-year 1-hr storm event. (DS)
213. The design of the onsite stormwater treatment facility shall be designed to accept runoff from the new alley. Only when the onsite stormwater is at capacity can the runoff from the alley be allowed to discharge downstream. (DS)
214. Developer shall provide pre-treatment for all infiltration-based stormwater quality Best Management Practices ("BMPs"). Pre-treatment devices must effectively reduce sediment load entering infiltration BMPs to minimize occlusion of underlying soils and reduce long term maintenance requirements and thereby maintain the infiltration capacity of the BMP. If proprietary pre-treatment devices are proposed over the forebay, they must be capable of removing 80% of 50 micron particles to be considered adequate pre-treatment. (DS)
215. The forebay, if selected as pre-treatment, shall be sized and constructed with the minimum volume and surface area footprint consistent with the Technical Guidance Manual (TGM). The forebay shall be designed with a vault such that it can be easily accessed for maintenance and sediment removal. The volume of the forebay shall be 100% void and free of obstruction for the purposes of sediment collection and pre-treatment. (DS)
216. The design of the forebay and infiltration basin shall include access vaults to allow sediment accumulation and removal. (DS)
217. The infiltration basin as well as the forebay shall be setback 10-feet away from building and wall foundations, unless recommended otherwise by the project soils engineer. The vertical sides of the infiltration may include an impermeable liner to prevent lateral infiltration of water to safeguard building and wall foundations from saturation. (DS)
218. Developer's Geotechnical Engineer shall perform percolation tests on the exposed bottom of all infiltration chambers immediately prior to facility construction and provide the City with an opinion that the exposed soil layer is suitable for the proposed infiltration facility based on the review of the existing geotechnical reports, percolation tests, infiltration facility design, and characteristics of the exposed soil layer. This requirement shall be clearly noted on the improvement plans. The report

shall be reviewed and approved by the Project Civil Engineer. (DS)

219. For land disturbance less than 1-acre: Prior to issuance of a grading, building or demolition permit and prior to commencement of any clearing, grading or excavation, Developer shall prepare a Local Stormwater Pollution Prevention Plan ("Local SWPPP"). The Local SWPPP shall be developed and implemented in accordance with requirements of the Ventura Countywide MS4 Permit. The Local SWPPP shall be approved by the City Engineer prior to issuance of a site improvement/grading permit. Developer shall keep the Local SWPPP updated to reflect current site conditions and a copy of the Local SWPPP shall be kept onsite and available for City or designated representative to review upon request. (DS)
220. For land disturbance 1-acre or more: Prior to issuance of a grading, building or demolition permit and prior to commencement of any clearing, grading or excavation, Developer shall provide evidence of assignment of a permit identification number by the California State Water Resources Control Board indicating submittal of a Notice of Intent (NOI) by the Developer in accordance with the NPDES Construction General Permit. Developer shall comply with all requirements of the General Permit and the Ventura Countywide MS4 Permit, including preparation of a Stormwater Pollution Prevention Plan (SWPPP). Developer shall keep the SWPPP updated to reflect current site conditions and a copy of the SWPPP shall be kept onsite and available for City or designated representative to review upon request. (DS)

PASSED, APPROVED, AND ADOPTED by the Planning Commission of the City of Oxnard
on this 5th day of June 2025.

Ronald Arruejo, Chair

I hereby certify that the foregoing is a true copy of a Resolution adopted by the Planning Commission of the City of Oxnard at a meeting held on the 5th day of June 2025, and carried by the following vote:

AYES: Commissioner(s):

NOES: Commissioner(s):

ABSENT: Commissioner(s):

ABSTAIN: Commissioner(s):

RECUSED: Commissioner(s):

Joe Pearson II, Secretary

RESOLUTION NO. 2025-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD RECOMMENDING APPROVAL TO THE CITY COUNCIL OF PLANNING AND ZONING PERMIT NO. 24-300-003 (TENTATIVE PARCEL MAP NO. 24-300-03) TO COMBINE THREE EXISTING LOTS WITH THE CREATION OF ONE LOT, VACATING ANY EXISTING EASEMENT AND RIGHT OF WAY, AND GRANTING OF NEW EASEMENTS TO THE CITY OF OXNARD TO ALLOW FOR ADAPTIVE REUSE OF AN EXISTING RESIDENTIAL PROPERTY LOCATED AT 2929-2931 ALBANY DRIVE (APNS: 221-0-061-195 & 221-0-061-035), SUBJECT TO CERTAIN FINDINGS AND CONDITIONS. FILED BY DESIGNATED AGENT, ANDREW ALTHAUS, 3SIXTY ARCHITECTURE AND DESIGN, 31368 VIA COLINAS, SUITE 105, WESTLAKE VILLAGE, CA 91362, ON BEHALF OF THE PROPERTY OWNER, JAMES ALLEN, ALBANY APARTMENTS OF OXNARD LLC, P.O.BOX 1003, THOUSAND OAKS, CA 91358.

WHEREAS, on June 18, 2024, Andrew Althaus (the “**Applicant**” and/or “**Developer**”), submitted a request to approve Planning and Zoning Permit No. 24-300-03(Parcel Map) to merge three existing parcels and vacating and relocation of an existing alley, concurrent with a Special Use Permit and Density Bonus applications (Planning and Zoning Permit No. 24-500-03 & 24-535-01) located at 2929-2931 Albany Drive (APN Nos: 221-0-061-195 & 221-0-061-035); and

WHEREAS, June 5, 2025, the Planning Commission of the City of Oxnard (“Planning Commission”) conducted a duly noticed public hearing to consider Applicant’s request to approve Planning and Zoning Permit No. 24-300-03 (Tentative Subdivision Parcel Map) which consist of merging three existing lot with the creation of one combine new lot of approximately 1.214-acres, vacating any existing easements and right-of-way, and granting of new easements to the City of Oxnard for properties located at 2929 & 2931 (APNs: 221-0-061-195 & 221-0-061-035) in accordance with Section 16-531 of the Oxnard City Code; and

WHEREAS, said tentative subdivision parcel map was referred to City Departments for recommendations and conditions of approval for the project that are incorporated within the recommended entitlements, and

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

WHEREAS, the Planning Commission finds that the Tentative Parcel Map, the proposed site, and the design and improvement of the development requested are consistent with the 2030 General Plan elements thereof; and

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

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

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

WHEREAS, the Planning Commission finds that the Applicant agrees as a condition of this Resolution that at its own expense, to indemnify and defend the City of Oxnard and its agents, officers and employees from and against any claims, actions or proceedings to attack, set aside, void or annul the approval of this Resolution or any actions or proceedings, acts or determinations taken, done or made before the approval of this resolution that were part of the approval process; and

WHEREAS, the Planning and Environmental Services Division has completed a preliminary environmental assessment of the Project in accordance with the California Environmental Quality Act (CEQA) and determined that the Project is subject to a Class 15 & 32 Categorical Exemption (Section 15301). Further, the project does not trigger any of the Exceptions to the Exemptions (Section 15300.2) to defeat the Exemption:

- (a) **Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located -- a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply to all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.**

The project site has a General Plan land use designation of Residential Medium High (RMH) and a zoning designation of High Rise Residential-Planned Development (R-4-PD). The Project proposes the redevelopment of a former private pre-school site surrounded on all four sides by urban development. The Project site and adjacent sites do not contain any known environmental resource of hazardous or critical concern. Therefore, the project will have no impact on an environmental resource of hazardous or critical concern.

- (b) **Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.**

The proposed redevelopment of a former private pre-school with the development of a 20-unit apartment complex and lot merger within the High Rise Residential Planned Development zone is consistent with the General Plan and Oxnard City Code and is compatible with the physical scale and character of allowable development in the project area. Any projects requiring discretionary approval would be analyzed with the General Plan and the Oxnard City Code for consistency and CEQA for any potential impacts. Therefore, the project will have no significant cumulative impact.

- (c) **Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.**

The proposed redevelopment of a former private pre-school with the development of an apartment complex consisting of ten 2-bedroom and ten 3-bedroom units and lot merger will not result in an unusual circumstance that would cause the project to have a significant effect on the environment. The project will not alter the residential character of the surrounding developments and the property does not contain any unusual environmental characteristics as the property is generally surrounded on all sides by residential and commercial development. Therefore, the project will not have a significant effect on the environment due to unusual circumstances.

- (d) **Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements, which are required as mitigation by an adopted negative declaration or certified EIR.**

The project is not located in or adjacent to a state designated scenic highway.

- (e) **Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site, which is included on any list compiled pursuant to Section 65962.5 of the Government Code.**

The proposed project site is not included on any list compiled pursuant to Section 65962.5 of the Government Code as confirmed by staff on May 1, 2025.

- (f) **Historical Resources. A categorical exemption shall not be used for a project, which may cause a substantial adverse change in the significance of a historical resource.**

The project site does not contain an existing or potential landmark, point of interest, or historic resource, and it is not located within an existing, proposed, or potential Historic District. Therefore, the proposed project will not cause a substantial adverse change in the significance of a historical resource.

WHEREAS, on June 5, 2025, the Planning Commission of the City of Oxnard ("Planning Commission") considered the Applicant's request to recommend approval of Planning and Zoning Permit No. 24-300-03 (Tentative Tract Parcel Map) to the City Council, in accordance with Chapter 15 "Subdivisions" of the Oxnard City Code.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF OXNARD:

SECTION 1. The Recitals above are true and correct and incorporated herein by this reference.

SECTION 2. The Planning Commission finds that the Tentative Subdivision Parcel Map is internally consistent with the provisions of the City of Oxnard 2030 General Plan.

SECTION 3. The Planning Commission finds that the Tentative Subdivision Parcel Map will not be detrimental to the public interest, health, safety, convenience, or welfare of the City.

SECTION 4. The Planning Commission finds that the Project site associated with the Tentative Subdivision Parcel Map is physically suitable in terms of design, location, operating characteristics, shape, size, topography, and the provision of public and emergency vehicle access, and public services and utilities and is served by highways and streets adequate in width and improvement to carry the kind and quantity of traffic the proposed use would likely generate, to ensure that the proposed use(s) and/or development will not endanger, jeopardize, or otherwise constitute a hazard to the property or improvements in the vicinity in which the property is located.

SECTION 5. The Planning Commission determines that the industrial project is the best use for the subject project site.

SECTION 6. The Planning Commission determines that the Tentative Subdivision Parcel Map is in the best interests and welfare of the City and its residents.

SECTION 7. Based on the entire record before the Planning Commission and all written and oral evidence presented, including the Planning Commission Staff Report and all attachments thereto, the Planning Commission finds:

Consistent with California Government Code Section 66474, a legislative body of a city or county shall deny approval of a tentative map, or a parcel map for which a tentative map was not required, if it makes any of the following findings:

a) **That the proposed map is not consistent with applicable general and specific plans as specified in Section 65451.**

The project site has a General Plan designation of Residential Medium High (RMH) and a zoning designation of High Rise Residential-Planned Development (R-4-PD). As described in the Staff Report, the Project site in an adaptive reuse development proposed to be improved with a 20-unit apartment complex and associated improvements. The apartment complex consists of ten, 2-bedroom, units and ten, 3-bedroom, units. The Project is consistent with the General Plan Designation, zoning designation, and applicable policies as conditioned with the exception of the concessions permitted under the State's Density Bonus Law which includes as follows:

Density Bonus Concessions (2)	1. Landscape buffer View Corridor Preservation of 30 feet along designated scenic corridors and other major transportation corridors and the reduction of the front yard setback from 15 to zero. 2. Reduction of Railroad track clearance from 80 feet to 14 feet 10 inches to residential developments.
State Bonus Density Parking Reductions	5. Provide 30 parking spaces onsite (automatic parking reduction per Density Bonus Law to 30 parking spaces). The site provides 31 on-site parking spaces. 6. 1 spaces per unit for 1 bedroom and 1.5 spaces for 2 (1 space/1 bedroom & 2 space/2 bedrooms or more required by the OCC) 7. Allow uncovered parking (Garage required by the OCC) 8. 0 Visitor parking reduction (one covered space for the first 30 units; 0.5 spaces after 31st unit required by the OCC).

b) **That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.**

As described in the staff report, the design and improvement of the proposed tentative parcel map is consistent with applicable provisions of the City's 2030 General Plan and the zoning code as conditioned with the exception for the two concessions requested as part of the States' Density Bonus Law. The newly proposed lot will provide a lower density than the maximum allowed density for Residential Medium High, 30 dwelling units per acre max. Therefore, the project as conditioned **does not** meet this finding which means the Project can be supported.

c) That the site is not physically suitable for the type of development.

As described in the staff report, the site is physically suitable for the proposed type of development because the combination of three lots with the creation of a new lot includes a residential project that is consistent with the High Rise-Planned Development (R-4-PD) zone development standards and the proposed apartment complex has been designed to be architecturally compatible with the character of the surrounding neighborhood. The creation of a new lot would be physically suitable for the proposed type of development because the site is an adaptive reuse and is not subject to soil and/or geologic conditions indicating substrate instability. Therefore, the project **does not** meet this finding which means the Project can be supported.

d) That the site is not physically suitable for the proposed density of development.

The proposed Tentavite Parcel Map includes merging three existing lots with the creation of a new developable lot of approximately 1.214-acres. The Zoning Code allows a maximum density of 30 dwelling units per acre. The new 1.214-acre property would provide a density of approximately 18 units per acre and would provide a lot coverage of approximately 28.5%. The proposed apartment complex is consistent with applicable City standards (see Staff Report) except for those requirements listed as part of the State's Density Bonus application. The Project was designed to be consistent with the development and design standards included within the Zoning Code, including, but not limited to, maximum building height, front, side and rear setbacks, lot coverage, and landscaping. Pursuant to Density Bonus State Law, Government Code Section 65915(p) Parking standards for the proposed development would be consistent with the State Density Bonus requirement and would provide 31 parking spaces for the overall 20-unit apartment complex consisting of ten, 2-bedroom, units and ten, 3-bedroom, units. The parking area would be screened from public view by the proposed building. Thus, the site for the proposed industrial facility is physically suitable for the proposed density of the development. Therefore, the project as conditioned **does not** meet this finding, which means the Project can be supported.

e) That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

As described in the staff report, the design of the proposed subdivision and parcel improvements is not likely to cause substantial environmental damage or substantially and unavoidably injure fish or wildlife or their habitat because it is located within a developed urban area of the City that contains no environmentally sensitive habitat and/or species. The project has been found to be exempt from CEQA pursuant to Section 15315, which applies to the minor land division to a proposed residential apartment complex. Therefore, the **project does** not meet this finding which means the Project can be supported.

- f) **That the design of the subdivision or type of improvements is likely to cause serious public health problems.**

Pursuant to the 2030 General Plan land use designation of Residential Medium High (RMH), the proposed use of the project site as a residential development with associated site improvements is an allowed use. The surrounding uses are characterized by high residential apartment developments. The proposed 20-unit apartment complex is subject to standard construction requirements of the local Building, Fire, and Traffic Codes. The proposed residential development will be consistent with the existing apartment residential developments adjacent to the project site. The proposed residential development consists of two, 2-story, and a single-story building which includes a Contemporary Spanish Style of Architecture, including appropriate clearances from Albany Drive and Channel Islands Boulevard. Parking will be screened from public view by the existing and proposed buildings. Therefore, the proposed use and improvements will not adversely affect or be materially detrimental to the adjacent uses, buildings or structures or to the public health, safety or general welfare. Therefore, this project as conditioned **does not** meet this finding, which means the Project can be supported.

- g) **That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the governing body may approve a map if it finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to ones previously acquired by the public. This subsection shall apply only to easements of record or to easements established by judgment of a court of competent jurisdiction and no authority is hereby granted to a legislative body to determine that the public at large has acquired easements for access through or use of property within the proposed subdivision.**

The design of the proposed parcel subdivision and parcel improvements to a proposed apartment complex will not conflict with easements, acquired by the public-at-large, for access through or use of property within the subdivision because, as conditioned, the project will be required to vacate an existing alley and any easement and provide new easement for the relocation of the proposed alleyway. Therefore, this project as conditioned **does not** meet this finding which means the Project can be supported.

SECTION 8. The Planning Commission recommends that the City Council, in accordance with the California Environmental Quality Act (CEQA), determines that the Project will not have a significant impact on the environment and is categorically exempt from CEQA pursuant to Article 19, Section 15315 (Class 15) of the State CEQA Guidelines. This section pertains to projects characterized as the division of property in urbanized zoned for residential use into four or fewer parcels , meeting certain conditions as described in the findings contained within this resolution.

SECTION 9. This Resolution shall not become effective unless and until the Oxnard Planning Commission approves the associated Special Use Permit (PZ No. 24-500-03) and

Density Bonus Permit (PZ 24-535-01). If the Planning Commission fails to approve the Special Use Permit and Density Bonus Permit, then this Resolution shall become null and void and be of no further force and effect.

SECTION 10. Based on the findings set forth herein, the Planning Commission hereby recommends that the City Council approve Planning and Zoning Permit No. 24-300-03 (Tentative Subdivision Parcel Map), subject to the attached conditions of approval.

SECTION 11. The Secretary shall certify the adoption of this Resolution.

**CONDITIONS OF APPROVAL FOR TENTATIVE PARCEL MAP NO. 24-300-03
(PLANNING AND ZONING PERMIT NO. 24-300-03)**

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

DEPARTMENTS AND DIVISIONS			
CA	City Attorney	PL	Planning Division
DS	Dev Services/Eng Dev/Inspectors	TR	Traffic Division
PD	Police Department	B	Building Plan Checker
SC	Source Control	FD	Fire Department
PK	Landscape Design	CE	Code Compliance

GENERAL PROJECT CONDITIONS

1. This permit is granted for the property described in the application on file with the Planning Division, and may not be transferred from one property to another. (PL, *G-1*).
2. This permit is granted for the plans dated June 5, 2025, (“the plans”) on file with the Planning Division. The project shall conform to the plans, except as otherwise specified in these conditions, or unless a minor modification to the plans is approved by the Planning and Environmental Services Manager (“Planning Manager”) or a major modification to the plans is approved by the Planning Commission. A minor modification may be granted for minimal changes or increases in the extent of use or size of structures or of the design, materials or colors of structures or masonry walls. A major modification shall be required for substantial changes or increases in such items. (PL, *G-2*)

3. By commencing any activity related to the Project or using any structure authorized by this permit, Developer accepts all of the conditions and obligations imposed by this permit and waives any challenge to the validity of the conditions and obligations stated therein. (CA, G-5)
4. Developer shall complete the "Notice of Land Use Restrictions and Conditions" form, using the form provided by the City, for recording with the Ventura County Recorder. Before the City issues building permits, Developer shall submit the original completed, signed and notarized document, together with the required fees to the Planning Manager. (PL, G-8)
5. Developer shall provide off-street parking for the project, including the number of spaces, stall size, paving, striping, location, and access, as approved by Special Use Permit, PZ 24-500-03 and Density Bonus Permit, PZ 24-535-01. (PL/B, G-9)
6. If Developer, owner or tenant fails to comply with any of the conditions of this permit, the Developer, owner or tenant shall be subject to a civil fine pursuant to the City Code. (CA, G-14)
7. An approved tentative map shall expire thirty-six (36) months after its approval, unless an extension is applied for and approved by the City Council pursuant to Section 15-46 of the City Code.

PLANNING DIVISION CONDITIONS

8. The approval of this permit is granted subject to the approval of a Special Use Permit (PZ 24-500-03) and Density Bonus Permit (PZ 24-535-01) for the project property. (PL)
9. All conditions of Special Use Permit (PZ 24-500-03) and Density Bonus Permit (PZ 24-535-01) shall apply to this permit, and are hereby incorporated by reference.
10. Prior to recordation of the Final Map, Developer shall pay a document imaging fee for the planning files in an amount calculated by planning staff at the time of building permit review based on fees then in effect. (PL/B, PL-16).
11. Developer shall provide utility meters, mailboxes and address directories, placed in decorative cabinets and clustered for efficient access for residents and service persons. Developer shall coordinate placement and design of such items accordingly, with the Planning Division Manager, the appropriate utility service provider and the United States Postal Service, prior to issuance of building permits. (PL, PL-19)
12. Developer/property owner shall be responsible for creating and implementing a Parking Management Plan which shall consist of designating which tenant will use which parking space in order to assure that vehicle spaces correspond with on-site uses. The Parking Management Plan shall be submitted to the Planning Division for review and approval

prior to the issuance of the first Certificate of Occupancy.

DEVELOPMENT SERVICES DIVISION CONDITIONS

13. Developer shall pay plan check and processing fees in effect at the time of construction plan submittal and shall pay development fees, encroachment permit fees, and other applicable fees in effect at permit issuance. (DS-1)
14. Developer shall enter into an agreement, approved as to form by the City Attorney, to install and construct all public improvements required by this permit and by the City Code. Developer shall post security satisfactory to the Finance Director, guaranteeing the installation and construction of all required improvements within the time period specified in the agreement or any approved time extension. (DS-14)
15. Developer agrees, as a condition of approval of this resolution, to indemnify, defend (with counsel selected by the City in its discretion) and hold harmless, at Developer's expense, City and its agents, officers and employees from and against any claim, action or proceeding commenced within the time period provided for in Government Code Section 66499.37, to attack, review, set aside, void or annul the approval of this resolution or to determine the reasonableness, legality or validity of any condition attached thereto. City shall promptly notify Developer of any such claim, action or proceeding of which City receives notice, and City will cooperate fully with Developer in the defense thereof. Developer shall reimburse the City for any court costs and attorney's fees that City may be required to pay as a result of any such claim, action or proceeding. City may, in its sole discretion, participate in the defense of any such claim, action or proceeding, but such participation shall not relieve the Developer of the obligations of this condition. Developer's acceptance of this resolution or commencement of construction or operations under this resolution shall be deemed to be acceptance of all conditions thereof. (DS-18)
16. Developer shall provide all necessary easements for streets, highways, alleys, sidewalks, parkways, landscaping, utilities, drainage facilities, or other improvements as required by the City. If such easements cannot be obtained from the property owner by negotiation, City may acquire them at the expense of the Developer by exercise of the power of eminent domain. Developer shall bear all costs of eminent domain proceedings, including appraisal, acquisition, attorney's fees, and court costs. Before the City issues a site improvement permit, Developer shall dedicate all required easements to the City. (DS-19)
17. Prior to approval of the final map or parcel map, Developer shall provide the City Engineer with written evidence from the Ventura County Clerk's Office that the Developer has executed and filed with the Clerk all certificates, statements and securities required by Government Code Sections 66492 and 66493. (DS-26)
18. Developer shall dedicate to the City all water rights for the project property by title sheet dedication on the final map or parcel map. (DS-39)

19. Prior to release of the final map or parcel map for recordation, Developer shall provide the City Engineer with a 100-scale base map for addressing purposes. The map shall be drawn on 18-inch by 24-inch mylar and shall show the standard address map title block, north arrow, street names, tract number, phase boundary and lot numbers. The City will assign all addresses. (DS-56)
20. Prior to release of the final map or parcel map for recordation, Developer shall post security satisfactory to the City Attorney guaranteeing that all survey monuments will be set as required by the Government Code and the City Code. (DS-57)

DEVELOPMENT SERVICES DIVISION SPECIAL CONDITIONS

21. Developer shall process the Parcel Map PZ 24-300-03 concurrent with the required building and site improvement permits for Planning and Zoning Permit No 24-500-03. The City will not process the Parcel Map for recordation until the site and building improvement plans for the apartment complex associated with PZ 24-500-03 are approved or ready for permit issuance. Site improvement permit issuance for the project site shall occur concurrently with the Parcel Map recordation. (DS)
22. The Parcel Map shall show the vacation of existing easements that are determined by the City Engineer to no longer be necessary. The vacation(s) shall be processed under section 66445(j) of the Subdivision Map Act. If easement vacations are required to be processed separately outside of the Parcel Map, Developer shall be responsible for all costs associated with the vacation, including, but not limited to, fees associated with the hearing(s), easement vacation document preparation, and review by the City. (DS)
23. Private existing easements conflicting with site and building improvements shall be quitclaimed prior to building and site improvement permit issuance. If the conflicting easements are not quitclaimed timely, Developer shall submit written evidence from the easement owner(s) to the City stating that they do not object to the permit issuance and provide a timeline when the easements will be quitclaimed. Developer shall provide the recorded quitclaim documents to the City prior to site final sign-off and occupancy issuance. (DS)
24. Developer shall dedicate to the City of Oxnard an easement over the alley for public access and public utility purposes for the full width of the proposed alley, subject to review and approval by the City Engineer. The alley shall be privately owned and maintained by the property owner. (DS)
25. Unless a public utility easement is proposed for the alley, the onsite public water system shall be located inside a 15-foot water easement to be dedicated to the City. (DS)
26. Developer shall maintain public access to the existing alley until the new alley is constructed and fully operational. (DS)

27. The Parcel Map shall show the relinquishment of vehicle access to East Channel Islands Boulevard per the previously recorded Tract Map 1571-1. (DS)

PASSED, APPROVED, AND ADOPTED by the Planning Commission of the City of Oxnard on this 5th day of June 2025.

Ronald Arruejo, Chair

I hereby certify that the foregoing is a true copy of a Resolution adopted by the Planning Commission of the City of Oxnard at a meeting held on the 5th day of June 2025, and carried by the following vote:

AYES: Commissioner(s):

NOES: Commissioner(s):

ABSENT: Commissioner(s):

ABSTAIN: Commissioner(s):

RECUSED: Commissioner(s):

Joe Pearson II, Secretary

Planning Commission Hearing June 5, 2025

Albany Apartments

Special Use Permit (PZ 24-500-03)
Density Bonus Permit (PZ 24-535-01)
Tentative Parcel Map (PZ 24-300-03)

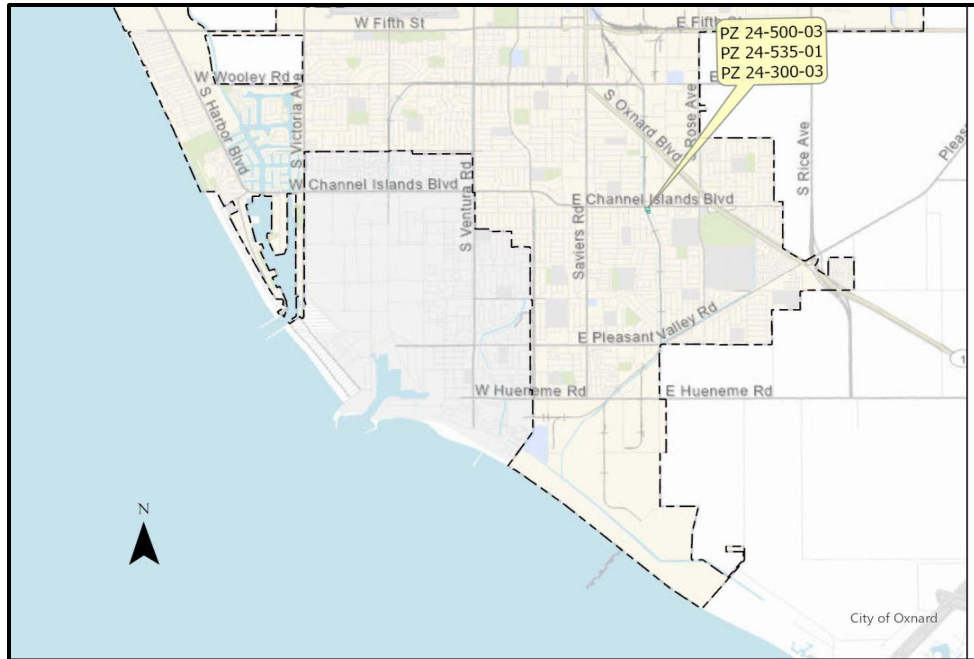
Applicant: James Allen, Albany Apartments of Oxnard LLC

Case Planner: Juan Carlos Torres, Associate Planner

Project Description

- Special Use Permit for partial demolition of a former pre-school building to allow for the construction of a 20-unit apartment complex within a proposed new developable area of approximately 1.2-acre exclusive of the proposed public access alleyway.
- Ministerial Approval of Density Bonus Permit consisting of two concessions and parking reductions in accordance with States' Density Bonus Law.
- Tentative Parcel Map to allow for the creation of a new lot (approximately 1.3-acres) inclusive of the alley way, vacating existing easement and right-of-way that area no longer needed and granting new easements to the City of Oxnard.

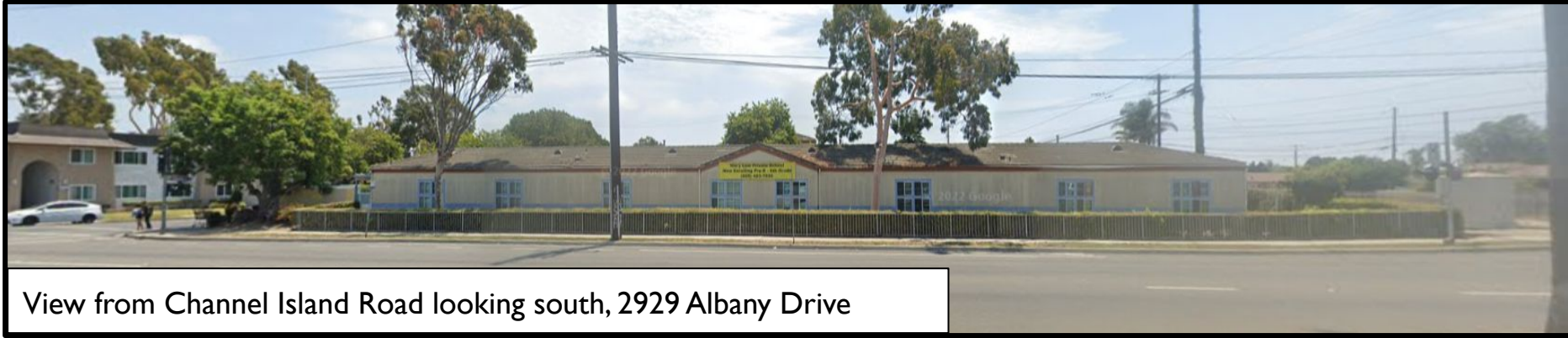
Existing site conditions



Property Address and Lot #	Building SF & Site Acreage
2929 Albany Drive: Lot 51 & 52, T-1570-1	8,353 SF & .83-acres
2931 Albany Drive: Lot 53, T-1570-1	4,942 SF & .32-acre
Existing Total Building and Site Area:	13,295 SF & 1.15-Acres

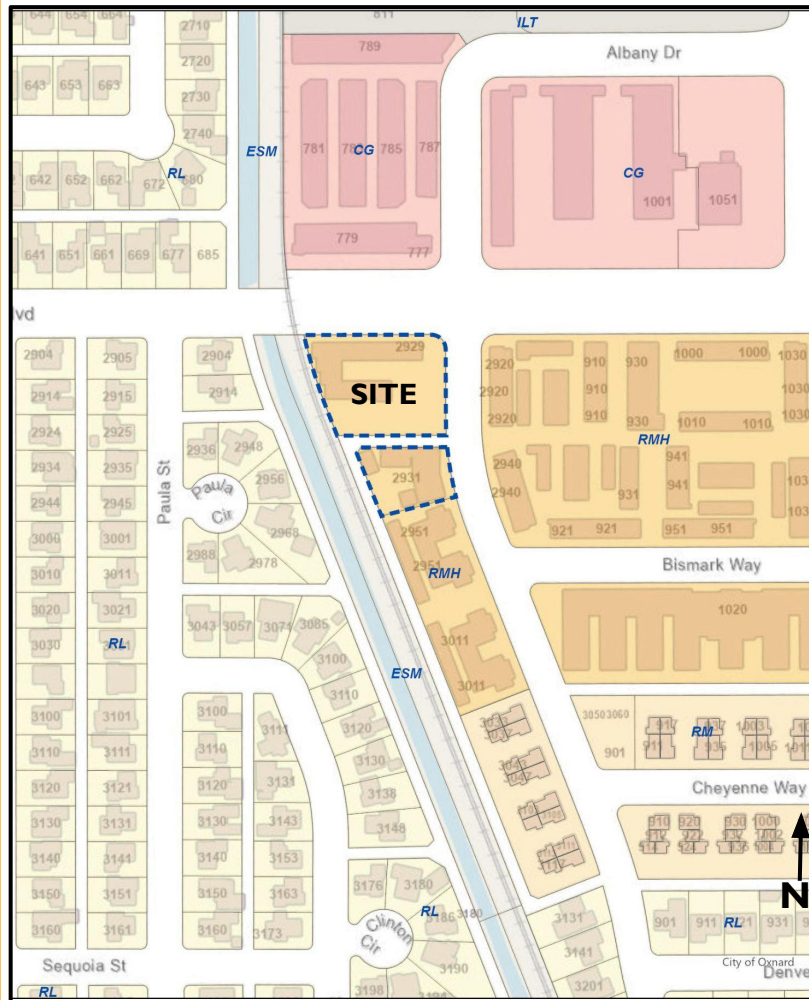


Photo of the existing buildings



General Plan and Zoning

2030 General Plan: Residential Medium High (RMH)



Zoning Designation: High Rise Residential Planned Development (R-4-PD)



Existing Site

Subject Site: 2929-2931 Albany Drive

Surrounding Uses:

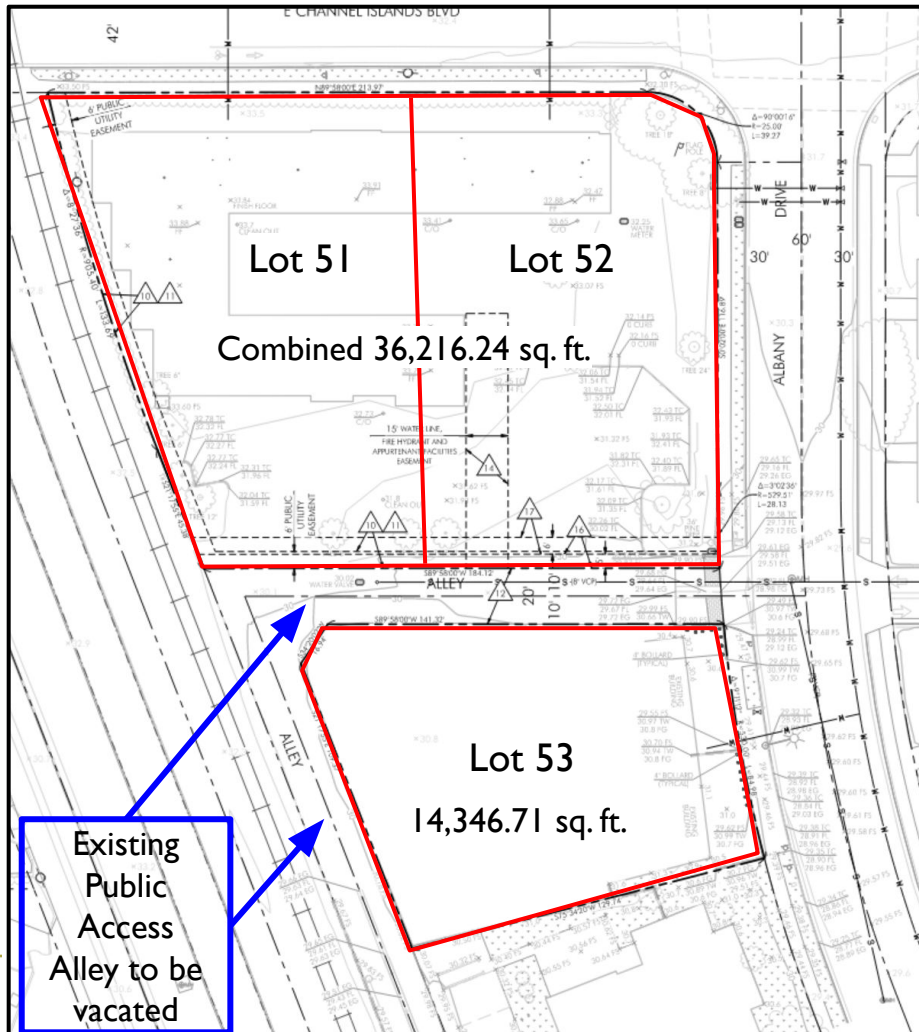
LOCATION	GENERAL PLAN	ZONING	EXISTING LAND USE
Project Site	Residential Medium High (RMH)	High Rise Residential Planned Development (R-4-PD)	Former Private Pre-school
North	Commercial General (CG)	General Commercial Planned Development (C-2-PD)	Self Storage Facility-Across Channel Islands Road
South	Residential Medium High (RMH)	High Rise Residential Planned Development (R-4-PD)	Apartment Complex
East	Residential Medium High (RMH)	High Rise Residential Planned Development (R-4-PD)	Apartment Complex
West	Easement (ESM) and Residential Low (RL)	Easement/Row (ESM-RW) and Single Family Residential (R-1)	Railroad Track and Single family residential

Background

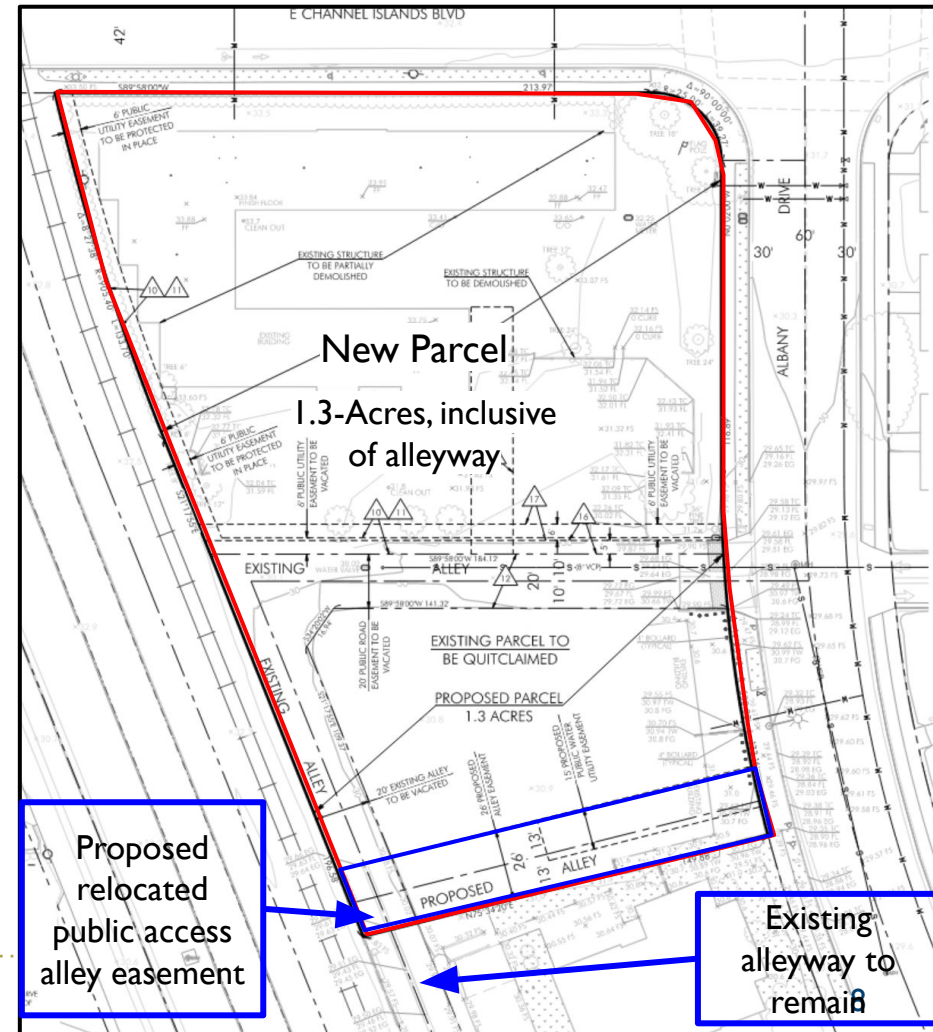
- 2931 Albany Drive (Lot 53):
 - 1968, Planning Commission approved SUP 309 for the construction of a 3000 sq. ft. nursery school facility.
 - 1971, A building permit was issued for the a 1,250 sq. ft. expansion of the existing nursery school facility.
 - 1987, The Planning Manager approved a modification to convert an existing garage to a classroom.
- 2929 Albany Drive (Lot 51-52):
 - 1987-Planning Commission approved SUP 1205 for the construction of an elementary and pre-school.
 - Construction of the approved 8,460 sq. ft. pre-school was completed
- The private pre-school facility ceased business in 2022

Proposed Tentative Parcel Map

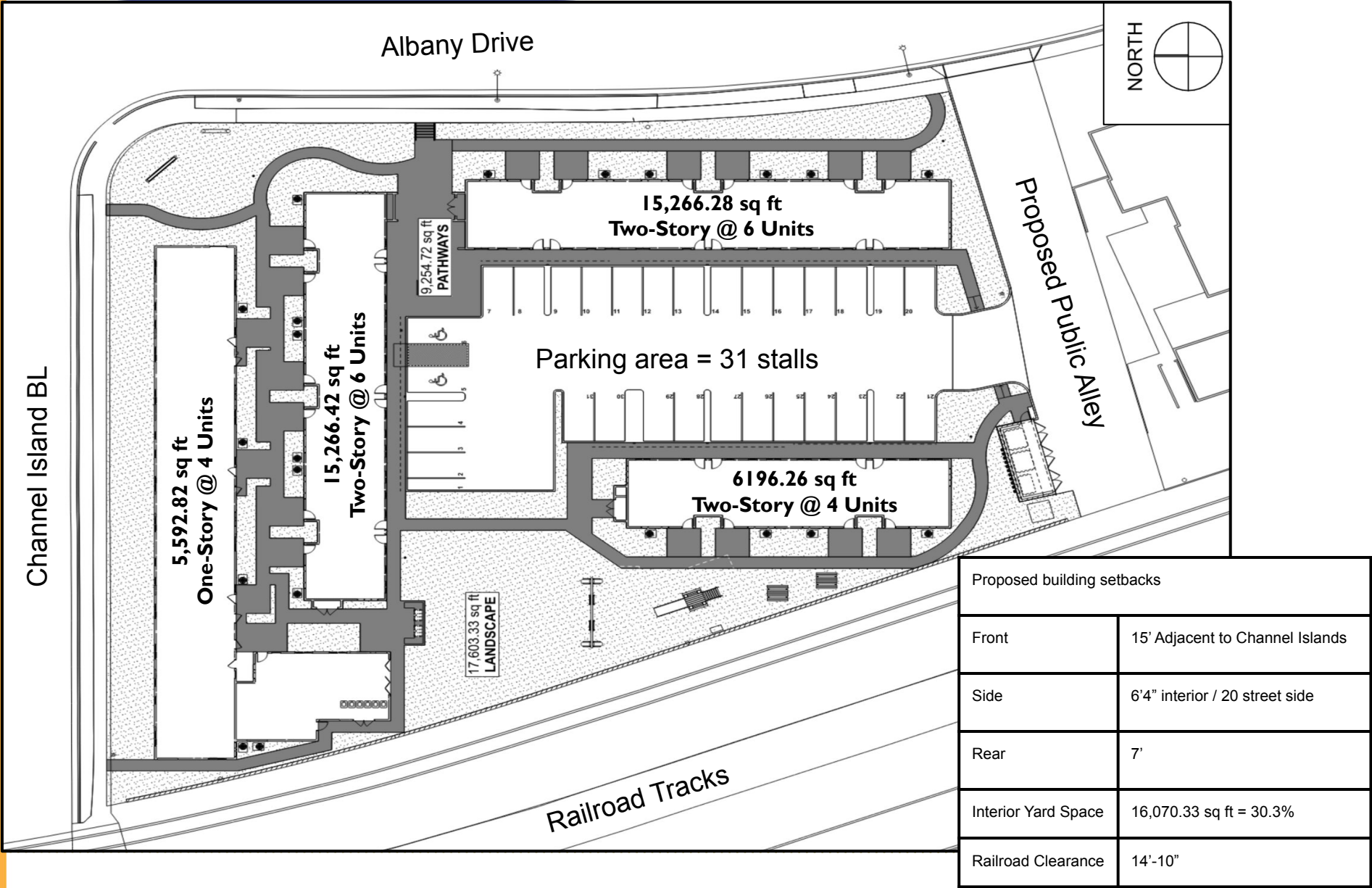
Existing Parcels and Alleys
Part of Tract-1570-1 & Parcel Map No. 78-16

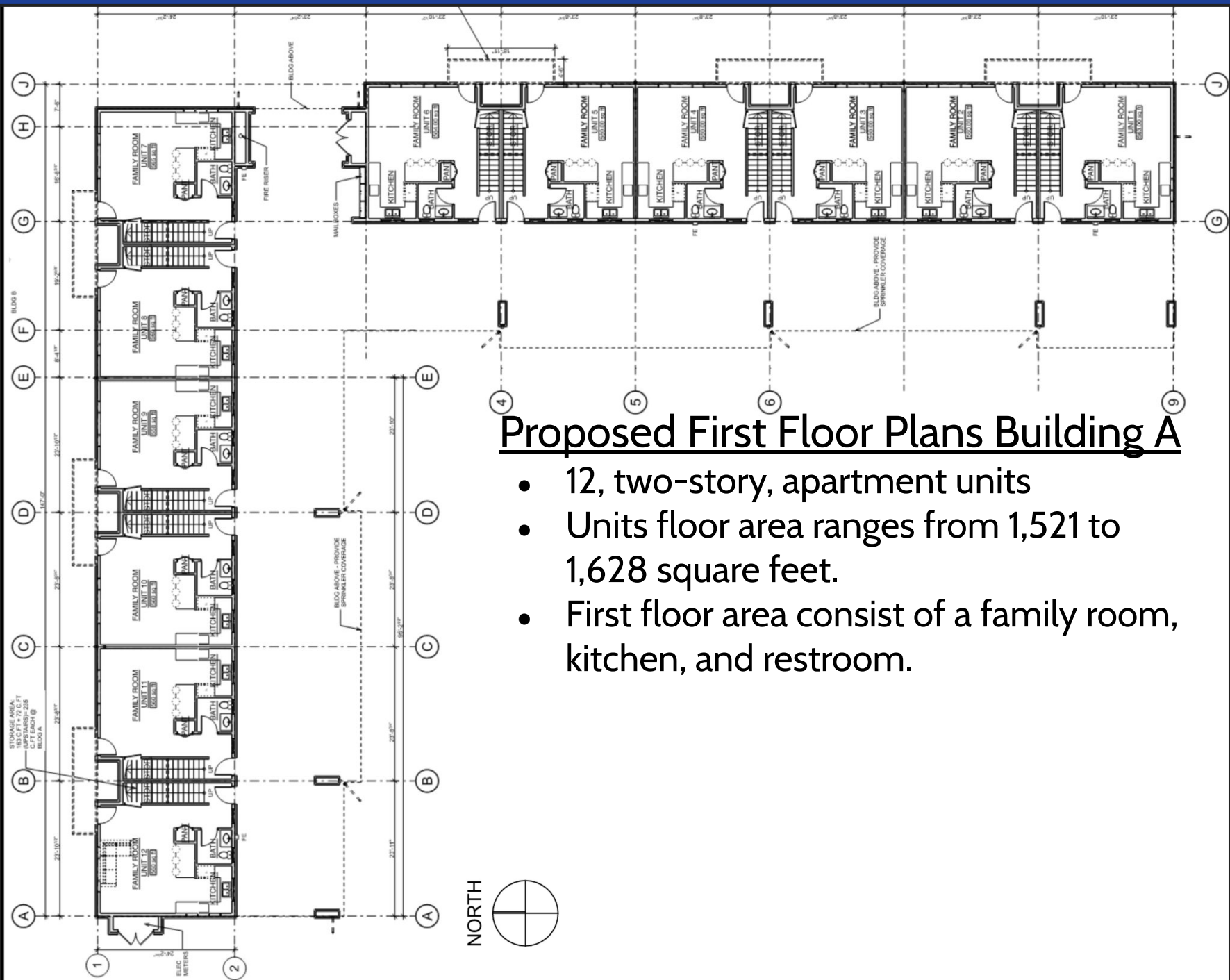


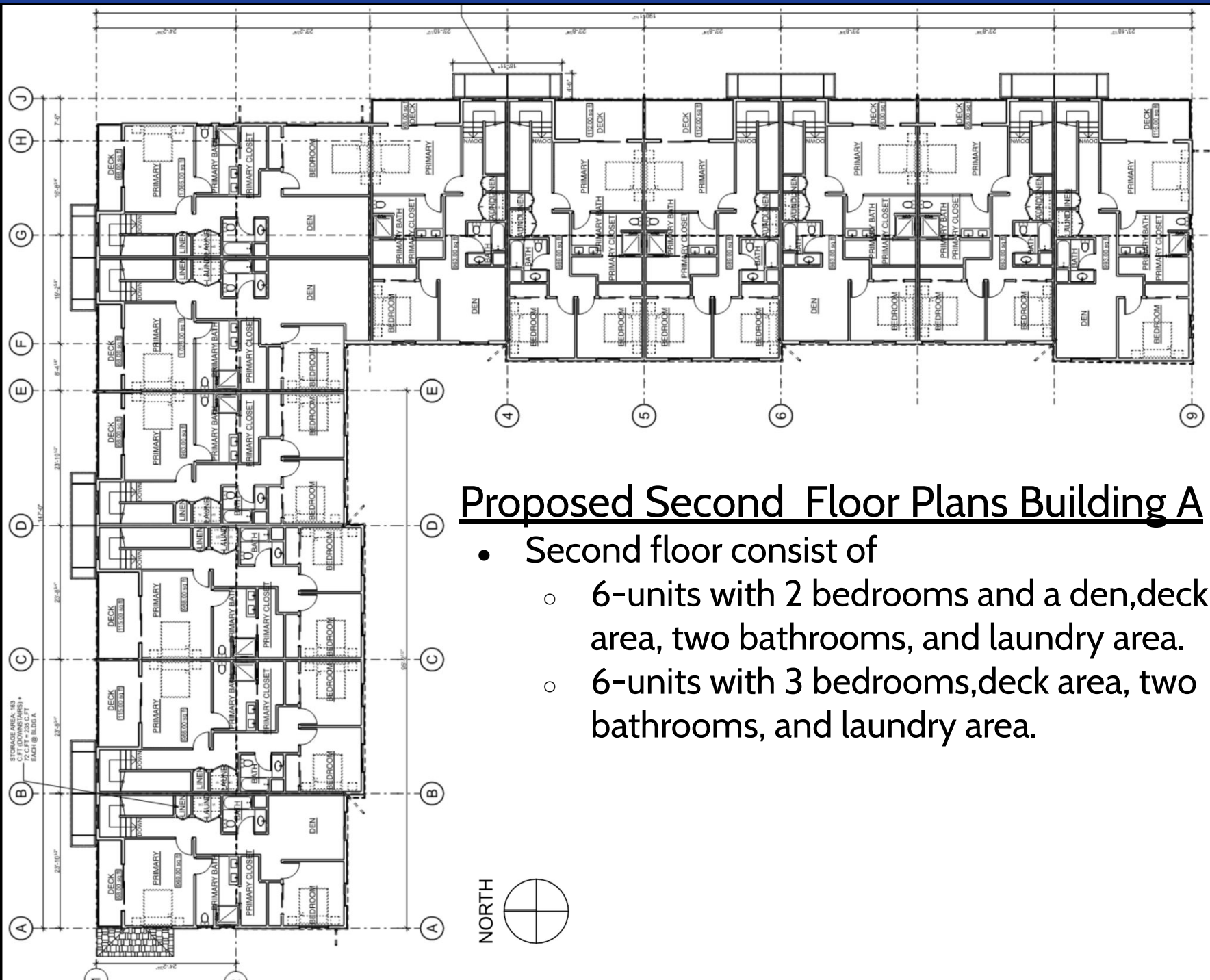
New Combined Parcels Inclusive of Relocated 26 foot Wide Alley Area Part of Tentative Parcel Map 24-300-03



Proposed Project Site Plan

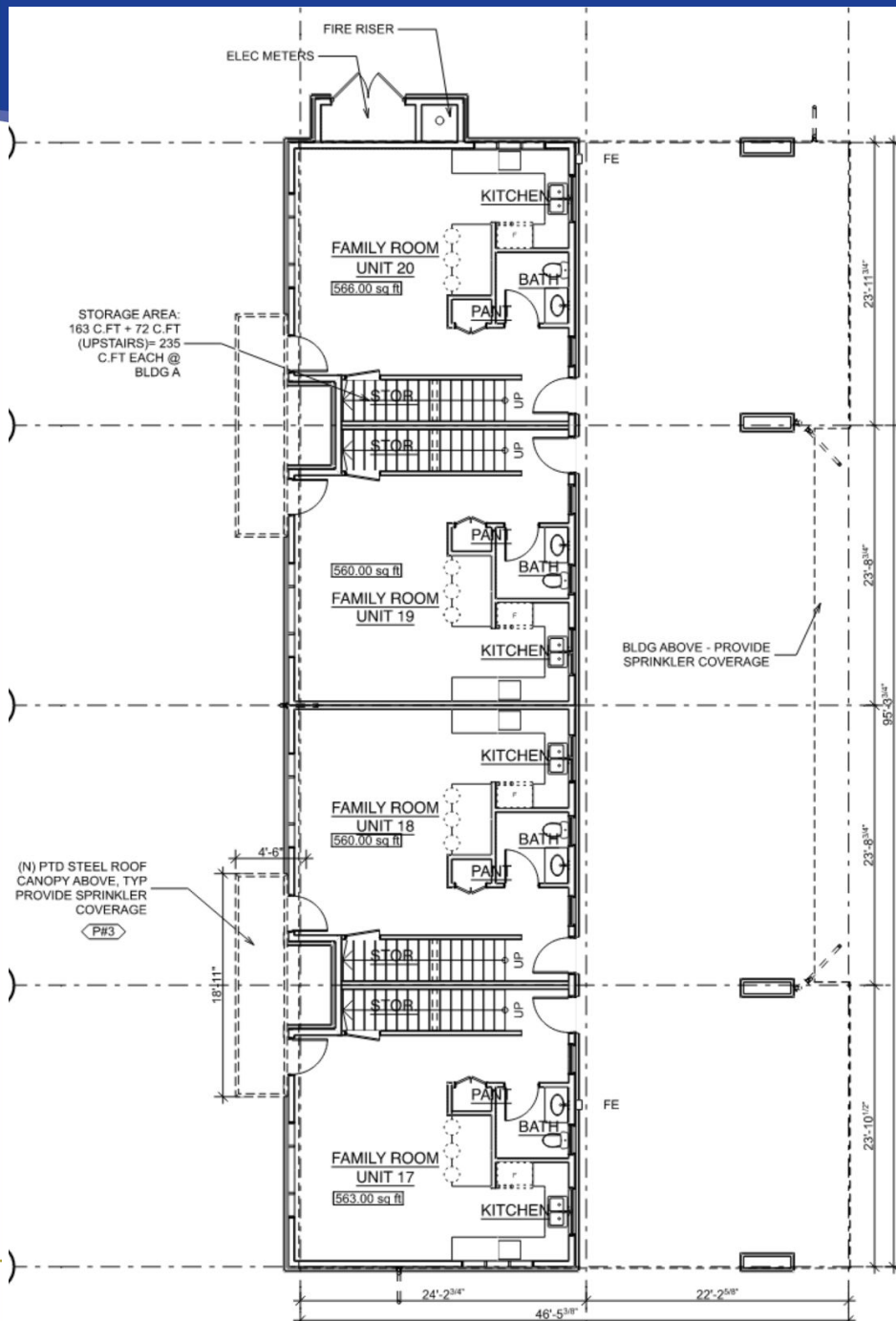






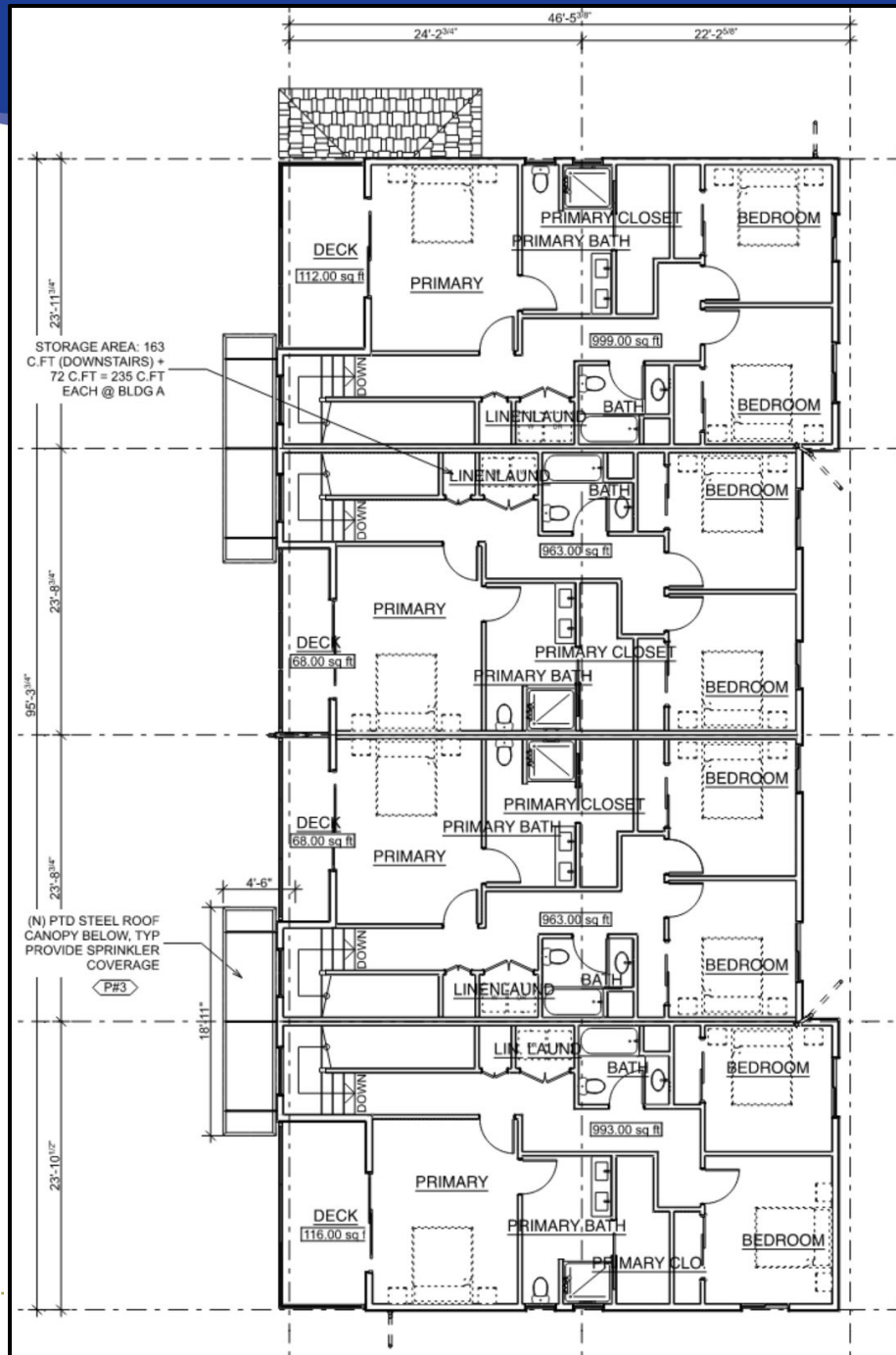
Proposed First Floor Plans-Building A-1

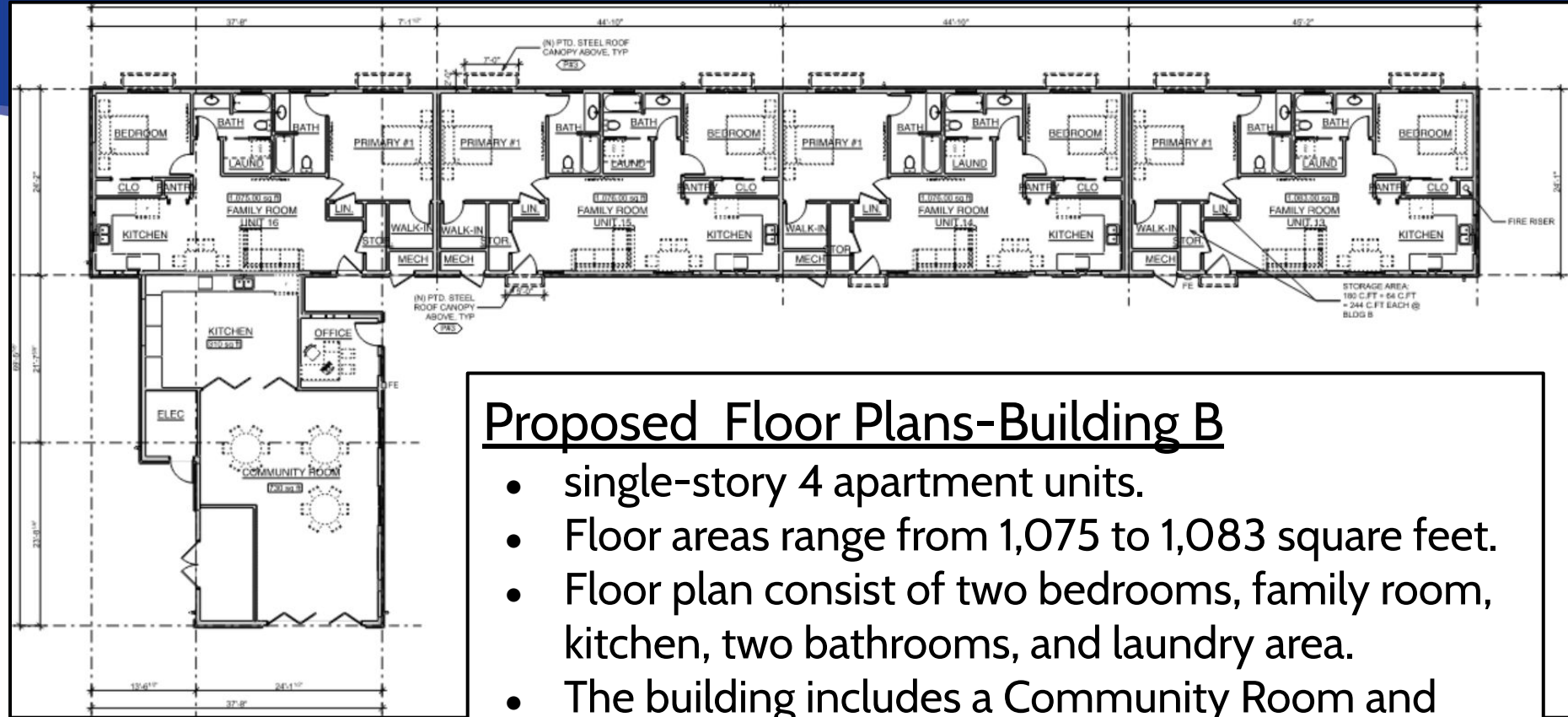
- 4, two-story, units
- Units' floor areas range from 1,523 to 1,565 square feet.
- 1st Floor area consist of a family room, a bathroom, and kitchen area



Proposed Second Floor Plans-Building A-1

- Second floor area consist of three bedrooms, two bathrooms, a laundry area, and a deck.





NORTH



Proposed Floor Plans-Building B

- single-story 4 apartment units.
- Floor areas range from 1,075 to 1,083 square feet.
- Floor plan consist of two bedrooms, family room, kitchen, two bathrooms, and laundry area.
- The building includes a Community Room and office area.
 - Community Room is approximately 1,040 square feet and includes a kitchen area.

Proposed Building A & B Elevations



03 VIEW FROM ALBANY DRIVE
SCALE: 1:200

- Proposed Height: 30 feet
- Elevations include the use of light concrete tile roof, stone accent wainscot, metal awnings, steel railing balcony details, and cement plaster stucco walls
- Building colors include earthy terracottas and warm whites are replaced or accented with desaturated pastels, soft greys, and charcoal hues to reflect a more current, curated aesthetic

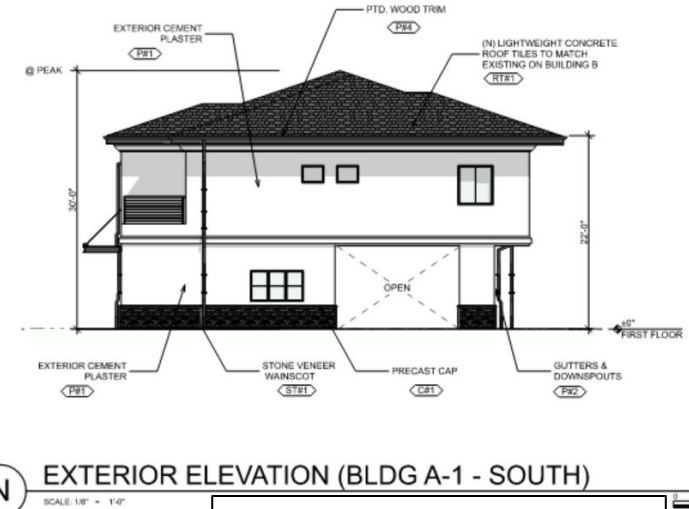


02 VIEW FROM CHANNEL ISLANDS BLVD
SCALE: 1:200

Proposed Building A-1 Elevations



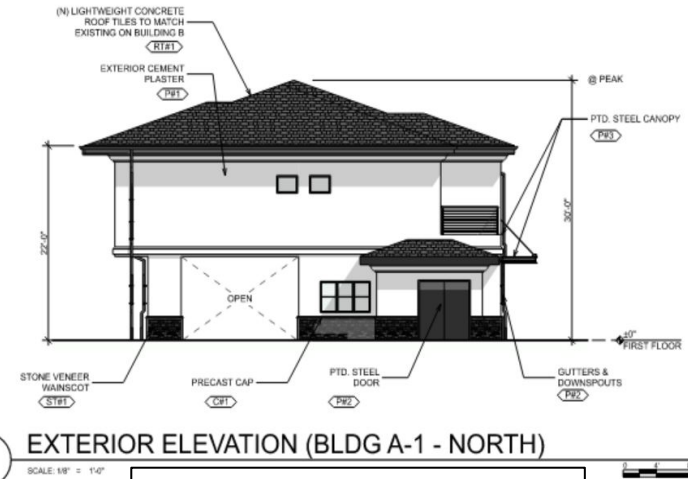
Facing the railroad track/picnic areas



Facing proposed new alley



Facing the parking lot area



Facing Building A-common area

Proposed Albany Apartment Elevations



VIEW FROM ALBANY DR & CHANNEL ISLANDS INTERSECTION-LOOKING SOUTHWEST

Parking Consistency- Table per State's Density Bonus Law-Government Code Section 65915(p)(1)

BEDROOM COUNT	PARKING REQUIREMENT (AUTOMATIC STATE DENSITY BONUS)	PARKING REQUIRED	TOTAL PROVIDED
Studio and One Bedroom - 0 units	1 space per unit		-
Two Bedroom or more- 20 units	1.5 spaces per unit	30 spaces	-
Total Project	-	31 spaces	31 spaces

Zoning Code Compliance - Density Bonus

Density Bonus Concessions (2)

1. Railroad setback minimum clearance of 85 feet from railroad tracks and residential habitable buildings.
 - a. Project reduced the railroad clearance to 14 feet, 10 inches.
2. Greenbelt/landscape buffer of 30 feet along major scenic corridors and reduction of the required front yard setback of 15 feet
 - a. Project reduced the required landscape buffer to 15 foot.
 - b. Project reduced front yard to zero and allow the front yard area to be counted as part of the required Interior Yard Space .

SUP Key Conditions of Approval

- Condition #16, 18, 19, 20, 21 & 23:
The Project shall comply with the outdoor lighting standards. The outdoor lighting shall be between 1 and 7 foot candles and in harmony with adjacent lighting schemes.
- Condition # 45:
The approval of SUP 24-500-03 is granted subject to the approval of Tentative Parcel Map 24-300-03.
- Condition #54:
A decorative privacy fencing along the southerly sides of the property shall be constructed to provide privacy for prospective tenants. A decorative fence not exceeding 42-inches shall be provided along the Northern and Easterly sides of the property.
- Conditions #69 & 70
Two of the 20 units being developed must be affordable units and shall be for rent to very low-income households.

Tentative Parcel Key Conditions of Approval

- Condition #8:
The approval of the Tentative Parcel Map is subject to the approval of a SUP 24-500-03 & DB 24-535-01.
- Condition # 22:
The Parcel Map shall show the vacation of existing easements that are determined by the City Engineer to no longer necessary.
- Conditions #26:
Developer shall maintain public access to the existing alley until the new alley is constructed and fully operational.

Environmental Review

- In accordance with Section 15315 & 15332 (Class 15, Minor Land Division and Class 32, In-Fill Development Projects) of the California Environmental Quality Act (CEQA) Guidelines, projects consisting of the redevelopment of a former private preschool with the construction of a new residential apartment and includes the division of property involving four or fewer parcels of existing proposed residential buildings and may be found to be exempt from the requirements of CEQA.
- No Exceptions to the Exemptions (§15300.2) apply to defeat the Exemption.
- No substantial evidence the project will have a significant effect on the environment.
- A Notice of Exemption will be filed.

Public Comments

- The Project is within the College States Neighborhood. On July 15, 2024, the project was presented to the during a Community Workshop meeting. During the public hearing notice, there were two members of the public that commented about the project.
- To date, staff has not received any additional public comments regarding the project.

Staff Recommendation

That the Planning Commission:

- a) Find the Project to be Categorically Exempt from environmental review pursuant to the California Environmental Quality Act (CEQA) Guidelines Sections 15315 & 15332 (Minor Land Division and In-Fill Development Projects); and
- b) Adopt a Resolution recommending that the City Council approve Planning and Zoning Permit No. 24-300-03 for a Tentative Parcel Map , subject to certain findings and conditions; and,
- c) Adopt Resolution approving Planning and Zoning Permit Nos. 24-500-03 for a Special Use Permit & 24-535-01 for a Density Bonus Permit, subject to certain findings and conditions.

End of Staff Presentation

**PLANNING COMMISSION
STAFF REPORT**

TO: Planning Commission

FROM: Juan Carlos Torres, Associate Planner

DATE: June 5, 2025

SUBJECT: **Project Name: Sturgis Business Park Tentative Parcel Map;** Planning and Zoning Permit Nos. 24-500-04 (Special Use Permit) and 24-300-02 (Tentative Parcel Map) for a Tentative Subdivision Map for condominium purposes located at 2360, 2362, & 2364 Sturgis Road (APN: 216-0-194-215).

1) Recommendation: That the Planning Commission:

- a) Find the Project to be Categorically Exempt from environmental review pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15301(k) (Existing Facilities); and
- b) Adopt Resolution 2025-XX recommending that the City Council approve Planning and Zoning Permit No. 24-300-02 for a Tentative Subdivision Map (Tentative Parcel Map No. 24-300-02), subject to certain findings and conditions; and,
- c) Adopt Resolution 2025-XX approving Planning and Zoning Permit No. 24-500-04 for a Special Use Permit, subject to certain findings and conditions.

2) Project Description and Applicant: The applicant requests a Tentative Subdivision Parcel Map (Permit No. 24-300-02) and Special Use Permit (Permit No. 24-500-04) to subdivide an existing industrial developed property of approximately 3.215-acre lot for condominium purposes. The existing project site contains three industrial buildings with a total building square footage of 49,667 square feet with 22 tenant spaces, which were developed under a prior planning entitlement. The Tentative Subdivision Map would subdivide the existing site and current buildings to create one lot for common area (containing parking, driveways, landscaping and pedestrian pathways) and 22 lots matching the buildings for industrial condominiums, and would create the ability for each tenant space within the industrial buildings to be sold, while creating a lot and mechanism for maintenance of common areas. The Special Use Permit (SUP) is required for the condominium subdivision and will supersede the previously approved Development Design Review (DDR) Permit (PZ No. 88-6). The project would also include minor site improvements including relocation of compact parking spaces within the site and replacement of the existing sidewalk and driveway approach along Sturgis Road to comply with the Americans with Disability Act (ADA) requirements.

The Project is located at 2360 Sturgis Road (Building A), 2362 Sturgis Road (Building B), and 2364 Sturgis Road (Building C) within the Light Manufacturing (M-1) zone and Industrial Light (ILT) land use designation (Attachment A). For the purposes of this staff report, the foregoing project description shall be referred to as the “**Project**” Filed by designated agent Scott Uhles, Delane Engineering, Inc., 2812 Santa Monica Boulevard, Suite 206, Santa Monica, CA 90404, on behalf of the property owner, James Leff, LT Sturgis LLC, 29601 Agoura Road, Calabasas, CA 91303.

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

- 3) Existing & Surrounding Land Uses:** The Project site was originally entitled by the Community Development Director granted Development Design Review Permit No. 88-6. The Project site is located on the southwest corner of Sturgis Road and Candelaria Road. The following table summarizes the General Plan Land Use Designations, Zoning designations, and existing land uses of the Project site and adjacent properties (Attachment A):

Location	General Plan	Zoning	Existing Land Use
Project Site	Industrial Light (ILT)	Light Manufacturing (M-1)	Multi-tenant industrial building for industrial uses
North	Industrial Limited (ILM)	Limited Manufacturing (M-L)	Wholesales of building materials & kitchen equipment
South	Industrial Light (ILT)	Light Manufacturing (M-1)	Mold remediation office
West	Industrial Light (ILT)	Light Manufacturing (M-1)	Pool equipment wholesaler
East	Industrial Light (ILT)	Light Manufacturing (M-1)	Manufacturing



(Project site is within the redbox in the middle of image)

- 4) Background Information:** On November 17, 1988, the Director of Community Development approved Planning and Zoning Permit No. 88-6 to authorize the construction of three, single-story, industrial buildings on a vacant 3.215-acre lot totaling approximately 50,000 square feet. The square footage of the approved were as follows:

Building A was 13,535 square feet and contained 6 units, with speculative mezzanine area.

Building B was approximately 18,145 square feet and contained 8 units, with speculative mezzanine area.

Building C was approximately 18,145 square feet and contained 8 units

The main pedestrian access for Building A and B were located at the north side and Building C along the south. The trash enclosure for the industrial complex was located at the center of the property adjacent to the westerly property line. The Project contains two driveways off Calendaria Road and a single included a main entry on the northwest corner of the property along Sturgis Road, and two secondary access points on Calendaria Road. A total of 131 parking spaces were provided for the overall complex in which 39 parking spaces were compact vehicular spaces. The rear of the buildings included small loading areas with three large 12' by 24' loading spaces provided on the southwest corner of the property.

- 5) Environmental Determination:** In accordance with Section 15301(k) (Class 1, Existing Facilities) of the California Environmental Quality Act (CEQA) Guidelines, projects characterized as subdivision of existing commercial buildings may be found to be exempt from the requirements of the CEQA.

This proposal includes a Tentative Parcel Map for subdivision of the existing industrial buildings and property for condominium purposes and a Special Use Permit for the two industrial buildings with tenant spaces. The project is consistent with the General Plan land use designation of Industrial Light (ILT) and the zoning designation of Light Manufacturing (M-1). Pursuant to CEQA guidelines 15301(k) the subdivision of existing industrial buildings are exempt where no physical changes that would not be exempt would occur. The proposed project only includes minor site improvements to improve ADA access, circulation, landscaping, and bring the site into compliance with current city standards, as applicable, which would be exempt. The development is located on a 3.215-acre project site which is surrounded by urban uses. The Project site will be adequately served by all required utilities and public services. The Project site has no value as habitat for endangered, rare or threatened species. Additionally, this Project will not result in any significant effects relating to traffic, noise, air quality, or water quality. No Exceptions to the Exemptions (Section 15300.2) apply to defeat the Exemption. Therefore, staff has determined that there is no substantial evidence that the project will have a significant effect on the environment and recommends that the Planning Commission recommend that the City Council accept the Notice of Exemption (Attachment C) attached to the staff report.

6) Analysis:

- a) General Discussion:** The proposed subdivision of the property for condominium purposes requires a Tentative Subdivision Parcel Map. In addition, pursuant to Oxnard City Code (OCC) Section 16-395, a Special Use Permit is required for the condominium map. As mentioned above, the subdivision would occur on a property that was previously approved for an industrial development. The Tentative Subdivision Parcel Map would create the ability for each tenant space within the industrial buildings to be sold, while creating a lot and mechanism for maintenance of common areas. The access, driveways, parking, landscaping and other development standards were approved with the original

DDR entitlement, but that DDR approval will be superseded by this Special Use Permit that is being processed concurrently with the subdivision.

- *Access-* The project site consists of one 3.215-acre parcel. Existing access to the site is provided from both Sturgis Road and Candelaria Road with enhanced concrete driveways. The existing driveway along Sturgis Road is proposed to be enhanced to comply with accessibility requirements and a 40 foot driveway throat as required by Oxnard City Code Section 16-639 Figure 1. Lot 1 of the proposed subdivision is a common space lot and contains all of the parking and driveways, which will be shared.
- *Special Use Permit-* Pursuant to OCC Section 16-395, no building shall be constructed which is intended to be sold, nor shall any existing building be converted for sale as a community ownership unit, such as an industrial or commercial condominium, until a special permit is obtained. The resolution recommending approval of the SUP permit (Attachment D), provides the findings and conditions related to the SUP, including conditions for the proposed on-site development and off-site improvements. The conditions were developed based on the previous discussions with the Development Advisory Committee (DAC) and ongoing discussion with City Staff and consultants to ensure a compatible design appropriate for the use, and that is compatible with surrounding development and based on the conditions from the previously approved Development Design Review Permit approved by the Community Development Director in November 1988. The project would also include minor site improvements including relocation of compact parking spaces within the site and replacement of the existing sidewalk and driveway approach along Sturgis Road to comply with the Americans with Disability Act (ADA) requirements.

b) *General Plan Consistency:* The City's 2030 General Plan land use designation for the subject site is Industrial Light (ILT), which allows for light manufacturing, industrial, research and office park and other similar uses. The proposed project to subdivide a 3.215-acre lot for industrial condominium purposes and the industrial use of the three buildings is consistent with the 2030 General Plan and the property's land use designation.

Consistency with the 2030 General Plan is defined by the relationship between 2030 General Plan policies and the proposed project. The three consistency classification levels are:

- I. Direct Applicability to a Proposed Project or Program (full text of the policy and an explanation).

- II. Related or Indirect Applicability to the Proposed Project or Program (policy title and an explanation for each or groups of related or indirectly related policies).
- III. No or Distant Applicability to the Proposed Project or Program (all policies not listed as Level I and II are assumed to be consistent).

POLICY	LEVEL	POLICY OR TITLE	EXPLANATION
CD-5.1	I	Industrial Clustering Encourage the clustering of industrial uses into areas that have common needs and are compatible in order to maximize their efficiency.	The project site is located adjacent to industrial development and can be served by existing utilities.
POLICY	LEVEL	POLICY OR TITLE	EXPLANATION
CD-5.3	I	Available Services Encourage industrial activities to locate where municipal services are available including adequate storm drainage and water facilities, as well as easy access to multiple modes of transportation.	The project site is located adjacent to industrial development and can be served by existing utilities.
CD-16.5	I	Industrial and Commercial Development Standards Require high quality development standards that increase the efficient use of existing industrial and commercial development areas so as to preserve agricultural land and minimize adverse environmental impacts.	The Project is an existing industrial development on a lot zoned for industrial uses.
ICS-11.7 ER-10.1	I	Water Wise Landscapes Promote use of Native and Water Wise Plants	The Project is an existing industrial approved project and does not propose any changes to the existing landscaping.
CD-3.4 CD-4.4	II	Neighborhood Quality of Life Commercial Area Aesthetics	The project was reviewed by the DAC.

CD-14.1 CD-14.3		Design Review Process Quality of Design	The application review process led to changes in the project and/or conditions of approval that meet these Level II policies.
All others	III	All policies not listed above	No or distant applicability to the proposed project.

As conditioned, the project is consistent with 2030 General Plan land use designation and the Goals and Policies.

- c) *Conformance with Zoning Development Standards:*** The project site has a zoning designation of Light Manufacturing (M-1). Pursuant to OCC Sections 16-163 and 16-173 the proposed subdivision of a 3.215-acre lot for industrial condominium purposes may be permitted with an approved Tentative Parcel Map and Special Use Permit. The proposed project has been evaluated for consistency with the applicable development standards of the M-1 zone as follows:

DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED (PREVIOUSLY APPROVED)	COMPLIES?
Min. lot area	15,000 square feet	145,011 square feet min	Yes
Min. lot width	100 feet; Corner Lots 150 feet	307 feet	Not applicable for condominium map purposes
Min. lot depth	150 feet	472 feet	Not applicable for condominium map purposes
Max. building height	55 feet	24 feet	Yes
Front yard setback	10 feet from property line; 30 feet from designated thoroughfares	84 feet	Yes
Street side yard setback	Same as Front Yard	30 feet	Yes

	setback.		
Side yard setback	Interior side: No side yard setback required if abutting M-1 Zone. Zero setback allowed with approved development plan.	11.31 feet	Yes
Rear yard setback	Not less than height of building. Min. 30 feet if abuts or is across alley from residential zone.	53.37 feet	Yes
DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED (Previously Approved)	COMPLIES?
Max. lot coverage	70% of total area	35.36%	Yes
Walls	The placement, design, and detail of walls shall be included and indicated on any required project plan.	Existing Landscape buffering along Sturgis and Calendaria Roads.	Yes
Site access	Typical from 74-foot wide collector street. Curb cuts min. 30 feet wide.	35 feet wide curb cuts	Yes
Site landscaping	Landscape plan required. Entire front yard setback area with the exception of that area provided for vehicles or pedestrian access.	The Project site is a developed site and is not proposing changes to the existing Landscaping. The Project provides approximately 15.35% of the overall site for landscaping.	Yes
Utilities, lighting, trash	In accordance with City Code.	Use existing utilities; lighting and trash designed per City Code.	Yes

Parking lot landscaping	5% min. Landscape fingers required every 10 spaces.	The Project is a developed property that provides approximately 15.35% of the overall site for landscaping and provides a planter finger approximately at every 10 parking spaces.	Yes
Trash enclosures & transformers	To be screened	Existing Developed property. Trash enclosure and transformer locations were previously approved. The trash enclosure will be conditioned to be fully screened in accordance with the City Code.	Yes, as conditioned
Parking spaces	Comply with City Code.	Consistent (see below)	Yes
Rooftop equipment	May not protrude above the height of the parapet.	The existing building provides a 2.5 foot high parapet. No roof-top mechanical equipment is being proposed as part of this Project.	Yes
Lighting	Comply with City Code.	26 foot high standards. No changes to parking lot lighting is being proposed as part of the Project	Yes
DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED	COMPLIES?
Office space	Max 25%, or otherwise specified by DDR (or SUP)	6.34% with SUP	Yes

Parking	Industrial 1/500 (40,782 =) Office 1/250 (8,885=35.54) Total = 117.10	128	Yes
Motorcycle Parking	4 required	The property is an existing developed property. No motorcycle parking spaces are currently provided, therefore, a condition of approval will be included for the development to comply with these requirements.	Yes, as conditioned
Bicycle Parking	5 spaces required	The original development was approved with 6 bicycle spaces (two for each building).	Yes
Loading spaces	3 spaces required	Two 12' by 40 spaces and an additional loading space is provided along the rear of the each unit	Yes

As conditioned, the project will be consistent with the Zoning Ordinance.

- d) *Site Design, Circulation and Parking:*** The Project site is located on the southwest corner of Sturgis Road and Calendaria Road. The Project site has four direct pedestrian access points along Calendaria Road. Direct access is provided by three existing enhanced concrete driveways each adjacent to a walkway: one from Sturgis Road and the other two from Calendaria Road. All driveways are connected to the 128-space parking area located around both buildings. A drive aisle between the buildings provides

vehicular access to each tenant space through a roll-up garage door and includes 24 loading spaces and one trash enclosure.

The City of Oxnard Zoning Ordinance (Article X) requires 117 on-site parking spaces for the Project, based on the combined requirements for office and industrial uses. The proposed Project includes 128 on-site parking spaces (inclusive of the required Motorcycle parking spaces) as follows: 92 standard spaces, 4 ADA-accessible spaces, and 32 compact spaces same as originally approved with the DDR. The Project also includes bicycle parking. The Project includes 2 (12' by 24') and 22 (12' by 20'), which exceeds the Zoning Ordinance minimum requirement of 3 loading spaces. The loading spaces are located near the ends of the middle drive aisle for access to each tenant space.

Per the OCC Section 16-624, the Project is required to provide motorcycle parking. The existing development does not provide for motorcycle parking, therefore, to ensure the Project complies with this requirement, a condition of approval was included to the Project for the existing development to provide a minimum of four (4) motorcycle parking spaces in accordance with OCC Section 16-624.

The proposed Project currently includes similar manufacturing uses with similar required on-site parking. Some of the existing uses operating in the industrial complex include but are not limited to iron work, precision machining, wood working (shelves manufacturing). The site is limited to the 128 provided parking spaces. Thus, the Project will be subject to a condition of approval to require that the landlord demonstrate that each new tenant / use is consistent with the approved use for each tenant space, thereby demonstrating that the site is operating consistent with the Zoning Code parking requirements.

- e) **Building Design:** Consistent with the previous DDR approval, the proposed industrial buildings share the same design features. The buildings are tilt-up concrete construction with two types of building texture or material and window glazing along the main entry of the units. The existing buildings provide an exterior finish of sandblasted concrete with a light earth tone beige color, and an aluminum storefront on the ground floor. Elevated windows exist along the upper section of the building with a light beige color along the center of the building and darker beige color on the parapet and lower section of the building.

The exterior pedestrian amenities include concrete walkways along the front of each building with landscaping to soften the massing of the building exterior. The buildings are surrounded by colorful landscaping around the perimeter of the property and the parking area.

- f) **Landscaping:** The Project landscaping has not changed since the DDR approval. The DDR will be superseded by this SUP, and the Project continues to include the same

landscape plant pallet and areas around the perimeter of the site and in finger planters throughout the parking lot areas around the three buildings. The Project includes landscaping within 15.35% of the overall site and parking area, which significantly exceeds the 5% minimum required by the Zoning Code. Pursuant to the Zoning Code, the Project includes finger planters in the parking area every ten vehicle spaces. The existing perimeter landscaping features a variety of trees: Coral Tree, Sweet Gym Tree, Brisbane Box Tree along the sharing property line, and Carrot Wood Trees within the parking area planters. The original perimeter of the site includes a grass groundcover, yellow Gazania, White Gazania, and Hahn Ivy, a perennial shrub, that screened the parking area from the adjacent roadways. Additionally, the Project includes a condition of approval to reinstate or replace any missing landscaping within the property.

- 7) Development Advisory Committee:** The previously approved DDR application was reviewed by the Director of Community Development on November 17, 1988. Conditions of approval from DAC were included in the original DDR approval and have been carried over to the current SUP and included in the resolution recommending approval of the SUP. This proposal was also reviewed by the DAC, and additional conditions from the DAC have been included in both the resolutions recommending approval of the SUP and Tentative Map.
- 8) Community Workshop and Public Input:** Since the Project is not in a General Plan designated neighborhood, the Project was not required to be presented to the community during a Community Workshop.

Consistent with public noticing requirements, the Planning Commission Hearing was advertised with an on-site posting and by mail to property owners within 300 feet of the subject property. To date, Planning Staff has not received any comments or inquiry from the public regarding the proposed Project.

- 9) Appeal Procedure:** The action of the Planning Commission on the Tentative Subdivision Map is a recommendation of either approval or denial of the Project to the City Council. In accordance with Section 16-545 of the Oxnard City Code, the Planning Commission's action may be appealed to the City Council within 18 days after the decision date. Appeal forms may be obtained from the City Clerk and must be submitted with the appropriate fees before the end of the appeal period. If an appeal to the City Council is not filed within 18 days of the Planning Commission's decision, the decision of the Planning Commission shall be considered final.

Attachments:

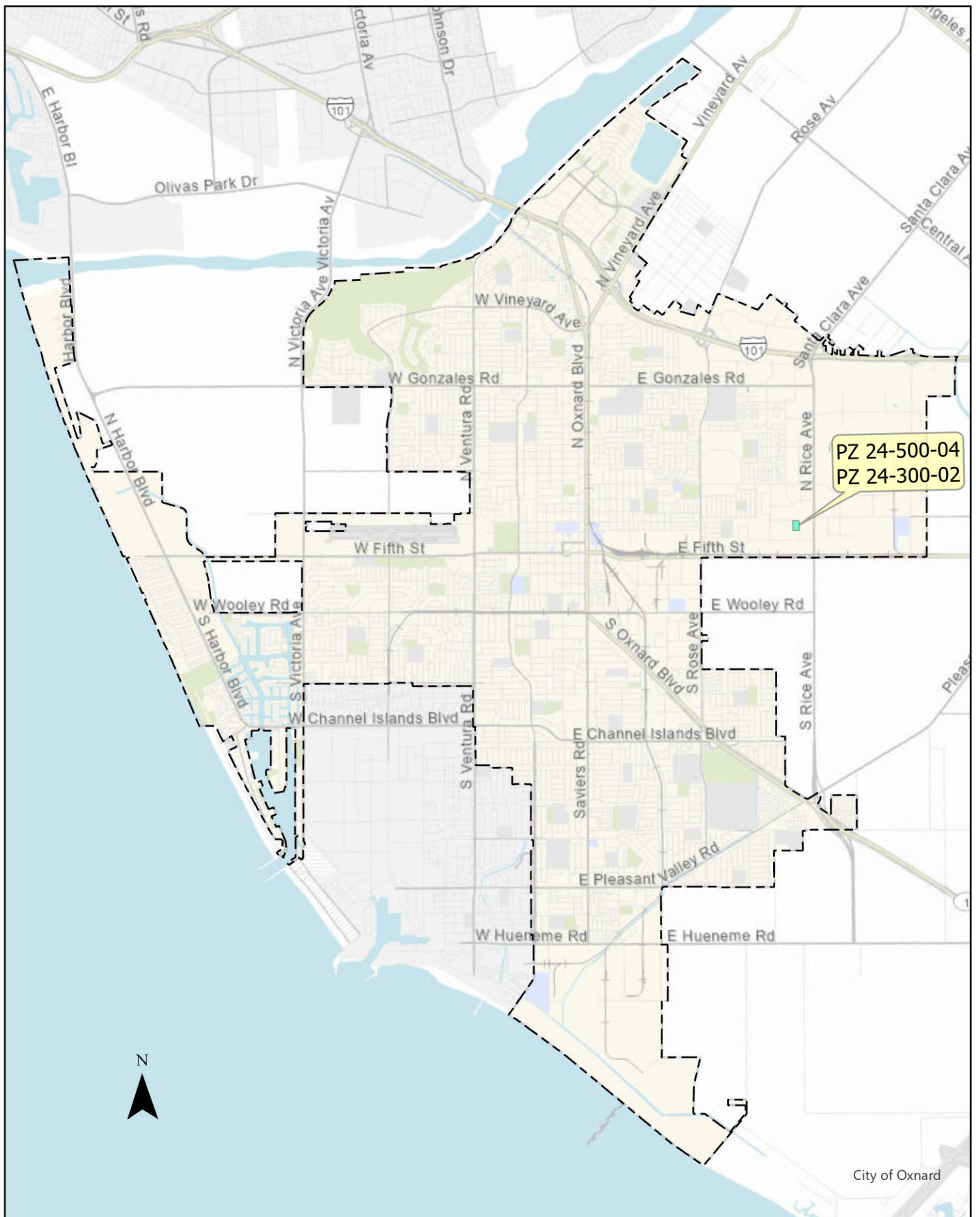
- A. Maps (Vicinity, General Plan, Zoning, Aerial)
- B. Reduced Project Plans (Tentative Map, Industrial Buildings)
- C. CEQA Notice of Exemption
- D. Resolution Approving Special Use Permit (PZ No. 24-500-04)

PZ 24-300-02 and PZ 24-500-04; Sturgis Business Park

Planning Commission Hearing Date: June 5, 2025

Page 13 of 13

- E. Resolution Recommending Approval of Tentative Map (PZ No. 24-300-02)
- F. Staff Presentation



City of Oxnard

Vicinity Map

PZ 24-500-04

PZ 24-300-02



0 40 80 160 Feet

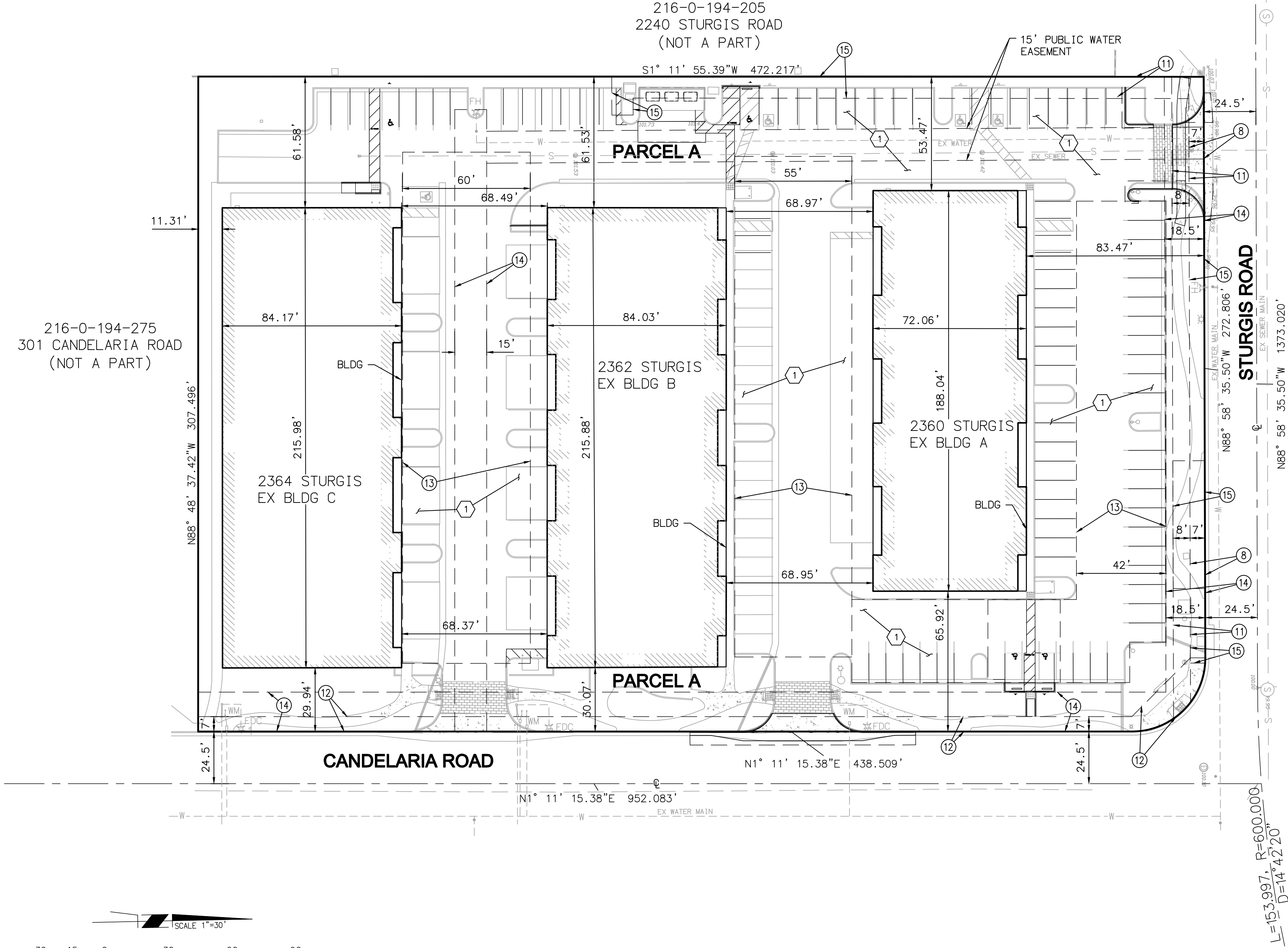
Aerial Map
PZ 24-500-04
PZ 24-300-02

TENTATIVE PARCEL MAP FOR CONDOMINIUM PURPOSES

A ONE LOT SUBDIVISION FOR 22 INDUSTRIAL CONDOMINIUM PURPOSES

LOT 27 AND PORTION OF LOT 26 OF TRACT 3943, IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 108, PAGE 49 OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

216-0-194-205
2240 STURGIS ROAD
(NOT A PART)



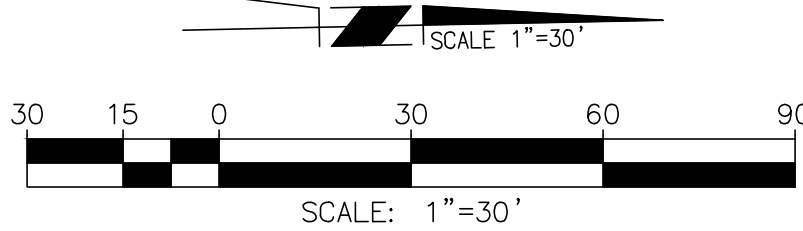
216-0-194-275
301 CANDELARIA ROAD
(NOT A PART)

EXISTING EASEMENTS

- AN OIL AND GAS LEASE RECORDED APRIL 18, 1952 IN BOOK 1061, PAGE 520 OF OFFICIAL RECORDS. SAID DOCUMENT WAS MODIFIED BY A DOCUMENT RECORDED OCTOBER 5, 1987 AS INSTRUMENT NO. 87-160703 OF OFFICIAL RECORDS. THIS ITEM AFFECTS THE SUBJECT PROPERTY BUT IS BLANKET IN NATURE AND IS NOT PLOTTED HEREON.
- EASEMENTS FOR THE RIGHT TO DRILL INTO, THROUGH AND OUT OF THAT PORTION OF THE SUBSURFACE OF SAID LYING MORE THAN 500 FEET BELOW THE SURFACE THEREOF, BY MEANS OF A WELL OR WELLS AND INCIDENTAL PURPOSES AS SET FORTH IN A DOCUMENT RECORDED DECEMBER 1, 1986 AS DOCUMENT NO. 86-174809 OF OFFICIAL RECORDS. THIS ITEM AFFECTS THE SUBJECT PROPERTY BUT IS BLANKET IN NATURE AND IS NOT PLOTTED HEREON.
- EASEMENTS FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES AND RIGHTS INCIDENTAL THERETO, AS DELINEATED ON OR AS OFFERED FOR DEDICATION ON TRACT NO. 3943 IN BOOK 108, PAGE 49 OF MAPS. THIS ITEM AFFECTS THE SUBJECT PROPERTY AND IS PLOTTED HEREON.
- AN INSTRUMENT ENTITLED DECLARATION OF RESTRICTIVE COVENANT RECORDED JUNE 9, 1987 AS DOCUMENT NO. 87-089362 OF OFFICIAL RECORDS. THIS ITEM AFFECTS THE SUBJECT PROPERTY BUT IS BLANKET IN NATURE AND NOT PLOTTED HEREON
- EASEMENTS FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT RECORDED JANUARY 18, 1989 AS DOCUMENT NO. 89-008343 OF OFFICIAL RECORDS. THIS ITEM AFFECTS THE SUBJECT PROPERTY AND IS PLOTTED HEREON.
- EASEMENTS FOR PUBLIC UTILITIES AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT RECORDED FEBRUARY 17, 1989 AS DOCUMENT NO. 89-25926 OF OFFICIAL RECORDS. THIS ITEM AFFECTS THE SUBJECT PROPERTY AND IS PLOTTED HEREON.
- AN INSTRUMENT ENTITLED DECLARATION OF RESTRICTIVE COVENANT RECORDED MAY 22, 1989 AS DOCUMENT NO. 89-080145 OF OFFICIAL RECORDS. THIS ITEM AFFECTS THE SUBJECT PROPERTY AND IS PLOTTED HEREON.
- EASEMENTS FOR WATER LINE AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT RECORDED MAY 23, 1989 AS DOCUMENT NO. 89-081319 OF OFFICIAL RECORDS. THIS ITEM AFFECTS THE SUBJECT PROPERTY AND IS PLOTTED HEREON.
- EASEMENTS FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT RECORDED APRIL 26, 1990 AS DOCUMENT NO. 90-62488 OF OFFICIAL RECORDS. THIS ITEM AFFECTS THE SUBJECT PROPERTY AND IS PLOTTED HEREON.

PROPOSED EASEMENTS

- BLANKET EASEMENT AFFECTING DRIVE AISLES TO CITY OF OXNARD FOR PUBLIC UTILITIES, MAINTENANCE AND ACCESS



LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF VENTURA, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

BEING LOT 27 AND THE EASTERLY 28.58 FEET OF LOT 26 OF TRACT 3943 IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 108, PAGE 49 OF MAPS IN THE OFFICE OF THE RECORDER OF VENTURA COUNTY, CALIFORNIA.

EXCEPT THAT PORTION OF SAID LOT 27 DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEASTERLY CORNER OF SAID LOT 27; THENCE, 1ST: ALONG THE EASTERLY LINE OF SAID LOT 27, NORTH 0° 01' 32" WEST 473.76 FEET TO THE NORTHERLY LINE OF SAID LOT 27, A NON-TANGENT CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 584.33 FEET; THENCE, 2ND: WESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 2° 24' 00", AN ARC LENGTH OF 24.48 FEET; THENCE, 3RD: SOUTH 89° 48' 29" WEST 34.63 FEET TO A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 34.50 FEET; THENCE, 4TH: SOUTHEASTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 90° 09' 50", AN ARC LENGTH OF 54.29 FEET TO A POINT DISTANT 24.50 FEET FROM SAID EASTERLY LINE, MEASURED AT RIGHT ANGLES; THENCE, 5TH: PARALLEL AND DISTANT 24.50 FEET WESTERLY OF SAID EASTERLY LINE, SOUTH 0° 01' 32" EAST 438.58 FEET TO THE SOUTHERLY LINE OF SAID LOT 27; THENCE, 6TH: ALONG SAID SOUTHERLY LINE, NORTH 89° 58' 28" EAST 24.50 FEET TO THE POINT OF BEGINNING.

EXCEPT ALL OIL, GAS, OTHER HYDROCARBON SUBSTANCES AND MINERALS IN AND UNDER SAID LAND, BUT WITHOUT THE RIGHT TO ENTER ON THE SURFACE THEREOF OR WITHIN FIVE HUNDRED (500) FEET BENEATH THE SURFACE AS GRANTED TO MARGARET E. BORCHARD, ET AL., IN THE DEED RECORDED JULY 30, 1982 AS DOCUMENT NO. 70746 OF OFFICIAL RECORDS OF VENTURA COUNTY, CALIFORNIA.

APN: 216-0-194-215

PROJECT INFORMATION

PROJECT NAME STURGIS BUSINESS PARK
OWNER/SUBDIVIDER LT STURGIS LLC
29601 AGOURA RD SUITE 180
CALABASAS CA 91303

FLOOD ZONE

ZONE X, MAP NUMBER 06111C0910E

ZONING

M1 - LIGHT MANUFACTURING

BENCHMARK

-

TTM BASED ON ALTA SURVEY BY JRN CIVIL
ENGINEERS DATED 3/26/2024

BASIS OF BEARING

THE BEARING OF N88°48'25"W ALONG THE CENTERLINE OF EASTMAN AVENUE PER RECORD OF SURVEY BOOK 61, PAGES 82-87 IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA, WAS USED AS THE BASIS OF BEARING FOR THIS MAP

EARTHWORK

CUT: 0 CY
FILL: 0 CY

IMPORT: 0 CY

SHEET INDEX

- TITLE SHEET
- ENGINEERED SITE PLAN
- FLOOR PLAN

PREPARED BY

DELANE
ENGINEERING
400 W VENTURA BLVD, SUITE 265
CAMARILLO, CA 93010
PHONE: 310.546.5711 - DELANEENGINEERING.COM



**TENTATIVE PARCEL MAP - PZ 24-300-02
FOR 22 INDUSTRIAL CONDOMINIUM PURPOSES**

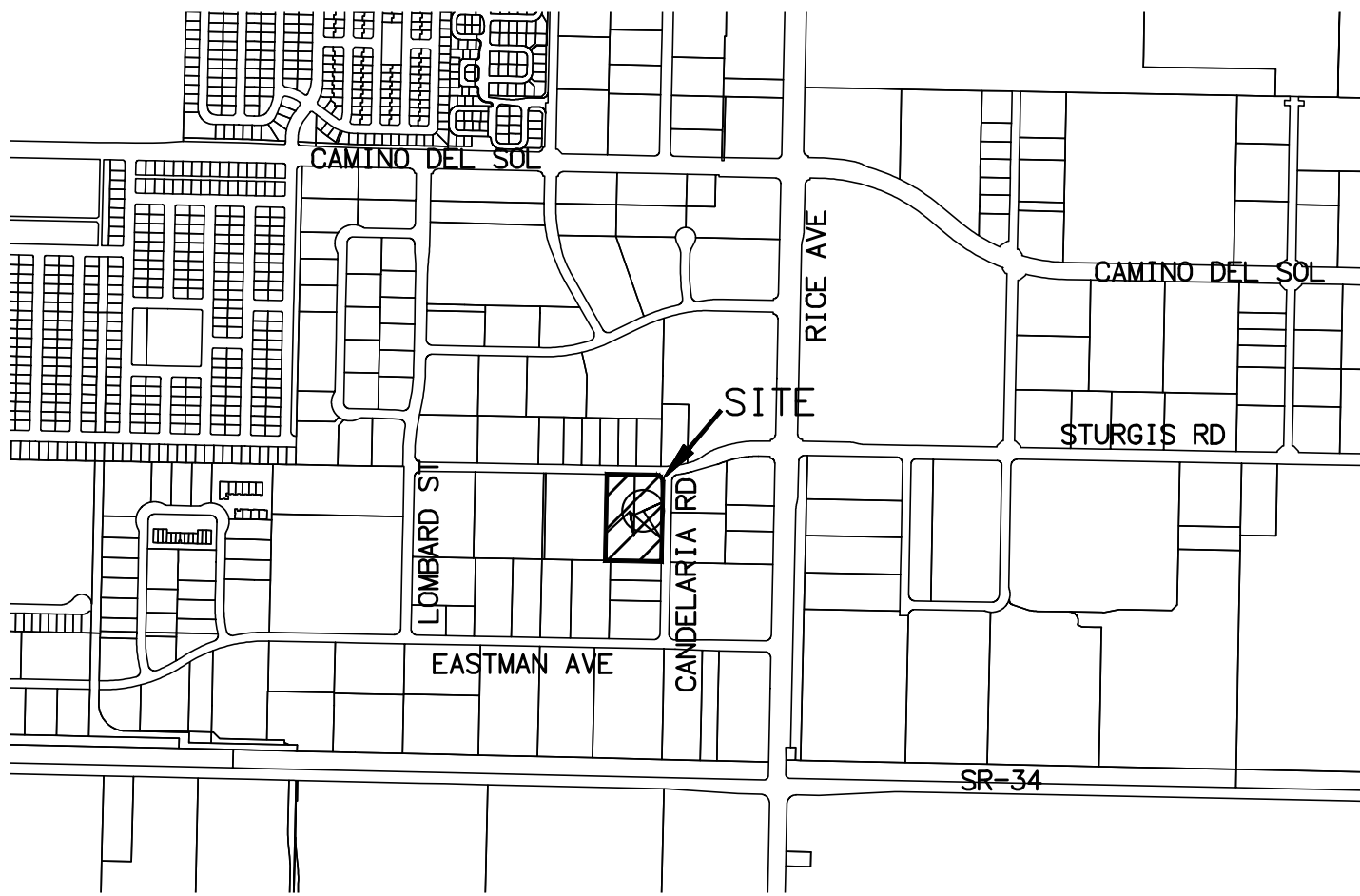
2360-2364 STURGIS ROAD

TITLE SHEET

SHEET

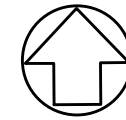
1

OF 3 SHEETS



VICINITY MAP

SCALE: 1"=1000'



LAND USE DATA

GROSS AREA	140,063 SF (3.215 AC)
NET AREA	140,063 SF (3.215 AC)
EXISTING ZONING	M1
PROPOSED ZONING	M1 (NO CHANGE)
EXISTING LAND USE	LIGHT MANUFACTURING
PROPOSED LAND USE	LIGHT MANUFACTURING (NO CHANGE)
% COVERAGE	
BUILDING FOOTPRINT	49,667 SF 35.46%
MANUFACTURING SPACE	40,782 SF 29.11%
OFFICE SPACE	8,885 SF 6.34%

PROPOSED LOTTING

LOT	AREA (AC)	AREA (SF)	LAND USE
PARCEL A	3.215	140,063	LIGHT MANUFACTURING

EXISTING APPROVED PARKING (1989)

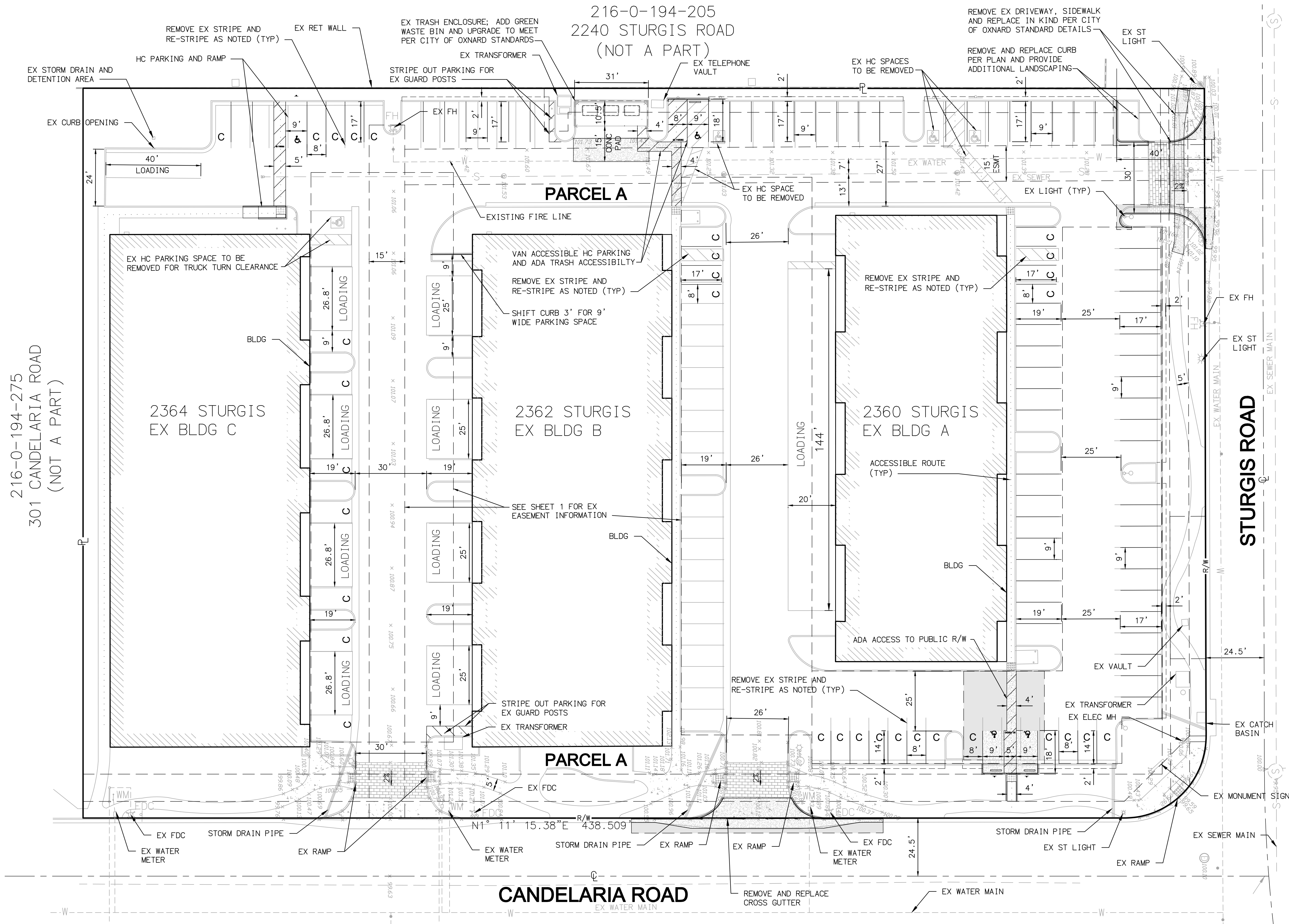
STANDARD PARKING	95
COMPACT	32
ADA PARKING	4 (NO VAN)
LOADING (NOT INCLUDED)	(2 TRUCK)
TOTAL PARKING	131

PROPOSED PARKING

STANDARD PARKING	92
COMPACT	32
ADA PARKING	4 (1 VAN)
LOADING (NOT INCLUDED)	(2 TRUCK)
TOTAL PARKING	128

216-0-194-275
301 CANDELARIA ROAD
(NOT A PART)

216-0-194-205
2240 STURGIS ROAD
(NOT A PART)



- NOTE:**
- TREES AND PLANTS TO BE REPLACED PER PRIOR APPROVED LANDSCAPE PLANTING PLAN.
 - GRIND EXISTING WALKWAYS AND SIDEWALKS TO LESS THAN 1/4" VERTICAL LIFT IN CONCRETE AT JOINTS, CRACKS OR SCORE LINES

ABBREVIATIONS:

C	COMPACT PARKING
CL OR CL	CENTER LINE
CONC	CONCRETE
ESMNT	EASEMENT
EX	EXISTING
FDC	FIRE DEPARTMENT CONNECTION
FH	FIRE HYDRANT
G	GAS LINE
MH	MANHOLE
PL OR PL	PROPERTY LINE
R/W	RIGHT OF WAY
ST	STREET

**TENTATIVE PARCEL MAP - PZ 24-300-02
FOR 22 INDUSTRIAL CONDOMINIUM PURPOSES**

**2360-2364 STURGIS ROAD
ENGINEERED SITE PLAN**

SHEET
2
OF 3 SHEETS



PREPARED BY



216-0-194-275
301 CANDELARIA ROAD
(NOT A PART)

2364 STURGIS ROAD
TOTAL MANUFACTURING: 1,531 SQFT
TOTAL OFFICE: 1,649 SQFT
TOTAL TOTAL: 3,180 SQFT

2364 STURGIS #H
MANUFACTURING: 2,080 SQFT
OFFICE: 480 SQFT
TOTAL: 2,560 SQFT

2364 STURGIS #G
MANUFACTURING: 2,080 SQFT
OFFICE: 480 SQFT
TOTAL: 2,560 SQFT

2364 STURGIS #F
MANUFACTURING: 1,531 SQFT
OFFICE: 395 SQFT
TOTAL: 1,926 SQFT

2364 STURGIS #E
MANUFACTURING: 1,531 SQFT
OFFICE: 395 SQFT
TOTAL: 1,926 SQFT

2364 STURGIS #D
MANUFACTURING: 1,531 SQFT
OFFICE: 395 SQFT
TOTAL: 1,926 SQFT

2364 STURGIS #C
MANUFACTURING: 1,531 SQFT
OFFICE: 395 SQFT
TOTAL: 1,926 SQFT

2364 STURGIS #B
MANUFACTURING: 1,531 SQFT
OFFICE: 395 SQFT
TOTAL: 1,926 SQFT

2364 STURGIS #A
MANUFACTURING: 1,531 SQFT
OFFICE: 395 SQFT
TOTAL: 1,926 SQFT

2362 STURGIS ROAD
TOTAL MANUFACTURING: 1,531 SQFT
TOTAL OFFICE: 1,649 SQFT
TOTAL TOTAL: 3,180 SQFT

2362 STURGIS #G
MANUFACTURING: 1,531 SQFT
OFFICE: 480 SQFT
TOTAL: 2,011 SQFT

2362 STURGIS #F
MANUFACTURING: 1,531 SQFT
OFFICE: 395 SQFT
TOTAL: 1,926 SQFT

2362 STURGIS #E
MANUFACTURING: 1,531 SQFT
OFFICE: 395 SQFT
TOTAL: 1,926 SQFT

2362 STURGIS #D
MANUFACTURING: 1,531 SQFT
OFFICE: 395 SQFT
TOTAL: 1,926 SQFT

2362 STURGIS #C
MANUFACTURING: 1,531 SQFT
OFFICE: 395 SQFT
TOTAL: 1,926 SQFT

2362 STURGIS #B
MANUFACTURING: 1,531 SQFT
OFFICE: 395 SQFT
TOTAL: 1,926 SQFT

2362 STURGIS #A
MANUFACTURING: 1,531 SQFT
OFFICE: 395 SQFT
TOTAL: 1,926 SQFT

2360 STURGIS ROAD
TOTAL MANUFACTURING: 1,531 SQFT
TOTAL OFFICE: 1,649 SQFT
TOTAL TOTAL: 3,180 SQFT

2360 STURGIS #F
MANUFACTURING: 1,531 SQFT
OFFICE: 395 SQFT
TOTAL: 1,926 SQFT

2360 STURGIS #E
MANUFACTURING: 1,531 SQFT
OFFICE: 395 SQFT
TOTAL: 1,926 SQFT

2360 STURGIS #D
MANUFACTURING: 1,531 SQFT
OFFICE: 395 SQFT
TOTAL: 1,926 SQFT

2360 STURGIS #C
MANUFACTURING: 1,531 SQFT
OFFICE: 395 SQFT
TOTAL: 1,926 SQFT

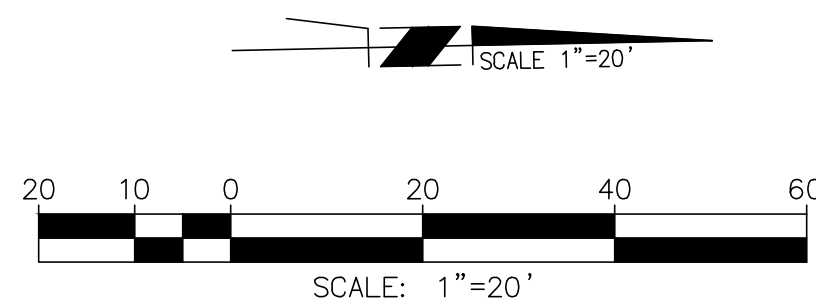
2360 STURGIS #B
MANUFACTURING: 1,531 SQFT
OFFICE: 395 SQFT
TOTAL: 1,926 SQFT

2360 STURGIS #A
MANUFACTURING: 1,531 SQFT
OFFICE: 395 SQFT
TOTAL: 1,926 SQFT

CANDELARIA ROAD

COMMON LOT

STURGIS ROAD



PREPARED BY
DELANE ENGINEERING
400 W VENTURA BLVD, SUITE 265
CAMARILLO, CA 93010
PHONE: 310.546.5711 - DELANEENGINEERING.COM

TENTATIVE PARCEL MAP - PZ 24-300-02
FOR 22 INDUSTRIAL CONDOMINIUM PURPOSES

2360-2364 STURGIS ROAD
ENGINEERED SITE PLAN

SHEET
3
OF 3 SHEETS

2360			
	WH	OF	TOTAL
A	2,095	354	2,449
B	1,602	511	2,113
C	1,615	511	2,126
D	1,649	511	2,160
E	1,644	516	2,160
F	1,898	590	2,488
TOTALS	10,503	2,993	13,496

2362			
	WH	OF	TOTAL
A	2,006	450	2,456
B	1,747	421	2,168
C	1,747	445	2,192
D	1,502	684	2,186
E	1,747	445	2,192
F	1,791	395	2,186
G	1,766	384	2,150
H	2,102	450	2,552
TOTALS	14,408	3,674	18,082

2364			
	WH	OF	TOTAL
A	1,874	314	2,188
B	1,995	273	2,268
C	1,995	273	2,268
D	1,988	280	2,268
E	2,002	273	2,275
F	1,998	270	2,268
G	2,011	275	2,286
H	2,008	260	2,268
TOTALS	15,871	2,218	18,089
	40,782	8,885	49,667



NOTICE OF EXEMPTION (NOE)

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

From: City of Oxnard
Community Development Department
214 South C Street
Oxnard, CA 93030

To: Ventura County Clerk-Recorder &
Registrar of Voters
Hall of Administration, Main Plaza
800 South Victoria Avenue,
Ventura, CA 93009-1260

Project Title: Sturgis Business Park Tentative Parcel Map

Project Applicant: Scott Uhles (Designated Agent), and James Leff, Sturgis LLC, (Property Owner)

Project Location - Specific: 2360-2364, Oxnard, CA, 93030, Ventura County, APN 216-0-194-215.

Description of Nature, Purpose and Beneficiaries of Project: PZ No. 24-300-02 (Tentative Parcel Map) & PZ 24-500-04 (Special Use Permit). A request to subdivide an existing 3.215-acre lot for condominium purposes within the Light Manufacturing (M-1) zone. The project site currently contains three existing industrial buildings with a total of 22 units with a combined building square footage of approximately 49,667 square feet and provides existing landscaping, parking, and circulation. The Tentative Parcel Map would subdivide the property to create one lot for common area (containing parking, driveways, landscaping, pedestrian pathways) and 22 lots matching the buildings for industrial condominiums. The project would also include minor site improvements including relocation of compact parking spaces within the site and replacement of the existing sidewalk and driveway approach along Sturgis Road to comply with the Americans with Disability Act (ADA) requirements. The special Use Permit is required pursuant to Article 16, Section 16-395 of the Oxnard City Code, which allows for the approval of the condominium subdivision and will supersede the previously approved Development Design Review Permit (Permit No. 88-6). Filed by designated agent Scott Uhles, Delane Engineering, Inc., 2812 Santa Monica Boulevard, Suite 206, Santa Monica, CA 90404 on behalf of the property owner, James Leff, LT Sturgis LLC, 29601 Agoura Road, Calabasas, CA 91303.

Name of Public Agency Approving Project (Lead Agency): City of Oxnard

Name of Person or Agency Carrying Out Project (Applicant): Scott Uhles

Exempt Status: (check one):

Ministerial (Sec. 21080(b)(1); 15268);
Declared Emergency (Sec. 21080(b)(3); 15269(a));
Emergency Project (Sec. 21080(b)(4); 15269(b)(c));

✓ Categorical Exemption: Section 15301, Class 1
Statutory Exemptions. State code number: _____

Reason(s) why project is exempt: In accordance with Section 15301 (Class 1, Existing Facilities) of the California Environmental Quality Act (CEQA) Guidelines, projects characterized as subdivision of existing commercial buildings may be found to be exempt from the requirements of the CEQA. This proposal includes a Tentative Parcel Map for subdivision of the existing industrial buildings and property for condominium purposes and a Special Use Permit for the two industrial buildings with tenant spaces. The project is consistent with the General Plan land use designation of Industrial Light (ILT) and the zoning designation of Light Manufacturing (M-1). Pursuant to CEQA guidelines 15301(k) the subdivision of existing industrial buildings are exempt where no physical changes that would not be exempt would occur. The proposed project only includes minor site improvements to improve ADA access, circulation, landscaping, and bring the site into compliance with current city standards, as applicable, which would be exempt. The development is located on a 3.215-acre project site which is surrounded by urban uses. The Project site will be adequately served by all required utilities and public services. The Project site has no value as habitat for endangered, rare or threatened species. Additionally, this Project will not result in any significant effects relating to traffic, noise, air quality, or water quality. No Exceptions to the Exemptions (Section 15300.2) apply to defeat the Exemption.

Lead Agency Contact Person: Juam Carlos Torres, Associate Planner (05)385-8156

Joe Pearson II, AICP
Planning and Environmental Services Manager
City of Oxnard

Date

Note: Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

RESOLUTION NO. 2025-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD APPROVING PLANNING AND ZONING PERMIT NO. 24-500-04 (SPECIAL USE PERMIT) TO SUBDIVIDE THREE INDUSTRIAL BUILDINGS INTO CONDOMINIUM TENANT SPACES TOTALING 49,667 SQUARE FEET WITH 128 PARKING SPACES, LANDSCAPE AND INFRASTRUCTURE IMPROVEMENTS ON A 3.215 ACRE LOT LOCATED AT 2360, 2362, & 2364 STURGIS RD (APN: 216-0-194-215) AND SUPERSEDING THE PREVIOUSLY APPROVED PLANNING AND ZONING PERMIT NO. 88-6 (DEVELOPMENT DESIGN REVIEW PERMIT), SUBJECT TO CERTAIN FINDINGS AND CONDITIONS. FILED BY DESIGNATED AGENT SCOTT UHLES, DELANE ENGINEERING, INC., 2812 SANTA MONICA BOULEVARD, SUITE 206, SANTA MONICA, CA 90404, ON BEHALF OF THE PROPERTY OWNER, JAMES LEFF, LT STURGIS LLC, 29601 AGOURA ROAD CALABASAS, CA 91303.

WHEREAS, on May 31, 2024, Scott Uhles on behalf of LT Sturgis LLC (the “**Applicant**” and/or “**Developer**”), submitted a request to subdivide a parcel which contains an approved industrial development (referred to, permitted with Planning and Zoning Permit No. 24-300-02), concurrent with a Special Use Permit application (Planning and Zoning Permit No. 24-500-04) required by Oxnard Municipal Code Section 16-395, generally located at 2360 Sturgis Road (APN: 216-0-194-215); and

WHEREAS, pursuant to Oxnard Municipal Code Section 16-395 “Special Use Permit Required,” no building shall be constructed which is intended to be sold, nor shall any existing building be converted for sale as a community ownership unit (including industrial condominium), until a special permit is obtained;

WHEREAS, on August 19, 2024, in order to be consistent with Oxnard Municipal Code Requirements, The Applicant submitted an application for Planning and Zoning Permit No. 24-500-04) for a Special Use Permit to subdivide the three existing buildings and property for condominium purposes and entitle the previously approved development as a subdivided three-building industrial suite development, located at 2360, 2362, 2364 Sturgis Road (APN: 216-0-194-215); and

WHEREAS, The Planning Commission is concurrently recommending the City Council approve Planning and Zoning Permit No. 24-300-02 (Tentative Parcel Map) to subdivide the property and industrial buildings for condominium purposes; and

WHEREAS, said Special Use Permit was referred to City departments for recommendations and conditions of approval for the project that are incorporated within the recommended entitlements, and

WHEREAS, Sections 16-536 of the OCC authorize the Planning Commission to approve a Special Use Permit; and

WHEREAS, on June 5, 2025, the Planning Commission of the City of Oxnard (“Planning Commission”) conducted a duly noticed public hearing, and received and reviewed all

written and oral evidence related to the proposed Project, in accordance with Sections 16-536 and 16-651 of the Oxnard City Code (OCC); and

WHEREAS, the Planning Commission finds that the Project complies with all requirements of the Oxnard City Code; and

WHEREAS, the Planning Commission finds that the Special Use Permit, the proposed site, and the design and improvement of the development requested are consistent with the 2030 General Plan elements thereof; and

WHEREAS, the Planning and Environmental Services Division has completed a preliminary environmental assessment of the Project in accordance with the California Environmental Quality Act (CEQA) and determined that the Project is subject to a Class 1 Categorical Exemption (Section 15301). Further, the project does not trigger any of the Exceptions to the Exemptions (Section 15300.2) to defeat the Exemption:

- (a) **Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located -- a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply to all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.**

The project site has a General Plan land use designation of Industrial Light (ILT) and a zoning designation of Light Manufacturing (M-1). The project is an existing developed industrial site surrounded on all four sides by urban development. The project site and adjacent sites do not contain any known environmental resource of hazardous or critical concern. Therefore, the project will have no impact on an environmental resource of hazardous or critical concern.

- (b) **Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.**

The proposed industrial suites and condominium subdivision development is consistent with the General Plan and Oxnard City Code and is compatible with the physical scale and character of allowable development in the project area. Any projects requiring discretionary approval would be analyzed with the General Plan and the Oxnard City Code for consistency and CEQA for any potential impacts. Therefore, the project will have no significant cumulative impact.

- (c) **Significant Effect.** A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

The proposed industrial suites subdivision for condominium purposes will not result in an unusual circumstance that would cause the project to have a significant effect on the environment. The project will not alter the industrial character of the surrounding development and the property does not contain any unusual environmental characteristics as the property is generally surrounded on all sides by industrial development. Therefore, the project will not have a significant effect on the environment due to unusual circumstances.

- (d) **Scenic Highways.** A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements, which are required as mitigation by an adopted negative declaration or certified EIR.

The project is not located in or adjacent to a state designated scenic highway.

- (e) **Hazardous Waste Sites.** A categorical exemption shall not be used for a project located on a site, which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

The proposed project site is not included on any list compiled pursuant to Section 65962.5 of the Government Code as confirmed by staff on April 9, 2025.

- (f) **Historical Resources.** A categorical exemption shall not be used for a project, which may cause a substantial adverse change in the significance of a historical resource.

The project site does not contain an existing or potential landmark, point of interest, or historic resource, and it is not located within an existing, proposed, or potential Historic District. Therefore, the proposed project will not cause a substantial adverse change in the significance of a historical resource.

WHEREAS, on June 5, 2025, the Planning Commission of the City of Oxnard ("Planning Commission") considered the Applicant's request to approve Planning and Zoning Permit No. 24-500-04 (Special Use Permit), in accordance with OCC.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF OXNARD

SECTION 1. The Recitals above are true and correct and incorporated herein by this reference.

SECTION 2. Based on the entire record before the Planning Commission and all written and oral evidence presented, including the Special Use Permit Staff Report and all attachments thereto, the Planning Commission finds:

1. The proposed use is in conformance with the General Plan and other adopted policies of the City of Oxnard.

The Applicant proposes the subdivision of three existing industrial buildings within a developed parcel with existing parking areas and on-site and off-site improvements for condominium purposes. The industrial buildings were designed as follows: Building A is 13,965 square feet, Building B is 18,082 square feet, and Building C is 18,089 (for a total development of 49,667 square feet). Additionally, the project includes appurtenant structures (i.e. trash enclosures), 128 vehicle parking spaces (92 standard spaces, 32 compact spaces, and 4 ADA accessible spaces), and associated landscaping and infrastructure improvements. The Project would also include minor site improvements including the relocation of compact parking spaces within the site and replacement of the existing sidewalk and driveway approach along Sturgis Road to comply with the Americans with Disability Act (ADA) requirements. The Project as conditioned has been designed to meet the required development standards identified in the Zoning Code. Therefore, the proposed use is in compliance with the 2030 General Plan and other adopted policies of the City of Oxnard.

2. The proposed use will not adversely affect or be materially detrimental to the adjacent uses, buildings or structures or to the public health, safety or general welfare.

Pursuant to the 2030 General Plan land use designation of Industrial Light (ILT), the proposed use of the project site as an industrial development with associated site improvements is an allowed use. The surrounding uses are characterized by light industrial parks. The minor site improvements activities to the existing site and anticipated uses will be subject to standard construction requirements of the local Building, Fire, and Traffic Codes. The existing industrial development will be consistent with the existing light industrial developments adjacent to the project site that are generally screened by landscape trees in the parkway. The existing industrial development is screened from the roadway by landscaping along Sturgis Road and Candelaria Road. Therefore, the proposed use and minor improvements will not adversely affect or be materially detrimental to the adjacent uses, buildings or structures or to the public health, safety or general welfare.

3. The site for the proposed use is adequate in size and shape to accommodate the

setbacks, parking, landscaping, and other City standards except as may be specifically excepted by the special findings and conditions of this Resolution.

The existing development is located on a 3.215-acre site (140,063 square-feet). The Zoning Code allows a maximum of 70% lot coverage. The Project contains 49,667 square feet of development, which represents approximately 35.46% lot coverage. The proposed facility is consistent with applicable City standards (see Staff Report Section 6). The Project was designed to be consistent with the development and design standards included within the Zoning Code, including, but not limited to, maximum building height, front, side and rear setbacks, lot coverage, landscaping, parking standards, and equipment screening standards. The project site has direct access from Sturgis Road and Candelaria Road via driveways to the 128 space parking area. The parking area and the perimeter of the site include landscaping to screen the proposed development from the roadways. Thus, the site for the existing industrial facility is adequate in size and shape to accommodate the setbacks, parking, landscaping, and other City standards.

- 4. The site for the proposed use will be served by streets and highways adequate in width and structure to carry the kind and quantity of traffic such use will generate.**

The project has access directly from Sturgis Road and Candelaria Road via three private driveways. The parking area will provide parking for 128 vehicles (92 standard spaces, 32 compact spaces, 4 ADA accessible spaces). Per the Zoning Code, the proposed office/industrial/manufacturing building requires 117 parking spaces, based on a formula of 1 space per 250 gross square feet of building area for office use, and 1 space per 500 square feet of building area for industrial use. Additionally, the Project is required to comply with OCC Section 16-624 Schedule of Motorcycle Parking Requirements in which the existing development will be required to provide four (4) motorcycle spaces for developments that provide over 100 parking spaces. To ensure the existing development complies with this section of the code, a condition of approval was added to the Project. With this condition, the Project will reduce two parking spaces for either the standard or compact parking spaces to allow for the installation and striping of the motorcycle parking. Pursuant to review by City Traffic Engineering staff, the project as conditioned will be consistent with City parking requirements. The project also includes short and long term bicycle parking. Therefore, the site will be served by streets, highways, transit and bike facilities adequate to provide access to the proposed building and its anticipated uses.

- 5. The site for the proposed use will be provided with adequate sewerage, water, fire protection and storm drainage facilities.**

The project site is located on a developed lot and is surrounded by development. The existing project and surrounding lots are currently served by utilities. The proposed

project is an existing industrial development connected to the existing utilities and does not require expansion of the existing utilities. Thus, the proposed use will be provided with adequate sewerage, water, fire protection and storm drainage facilities.

SECTION 3. The Planning Commission finds, in accordance with the California Environmental Quality Act (CEQA), that the Project will not have a significant impact on the environment and is categorically exempt from CEQA pursuant to Article 19, Section 15301 (Class 1) of the State CEQA Guidelines. This section pertains to projects characterized as subdivision of existing commercial buildings, meeting certain conditions as described in the findings contained within this resolution.

SECTION 4. This Resolution shall not become effective unless and until the City Council approves the associated Planning and Zoning Permit No. 24-300-02 (Tentative Parcel Map 24-300-02). If the City Council fails to approve the Tentative Parcel Map, then this Resolution shall become null and void and be of no further force and effect.

SECTION 5. Upon approval of Planning and Zoning Permit 24-500-04, the Planning Commission of the City of Oxnard after conducting the public hearing hereby repeals Community Development Director Resolution No. 88-06, Development Design Review Permit No. 88-06, allowing the construction of three industrial buildings divided into tenant spaces totaling 49,667 square feet with 128 parking spaces on a 3.215-acre project site, and said Resolution shall be of no further force and effect.

SECTION 6. Based on the findings set forth herein, the Planning Commission hereby approves Planning and Zoning Permit No. 24-500-04 (Special Use Permit), subject to the attached conditions of approval.

SECTION 7. The Secretary shall certify the adoption of this Resolution.

[conditions of approval begin on next page]

CONDITIONS OF APPROVAL FOR SPECIAL USE PERMIT (PLANNING AND ZONING PERMIT NO. 24-500-04)

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

DEPARTMENTS AND DIVISIONS			
CA	City Attorney	PL	Planning Division
DS	Dev Services/Eng Dev/Inspectors	TR	Traffic Division
PD	Police Department	B	Building Plan Checker
SC	Source Control	FD	Fire Department
PK	Landscape Design	CE	Code Compliance

GENERAL PROJECT CONDITIONS

1. This permit is granted for the property described in the application on file with the Planning Division, and may not be transferred from one property to another. (PL, *G-1*).
2. This permit is granted for the plans approved June 5, 2025, (“the plans”) on file with the Planning Division. The project shall conform to the plans, except as otherwise specified in these conditions, or unless a minor modification to the plans is approved by the Planning and Environmental Services Manager (“Planning Manager”) or a major modification to the plans is approved by the Planning Commission. A minor modification may be granted for minimal changes or increases in the extent of use or size of structures or of the design, materials or colors of structures or masonry walls. A major modification shall be required for substantial changes or increases in such items. (PL, *G-2*)
3. This permit shall automatically become null and void 36 months from the date of its issuance, unless the Developer has diligently developed the proposed project, as shown by the issuance of a grading, foundation, or building permit and the construction of substantial improvements. (PL, *G-3*)
4. All required off-site and on-site improvements for the project, including structures, paving, and landscaping, shall be completed prior to occupancy unless the Development Services Manager allows the Developer to provide security or an executed agreement

approved by the City Attorney to ensure completion of such improvements. (DS, G-4)

5. By commencing any activity related to the project or using any structure authorized by this permit, Developer accepts all of the conditions and obligations imposed by this permit and waives any challenge to the validity of the conditions and obligations stated therein. (CA, G-5)
6. Developer agrees, as a condition of adoption of this resolution, at Developer's own expense, to indemnify, defend (with counsel selected by the City in its discretion) and hold harmless the City and its agents, officers and employees from and against any claim, action or proceeding to attack, review, set aside, void or annul the approval of the resolution or any condition attached thereto or any proceedings, acts or determinations taken, done or made prior to the approval of such resolution that were part of the approval process.
7. Any covenants, conditions, and restrictions (CC&Rs) applicable to the project property shall be consistent with the terms of this permit and the City Code. If there is a conflict between the CC&Rs and the City Code or this permit, the City Code or this permit shall prevail. (CA, G-7)
8. Developer shall complete the "Notice of Land Use Restrictions and Conditions" form, using the form provided by the City, for recording with the Ventura County Recorder. Before the City issues building permits, Developer shall submit the original completed, signed and notarized document, together with the required fees to the Planning Manager. (PL, G-8)
9. Before placing or constructing any signs on the project property, Developer shall obtain a sign permit from the City. Except as provided in the sign permit, Developer may not change any signs on the project property. (PL/B, G-10)
10. Developer shall obtain a building permit for any new construction or modifications to structures, including interior modifications, authorized by this permit. (B, G-11)
11. Developer shall not permit any combustible refuse or other flammable materials to be burned on the Property. The owner of the Property will be required to adhere to all applicable laws and regulations regarding the same. (FD, G-12)
12. Developer shall not permit any materials classified as flammable, combustible, radioactive, carcinogenic or otherwise potentially hazardous to human health to be handled, stored or used on the project Property, except as provided in a permit issued by the Fire Chief and any approved alternative means and methods, or unless otherwise handled in accordance with applicable laws and regulations. During Project operations, the owner of the Property will be required to adhere to all applicable laws and regulations regarding the same. (FD, G-13)

13. Prior to and during construction, Developer shall be required to satisfy all of the conditions of this Project permit as set forth herein. Once operational, the owner or tenant of the Property will be required to comply with any remaining applicable conditions of this Project permit and compliance therewith shall occur in accordance with the City Code's standard enforcement proceedings.
14. If Developer, owner or tenant fails to comply with any of the conditions of this permit, the Developer, owner or tenant shall be subject to a civil fine pursuant to the City Code. (CA, G-14)

PLANNING DIVISION CONDITIONS

15. Any future application for a Minor Modification to the project shall be accompanied by three copies of plans reflecting the requested modification, together with applicable processing fees. (PL, PL-2)
16. Before the City issues building permits, Developer shall include a reproduction of all conditions of this Project permit as adopted by resolution of the Community Development Director in all sets of construction documents and specifications for the Project. (PL, PL-3)
17. Developer may not modify any use approved by this Project permit unless the Planning Division Manager determines that Developer has provided the parking required by the City Code for the modified use. (PL, PL-7)
18. Prior to issuance of building permits, Developer shall demonstrate that light standards illustrated on conceptual lighting plan do not conflict with new tree locations. Developer shall submit a plan showing both the lighting and landscape on the same sheet.
19. Prior to issuance of building permits, Developer shall pay a document imaging fee for the planning files in an amount calculated by planning staff at the time of building permit review based on fees then in effect. (PL/B, PL-16)
20. Developer shall provide utility meters, mailboxes and address directories, placed in decorative cabinets and clustered for efficient access for owners and service persons. Developer shall coordinate placement and design of such items accordingly, with the Planning Division Manager, the appropriate utility service provider and the United States Postal Service, prior to issuance of building permits. (PL, PL-19)
21. All drive lanes (alleys) shall be provided with independently metered lighting with automatic daylight sensors for dusk to dawn lighting within drive lanes. The maintenance and replacement of independently metered lighting (wall fixtures, light bollards) shall be the responsibility of the property owners' association. (PL)

22. Developer shall include in all deeds for the project and in the Conditions Covenants & Restrictions a prohibition against any outdoor storage within the project site unless otherwise expressly permitted by the Planning Division. (PL)
23. Developer shall recess or screen, to the extent feasible as approved by the Community Development Director, roof heating and cooling systems and other exterior mechanical equipment visible from adjoining property and public streets, as required by this permit. Plumbing vents, ducts and other appurtenances protruding from the roof of structures shall be placed so that they will not be visible, to the extent feasible as approved by the Community Development Director, from the front of the Property or other major public vantage points. Developer shall include a note on the construction plumbing drawings of exterior elevations to indicate to contractors that roof features shall be grouped and located in the described manner. Roof vents shall be shown on construction drawings and painted to match roof material color. (PL/B, PL-41)
24. For any exterior utility meter panels, Developer shall paint such panels (if permitted by the utility provider) to match the structure upon which it is located. Such panels shall be located to take advantage of screening (e.g. landscaping or other building elements) from public right-of-ways, to the maximum extent feasible as determined by the Community Development Director. (PL, PL-43)
25. No later than 30 days after issuance of a final Certificate of Occupancy, Developer shall remove all construction materials and vehicles from the Property or relocate behind screened enclosures; provided, however, the foregoing shall not apply to any remaining work associated with punch list items or tenant fixtures or as authorized by the Community Development Director. (PL/B, PL-47)
26. Developer shall stripe loading zones placed partly or wholly within a structure for loading and unloading activities only and shall also post signage to indicate that storage or other non-loading activity within the loading zone is prohibited. (PL/B, PL-49)
27. Subject to the applicable City of Oxnard standard conditions related to fees, these conditions of approval impose specific fees, dedications, reservations and/or other exactions in accordance with applicable laws and regulations. Pursuant to Government Code Section 66020, the 90-day period in which the Developer has to protest the imposed fees, dedications, reservations and/or other exactions shall begin as of the date of approval of the Project permit.
28. Developer shall remove any and all graffiti from the project premises, within 24 hours of its appearance. The surface of such affected areas shall be matched to blend in with the underlying colors and/or design, and shall not look like a paint patch. (PL)

Before the City issues building permits, Developer shall provide a Graffiti Deterrent Plan, subject to the approval of the Planning Manager. Such plan shall include such elements as clear film on windows and/or mirrors, as well as washable paint and sealers on the building

and perimeter walls.

29. This Special Use Permit (SUP 24-500-04) approval applies only to the industrial buildings described herein and in the approved plans. Any substantial changes in use or physical improvements may trigger additional review pursuant to applicable provisions of the City Code, as determined by the Community Development Director, and may require additional environmental analysis and any associated fees in place at the time the changes are approved. Such potential substantial project changes include but are not limited to: project description, type of operation, building design, square footage, circulation, parking, access, or intensification of use.
30. The location of all buildings, fences, parking areas, and other facilities for the Project or features shall be located and maintained substantially as shown on the plot plans for the above referenced Planning and Zoning Permit.
31. The property owners' association shall be responsible for creating and implementing a Parking Management Plan which shall consist of designating which tenant will use which parking space in order to assure that vehicle spaces correspond with on-site uses.

Air Quality

32. Developer shall ensure that all construction equipment is maintained and tuned to manufacturer's recommended specifications. (MND, C-1)
33. At all times during construction activities, Developer shall minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust. (MND, C-2)
34. The Developer shall comply with the provisions of applicable VCAPCD Rules and Regulations, which include but are not limited to, Rule 50 (Opacity), Rule 51 (Nuisance), Rule 55 (Fugitive Dust), and Rule 55.1 (Removal of Visible Roadway Accumulations). (MND, C-7)

PLANNING SPECIAL CONDITIONS

35. All conditions of Tentative Map No. 24-300-02 shall apply to this permit, and are hereby incorporated by reference.
36. The approval of this permit is granted subject to the approval of a Tentative Parcel Map (PZ 24-300-02) for the project property. (PL)
37. The Project shall provide an outdoor employee eating area as approved by DDR 88-6.
38. The proposed Project shall provide motorcycle parking for the project, including the number of spaces (4 minimum), stall size, paving, striping, location, and access, as required by Oxnard City Code (OCC) Sections 16-624 & 16-638. Motorcycle parking shall be

provided prior to the recordation of the Parcel Map.

39. Developer shall provide off-street parking for the project, including the number of spaces, stall size, paving, striping, location, and access, as required by the City Code except as modified by the parking relief.
40. Each compact parking stall is to have the word “compact” painted at the entrance of the space in letters a minimum of eight-inches in height. Each motorcycle parking stall is to have the word “Motorcycle” painted at the entrance of the space in letters a minimum of 4-inches in height.
41. During the plan check review process, if lighting changes are proposed, the Developer shall provide a lighting plan that provides design details (light standards, bollards, wall mounted packs, etc.) and illumination site information within alleyways, pathways, streetscapes, and open spaces proposed throughout the Project. An electrical engineer shall prepare the site lighting plan demonstrating that adequate lighting ranges will be provided throughout the Project without creating light spillover, light pollution, or conflicts with surrounding factors such as tree locations, off-site or adjacent lighting. (PL)
42. New or altered project on-site lighting shall be of a type and in a location that does not constitute a hazard to vehicular traffic, either on private property or on adjoining streets. To prevent damage from vehicles, standards in parking areas shall be mounted on reinforced concrete pedestals or otherwise protected. Developer shall recess or conceal under-canopy lighting elements so as not to be directly visible from a public street. Developer shall submit a lighting plan showing standard heights and light materials for design review and approval of the Planning Division Manager.
43. In order to minimize light and glare on the Project property, all new or altered parking lot and exterior structure light fixtures shall be high cut-off type that divert lighting downward onto the property and shall not cast light on any adjacent property or roadway.

LANDSCAPE CONDITIONS

44. The landscaping within the existing property must be refurbished, reinstated, and consistent with the approved under Development Design Review PZ 88-06.
45. Changes to the previously approved landscape plans shall be submitted for review and approval by the Planning Division and the work completed prior to the issuance City Council’s Tentative Parcel Map Certification.
46. If a new landscape plan is proposed, prior to submittal of landscape and irrigation plans, Developer shall obtain approval of the Planning Manager or designee of a plan showing on the project property all existing trees and identifying the trees to be saved, transplanted or removed. (PK, PK-1)
47. If a new landscape plan is proposed, prior to issuance of building permits, Developer shall submit two copies of landscape and irrigation plans, along with the appropriate permit

application and fees, to the Development Services Division and obtain approval of such plans. (PK/DS, PK-2)

48. If a new landscape plan is proposed, prior to issuance Parcel Map Certification, Developer shall install landscape and automatic irrigation systems that have been reviewed by Parks and Facilities Superintendent. (PK, PK-3)
49. Developer (or its successor, as relevant) shall properly maintain landscape planting and all irrigation systems on the Property as required by the City Code and as specified by this Project permit. Failure of Developer (or its successor, as relevant) to do so may result in enforcement proceedings against Developer (or its successor, as relevant) to ensure compliance pursuant to the City Code applicable standard enforcement regulations which may result in the revocation of this permit and initiation of legal proceedings against Developer. (PK, PK-4)
50. If a new landscape plan is proposed, prior to the Parcel Map Certification, Developer shall provide a watering schedule to the Project's building owner or manager and to Planning Division or designee that outlines the recommended watering required to allow the plants and trees to receive adequate water to thrive. The irrigation system for the Property shall include automatic rain shut-off devices, or instructions on how to override the irrigation system during rainy periods. (PK, PK-5)
51. All trees planted or placed on the Property by Developer shall be at least 24-inch-box size. All shrubs and vines shall be at least five-gallon size, except as otherwise specified by this permit. (PK, PK-6)
52. If a new landscape plan is proposed, at the time of landscape plan check submittal, the landscape planting and irrigation plans shall comply with the current title 23 Model Water Efficient Landscape Ordinance (MWELo). (PK, PK-7.1)
53. Developer shall provide an automatic irrigation controller and a written seasonal watering schedule for all front yard and street side yard landscaping. The watering schedule shall include variations for seasonal changes, sun and shade exposure of plants, type of plants, duration and frequency of irrigation, and suggestions as to how to conserve water. As part of the landscape plan check submittal process, the Parks and Facilities Superintendent shall review the sufficiency of instructions for the operation of the irrigation controller and the watering schedule cycles. (PK, PK-11)
54. If a new landscape plan is proposed, Developer shall install an irrigation system for the Project that includes a water sensor shut off device as a water conservation measure. (PK, PK-22)
55. At time of submittal to the Building and Engineering Division for plan check, Developer's Landscape Architect or Architect shall provide the City with written confirmation that they have reviewed the civil engineering construction drawings and that the NPDES requirements are not in conflict with meeting the City's landscape requirements. (PK,

PK-23)

56. Developer shall include a note on the Landscape Plans submitted to the Building and Engineering Division for a building permit that “all landscaping and irrigation comply with Ordinance No. 2822, which adopted the City of Oxnard Landscape Water Conservation Standards, and applicable water conservation requirements of the State of California”. (PK, PK-24)
57. If a new landscape plan is proposed, a 36” high visual barrier shall be provided to screen, to the maximum extent feasible as determined by the Community Development Director, parked cars from City streets. The barrier may be a decorative wall or earthen berm with additional planting to achieve 36” height as measured from the top of the parking lot curb. Suitable sight-distance shall be maintained at corners and driveways. Parking lot screen hedges adjacent to the roadway shall be 36” in height at time of planting.
58. Final construction planting and irrigation plans for the Project shall be reviewed by the City’s landscape consultant to ensure:
 - Tree selections and placement are consistent with the approved plans;
 - Streetscape buffer planting consistency with specific plan
 - Final shrub and groundcover plant selections to include long-lived, low maintenance plants.
 - Screen plant selections to be of appropriate scale
59. All new hardware, equipment enclosures, trash enclosures, electrical vents, irrigation controllers, backflow devices, etc. located on the project site shall be completely screened with shrubs and/or vines, 5 gallon size minimum, to the maximum extent feasible as determined by the Community Development Director. Trash enclosure shall be screened with planting.

FIRE DEPARTMENT CONDITIONS

60. Developer shall construct all vehicle access driveways on the project property to be at least 26 feet wide, exclusive of shoulders. Developer shall mark curbs adjacent to designated fire lanes in parking lots to prohibit stopping and parking in the fire lanes. Developer shall mark all designated fire lanes in accordance with the California Vehicle Code. (FD/B, *F-1*)
61. Developer shall mark curbs adjacent to designated fire lanes in parking lots to prohibit stopping and parking in the fire lanes. Developer shall mark all designated fire lanes in accordance with the California Vehicle Code. (FD/B, *F-1*)
62. Developer shall obtain the Fire Chief’s approval of a plan to ensure fire equipment access and the availability of water for fire combat operations to all areas of the project property. The Fire Chief shall determine whether or not the plan provides adequate fire protection. (FD/DS, *F-3*)
63. All structures on the project property shall conform to the minimum standards prescribed in

Title 19 of the California Code of Regulations. (FD, F-5)

64. The project shall meet the minimum requirements of the "Fire Protection Planning Guide" published by the Fire Department. (FD, F-6)
65. At all times during construction, Developer shall maintain paved surfaces capable of handling loads of 76,000 pounds which will provide access for firefighting apparatus to all parts of the project property. (FD/DS, F-7)
66. Developer shall identify all hydrants and fire protection equipment on the project property as required by the Fire Chief. (FD, F-8)
67. If Vehicle Gates are installed, Developer shall install security devices and measures, including walkway and vehicle control gates, entrance telephones, intercoms and similar features, subject to approval of the Police Chief and the Fire Chief. Vehicle control gates shall be operable by City approved radio equipment. (FD/PD, F-9)
68. The turning radius of all project property driveways and turnaround areas used for emergency access shall be approved by the City Traffic Engineering Department. (FD, F-11)

FIRE DEPARTMENT SPECIAL CONDITIONS

69. All landscape on project property will coordinate with the fire protection features, to prevent access problems to fire protection features.
70. Fire hydrants shall be operational and accessible at all times. No parking, storage or staging of equipment/supplies shall be located within 15 feet on either side of fire hydrants. Prior to final inspection, blue reflective hydrant location markers shall be placed on the access roads in accordance with Fire Department standards.
71. The developer shall install a Knox key vault at a location to be determined by the Fire Department.

POLICE DEPARTMENT CONDITIONS

72. All vehicular entrances to the parking area shall be posted in compliance with California Vehicle Code 22658(a). Persons in lawful possession of the property may then cause the removal of a vehicle parked on the property to the nearest public garage if parked without the owner's permission. (PD)

ENVIRONMENTAL RESOURCES CONDITIONS

73. The existing trash enclosure shall be upgraded to meet the City's latest trash enclosure requirements in accordance with City Council Ordinance 3007 and Oxnard City Code Section 19-180.
74. Property owner and/or property owners' association shall arrange for materials collection during construction, demolition, and occupancy with the City's Environmental Resources Division or Developer shall arrange for self-hauling. Regardless of hauling methods, all materials collected must be conveyed to the Del Norte Regional Recycling and Transfer Station.
75. Covenants, conditions and restrictions ("CC&Rs") shall be developed for the project necessitate that the owner's association or property management make provisions to divert a minimum of 50% while striving for 75% diversion of waste material generated at this location in perpetuity. This can be achieved by subscribing to the City's residential curbside or mandatory commercial recycling services and through annual tenant education that may include source reduction, recycling, reuse, and organics collection requirements.

DEVELOPMENT SERVICES DIVISION CONDITIONS

76. Developer shall pay plan check and processing fees in effect at the time of construction plan submittal and shall pay development fees, encroachment permit fees, and other applicable fees in effect at permit issuance. (DS-1)
77. Developer shall have the site improvement plans prepared using standard Building and Engineering Division format(s) by a civil engineer licensed in the State of California. The plans shall incorporate recommendations from soil engineering and geology reports. Prior to issuance of a grading permit, improvement plans must be approved by the City Engineer and ink-on-mylar plans filed with the Building and Engineering Division. (DS-3)
78. Developer shall submit improvement plans and drainage calculations demonstrating that storm drain runoff from the project property and all upstream areas will be safely conveyed to an approved drainage facility. The design and conveyance route shall be compatible with the City's Master Plan of Drainage and shall be approved by the City Engineer prior to approval of improvement plans. (DS-4)
79. Developer shall enter into an agreement, approved as to form by the City Attorney, to install and construct all public improvements required by this permit and by the City Code. Developer shall post security satisfactory to the Finance Director, guaranteeing the installation and construction of all required improvements within the time period specified in the agreement or any approved time extension. (DS-14)
80. A California licensed civil engineer shall prepare the public improvement plans and documents for this project in accordance with City standards and shall submit all such plans to the City Engineer. Submittal shall include, but not necessarily be limited to, grading, street, drainage, sewer, water and other appurtenant improvement plans, construction cost

estimates, soils reports, and all pertinent engineering design calculations. City will not approve a parcel map or final map nor issue a grading, site improvement or building permit until the City Engineer has approved all improvement plans. (DS-15)

81. Prior to issuance of a site improvement permit, Developer shall provide to the Building and Engineering Division a compact Disc (CD) containing digital copies of all project maps, address map, and/or civil improvements drawings in DWG format. Prior to improvement bond release, Developer shall provide an updated CD containing all changes that occur during construction. (DS-16)
82. Developer shall remove graffiti from the project, including graffiti on offsite public infrastructure under construction by Developer, within 24 hours of its appearance. If Developer fails to remove graffiti in accordance with this condition, the City may at the discretion of the City Engineer issue a stop work order until such time as the graffiti is removed. (DS-20)
83. The conditions of this resolution shall prevail over all omissions, conflicting notations, specifications, dimensions, typical sections, and the like, that may or may not be shown on the improvement plans. (DS-21)
84. Developer shall pay the cost of all inspections of on site and off site improvements. (DS-22)
85. Developer shall be responsible for all project related actions of Developer's employees, contractors, subcontractors, and agents until City accepts the improvements. (DS-23)
86. Prior to beginning construction, Developer shall designate in writing an authorized agent who shall have complete authority to represent and to act for Developer. The authorized agent shall be present at the work site whenever work is in progress. Developer or the authorized agent shall make arrangements acceptable to City for any emergency work. When City gives orders to the authorized agent to do work required for the convenience and safety of the general public because of inclement weather or any other cause, and the orders are not immediately acted upon by the authorized agent, City may do or have such work done by others at Developer's expense. (DS-24)
87. "Standard Specifications for Public Works Construction" latest edition (including modifications thereto by City) and applicable City Standard Plates and Design Criteria shall be the project specifications, except as noted otherwise on the approved improvement plans. City reserves the right to upgrade, add to, or revise these specifications and plans and all other City ordinances, policies, and standards. If the improvements required of this project are not completed within 12 months from the date of City's approval of the improvement plans, Developer shall comply with and conform to any and all upgraded, additional or revised specifications, plans, ordinances, policies and standards. (DS-27)
88. Developer shall retain a California licensed Civil Engineer to ensure that the construction work conforms to the approved improvement plans and specifications and to provide certified "as built" plans after project completion. Developer's submittal of certified "as

built" plans is a condition of City's final acceptance of the project and release of any associated security. (DS-29)

89. Developer shall be responsible for and bear the cost of replacement of all existing survey monumentation (e.g., property corners) disturbed or destroyed during construction, and shall file appropriate records with the Ventura County Surveyor's Office. (DS-64)

SPECIAL CONDITIONS:

90. Developer shall process the Parcel Map PZ 24-300-02 concurrent with the required building and site improvement permits for Planning and Zoning Permit No 24-500-04. The City will not process the Parcel Map for recordation until the site and building improvement plans for PZ 24-500-03 are approved or ready for permit issuance. Site improvement and building permit issuance for the project site shall occur concurrently with the Parcel Map recordation. (DS)
91. Prior to permit issuance, Developer shall demonstrate that adequate parking is provided to meet the minimum parking requirements of the applicable City Code as enforced by the Planning Division. (DS)
92. The project shall bring into compliance any non-conforming, non-compliant, or unpermitted items located within the Parcel Map. (DS)
93. Developer shall provide evidence that maintenance costs for the shared private site improvements, utilities, and facilities are provided for in an agreement, Declaration of Covenants, Conditions, and Restrictions (CC&Rs), or similar document to be recorded at the same time as the Parcel Map in a manner acceptable to the City Engineer. (DS)
94. If site improvements have a total alteration/addition of more than 5,000 square feet of impervious area, the project shall be designed to minimize degradation of stormwater quality by complying with the applicable sections of the Los Angeles Regional Water Quality Control Board's municipal separate storm sewer system ("MS4") permit (Order R4-2010-0108 including all revisions) for redevelopment projects. Developer shall submit stormwater quality calculations and associated construction plans demonstrating compliance with the MS4 permit. Calculations shall generally be organized to follow the steps outlined in Chapter 2 of the 2011 Technical Guidance Manual for Stormwater Control Measures ("2011 TGM"). (DS)

Site & Public Improvements

95. Developer shall replace any broken, damaged, or uplifted public sidewalk along project's frontages on Sturgis Road and Candelaria Road. (DS)
96. Developer shall reconstruct driveway entrance on Sturgis Road to meet latest accessibility standards. (DS)
97. Developer shall reconstruct the accessible curb ramps for the driveways on Candelaria Road to latest accessibility standards, and locate the entire curb ramps inside the existing public

sidewalk easement or grant the City of Oxnard additional sidewalk easement(s) on the Parcel Map, subject to review and approval by the City Engineer. (DS)

98. Developer shall repair the gutter flow line on the Northernmost driveway entrance on Candelaria Road to prevent pooling of rainwater in this area. (DS)
99. An accessible path of travel shall connect each unit to the public sidewalk and the onsite accessible parking spaces. (DS)
100. As applicable at the time of building permit submittal, electric vehicle parking shall be provided per the latest edition of the city-adopted California Building Standards Code. (DS)
101. Developer shall dedicate to the City of Oxnard on the Parcel Map city access and public services that are the width of the driveway as “easement for access purposes to all governmental agencies providing for the public safety, health, and welfare”, unless directed otherwise by the City Engineer. (DS)

Building Improvements

102. Prior to recordation of the Parcel Map and unless directed otherwise by the Building Official, Developer shall submit an occupancy transition plan describing how the existing occupancy will transition to condo occupancy along with demonstration of measures and building permits that will eventually allow buildings to achieve full condo compliance. (DS)
103. Fire separation shall be provided between all condo units per applicable City-adopted California Building Standards Code at the time of building permit application submittal. (DS)
104. The project shall bring into compliance any non-conforming, non-compliant, or unpermitted items located within the Parcel Map. (DS)

Trash Enclosure

105. Developer shall reconstruct the trash enclosure(s) to meet latest city requirements at the time of building plan check permit application submittal. The trash enclosure shall include a roof and be large enough to store three (3) 4-yard bins without the need to shuffle the bins. The trash enclosure shall include a 15-foot concrete service apron in front of the trash enclosure. The trash enclosure shall have architectural mesh, or approved equal treatment, between the top of the wall and the ceiling. (DS)
106. An accessible path of travel shall connect from the trash enclosure to each condo unit, subject to review and approval of the Building Official. (DS)
107. Developer shall obtain clearance from Southern California Edison to upgrade the existing trash enclosure located inside SCE’s easement, or reconstruct the trash enclosure to be outside of the easement. The clearance shall be provided to the City Engineer prior to Final Map recordation and permit issuance. (DS)

108. If additional fire hydrants are constructed, they shall connect to the existing water system and the system shall be looped back to the public water main as directed by the City Engineer. The Developer shall grant to the City an additional public utility or water easement as directed by the City Engineer. (DS)
109. All shared utilities onsite, including stormwater and sanitary sewer systems, shall be owned and maintained by the property owners association (HOA) and described clearly in the Declaration of Covenants, Conditions and Restrictions (CC&Rs). The City shall only be responsible for the water system up to the public water meter. (DS)

PASSED, APPROVED, AND ADOPTED by the Planning Commission of the City of Oxnard on this 5th day of June 2025.

Ronald Arruejo, Chair

I hereby certify that the foregoing is a true copy of a Resolution adopted by the Planning Commission of the City of Oxnard at a meeting held on the 5th day of June 2025, and carried by the following vote:

AYES: Commissioner(s):

NOES: Commissioner(s):

ABSENT: Commissioner(s):

ABSTAIN: Commissioner(s):

RECUSED: Commissioner(s):

Joe Pearson II, Secretary

RESOLUTION NO. 2025-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD RECOMMENDING APPROVAL TO THE CITY COUNCIL OF PLANNING AND ZONING PERMIT NO. 24-300-02 (TENTATIVE PARCEL MAP NO. 24-300-02) TO SUBDIVIDE AN EXISTING 3.215 ACRE PARCEL INTO 22 LOTS FOR INDUSTRIAL CONDOMINIUM PURPOSES LOCATED AT 2360, 2362 & 2364 STURGIS ROAD (APN: 216-0-194-215), SUBJECT TO CERTAIN FINDINGS AND CONDITIONS. FILED BY DESIGNATED AGENT SCOTT UHLES, DELANE ENGINEERING, INC., 2812 SANTA MONICA BOULEVARD, SUITE 206, SANTA MONICA, CA 90404, ON BEHALF OF THE PROPERTY OWNER, JAMES LEFF, LT STURGIS LLC, 29601 AGOURA ROAD, CALABASAS, CA 91303.

WHEREAS, on May 30, 2024, Scott Uhles on behalf of LT Sturgis LLC (the “**Applicant**” and/or “**Developer**”), submitted a request to subdivide a parcel which contains an approved industrial development (referred to, permitted with Planning and Zoning Permit No. 24-300-02), concurrent with a Special Use Permit application (Planning and Zoning Permit No. 24-500-04) required by Oxnard Municipal Code Section 16-395, generally located at 2360 Sturgis Road (APN: 216-0-194-215); and

WHEREAS, June 5, 2025, the Planning Commission of the City of Oxnard (“Planning Commission”) conducted a duly noticed public hearing to consider Applicant’s request to approve Planning and Zoning Permit No. 24-300-02 (Tentative Subdivision Parcel Map) to subdivide a 3.215 acre property for condominium purposes into 22 lots located at 2360, 2362 & 2364 Sturgis Road (APN: 216-0-194-215) in accordance with Section 16-531 of the Oxnard City Code; and

WHEREAS, said tentative subdivision parcel map was referred to City Departments for recommendations and conditions of approval for the project that are incorporated within the recommended entitlements, and

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

WHEREAS, the Planning Commission finds that the Tentative Parcel Map, the proposed site, and the design and improvement of the development requested are consistent with the 2030 General Plan elements thereof; and

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

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

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

WHEREAS, the Planning Commission finds that the Applicant agrees as a condition of this Resolution that at its own expense, to indemnify and defend the City of Oxnard and its agents, officers and employees from and against any claims, actions or proceedings to attack, set aside, void or annul the approval of this Resolution or any actions or proceedings, acts or determinations taken, done or made before the approval of this resolution that were part of the approval process; and

WHEREAS, the Planning and Environmental Services Division has completed a preliminary environmental assessment of the Project in accordance with the California Environmental Quality Act (CEQA) and determined that the Project is subject to a Class 1 Categorical Exemption (Section 15301). Further, the project does not trigger any of the Exceptions to the Exemptions (Section 15300.2) to defeat the Exemption:

- (a) **Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located -- a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply to all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.**

The project site has a General Plan land use designation of Industrial Light (ILT) and a zoning designation of Light Manufacturing (M-1). The project is an existing developed industrial site surrounded on all four sides by urban development. The project site and adjacent sites do not contain any known environmental resource of hazardous or critical concern. Therefore, the project will have no impact on an environmental resource of hazardous or critical concern.

- (b) **Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.**

The proposed industrial suites and condominium subdivision development is consistent with the General Plan and Oxnard City Code and is compatible with the physical scale and character of allowable development in the project area. Any projects requiring discretionary approval would be analyzed with the General Plan and the Oxnard City Code for consistency and CEQA for any potential impacts. Therefore, the project will have no significant cumulative impact.

- (c) **Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.**

The proposed industrial suites subdivision for condominium purposes will not result in an unusual circumstance that would cause the project to have a significant effect on the environment. The project will not alter the industrial character of the surrounding development and the property does not contain any unusual environmental characteristics as the property is generally surrounded on all sides by industrial development. Therefore, the project will not have a significant effect on the environment due to unusual circumstances.

- (d) **Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements, which are required as mitigation by an adopted negative declaration or certified EIR.**

The project is not located in or adjacent to a state designated scenic highway.

- (e) **Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site, which is included on any list compiled pursuant to Section 65962.5 of the Government Code.**

The proposed project site is not included on any list compiled pursuant to Section 65962.5 of the Government Code as confirmed by staff on April 9, 2025.

- (f) **Historical Resources. A categorical exemption shall not be used for a project, which may cause a substantial adverse change in the significance of a historical resource.**

The project site does not contain an existing or potential landmark, point of interest, or historic resource, and it is not located within an existing, proposed, or potential Historic District. Therefore, the proposed project will not cause a substantial adverse change in the significance of a historical resource.

WHEREAS, on June 5, 2025, the Planning Commission of the City of Oxnard ("Planning Commission") considered the Applicant's request to approve Planning and Zoning Permit No. 24-300-02 (Tentative Tract Parcel Map), in accordance with Chapter 15 "Subdivisions" of the Oxnard City Code.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF OXNARD:

SECTION 1. The Recitals above are true and correct and incorporated herein by this reference.

SECTION 2. The Planning Commission finds that the Tentative Subdivision Parcel Map is internally consistent with the provisions of the City of Oxnard 2030 General Plan.

SECTION 3. The Planning Commission finds that the Tentative Subdivision Parcel Map will not be detrimental to the public interest, health, safety, convenience, or welfare of the City.

SECTION 4. The Planning Commission finds that the Project site associated with the Tentative Subdivision Parcel Map is physically suitable in terms of design, location, operating characteristics, shape, size, topography, and the provision of public and emergency vehicle access, and public services and utilities and is served by highways and streets adequate in width and improvement to carry the kind and quantity of traffic the proposed use would likely generate, to ensure that the proposed use(s) and/or development will not endanger, jeopardize, or otherwise constitute a hazard to the property or improvements in the vicinity in which the property is located.

SECTION 5. The Planning Commission determines that the industrial project is the best use for the subject project site.

SECTION 6. The Planning Commission determines that the Tentative Subdivision Parcel Map is in the best interests and welfare of the City and its residents.

SECTION 7. Based on the entire record before the Planning Commission and all written and oral evidence presented, including the Planning Commission Staff Report and all attachments thereto, the Planning Commission finds:

Consistent with California Government Code Section 66474, a legislative body of a city or county **shall deny approval** of a tentative map, or a parcel map for which a tentative map was not required, **if it makes any of the following findings:**

- a) **That the proposed map is not consistent with applicable general and specific plans as specified in Section 65451.**

The project site has a General Plan designation of Industrial Light (ILT) and a zoning designation of Light Manufacturing (M-1). The project site is within the Northfield-Seagate Specific Plan. The project is consistent with the General Plan Designation, zoning designation, Northfield-Seagate Specific Plan, and applicable policies and regulations. Therefore, the project **does not** meet this finding which means the Project can be supported.

- b) **That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.**

As described in the staff report, the design and improvement of the proposed development is consistent with applicable provisions of the City's 2030 General Plan and the Northfield-Seagate Specific Plan because the proposed subdivision and industrial use supports the proposed development improvements, with the required infrastructure. Therefore, the project **does not** meet this finding which means the Project can be supported.

c) That the site is not physically suitable for the type of development.

As described in the staff report, the site is physically suitable for the proposed type of development because the division of land includes an industrial project that is consistent with the Light Manufacturing (M-1) zone development standards and has been designed to be architecturally compatible with the character of the surrounding neighborhood. The site is physically suitable for the proposed type of development because the site is relatively level and is not subject to soil and/or geologic conditions indicating substrate instability. Therefore, the project **does not** meet this finding which means the Project can be supported.

d) That the site is not physically suitable for the proposed density of development.

The proposed subdivision and industrial buildings will be located on a 3.215-acre (140,063 square feet) lot. The Zoning Code allows a maximum of 70% lot coverage. The existing development as part of original entitlement (DDR 88-6) was developed with a 47,674 square-foot development, which represents approximately 34.04% lot coverage. The existing industrial facility is consistent with applicable City standards (see Staff Report). The Project was designed to be consistent with the development and design standards included within the Zoning Code, including, but not limited to, maximum building height, front, side and rear setbacks, lot coverage, landscaping, parking standards, and equipment screening standards. The project site has direct access from Sturgis Road and Candelaria Road via driveways to the proposed 128 space parking area. The parking area and the perimeter of the site include landscaping to screen the proposed development from the roadways. Thus, the site for the proposed industrial facility is physically suitable for the proposed density of the development. Therefore, the project **does not** meet this finding, which means the Project can be supported.

e) That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

As described in the staff report, the design of the proposed subdivision and parcel improvements is not likely to cause substantial environmental damage or substantially and unavoidably injure fish or wildlife or their habitat because it is located within a developed urban area of the City that contains no environmentally sensitive habitat and/or species. The project has been found to be exempt from CEQA pursuant to Section 15301,

which applies to the subdivision of existing industrial buildings. Therefore, the **project does** not meet this finding which means the Project can be supported.

- f) **That the design of the subdivision or type of improvements is likely to cause serious public health problems.**

Pursuant to the 2030 General Plan land use designation of Industrial Light (ILT), the proposed use of the project site as an industrial development with associated site improvements is an allowed use. The surrounding uses are characterized by light industrial parks. The minor site improvements activities to the existing site and anticipated uses will be subject to standard construction requirements of the local Building, Fire, and Traffic Codes. The existing industrial development will be consistent with the existing light industrial developments adjacent to the project site that are generally screened by landscape trees in the parkway. The existing industrial development is screened from the roadway by landscaping along Sturgis Road and Candelaria Road. Therefore, the proposed use and minor improvements will not adversely affect or be materially detrimental to the adjacent uses, buildings or structures or to the public health, safety or general welfare. Therefore, this project **does not** meet this finding, which means the Project can be supported.

- g) **That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the governing body may approve a map if it finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to ones previously acquired by the public. This subsection shall apply only to easements of record or to easements established by judgment of a court of competent jurisdiction and no authority is hereby granted to a legislative body to determine that the public at large has acquired easements for access through or use of property within the proposed subdivision.**

The design of the proposed parcel subdivision and parcel improvements to an existing approved industrial building will not conflict with easements, acquired by the public-at-large, for access through or use of property within the subdivision because, as conditioned, no buildings would be located in the area of the existing public utilities easements, all blanket easements or other easement that are no longer needed by the City shall be abandoned, and there is no need for new or additional easement(s) for the public-at-large. Therefore, this project **does not** meet this finding which means the Project can be supported.

SECTION 8. The Planning Commission recommends that the City Council, in accordance with the California Environmental Quality Act (CEQA), determines that the Project will not have a significant impact on the environment and is categorically exempt from CEQA pursuant to Article 19, Section 15301 (Class 1) of the State CEQA Guidelines. This section pertains to projects characterized as the subdivision of existing industrial buildings, meeting certain conditions as described in the findings contained within this resolution.

SECTION 9. This Resolution shall not become effective unless and until the Oxnard Planning Commission approves the associated Special Use Permit (PZ No. 24-500-04). If the Planning Commission fails to approve the Special Use Permit, then this Resolution shall become null and void and be of no further force and effect.

SECTION 10. Based on the findings set forth herein, the Planning Commission hereby recommends that the City Council approve Planning and Zoning Permit No. 24-300-02 (Tentative Subdivision Parcel Map), subject to the attached conditions of approval.

SECTION 11. The Secretary shall certify the adoption of this Resolution.

**CONDITIONS OF APPROVAL FOR TENTATIVE PARCEL MAP NO. 24-300-02
(PLANNING AND ZONING PERMIT NO. 24-300-02)**

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

DEPARTMENTS AND DIVISIONS			
CA	City Attorney	PL	Planning Division
DS	Dev Services/Eng Dev/Inspectors	TR	Traffic Division
PD	Police Department	B	Building Plan Checker
SC	Source Control	FD	Fire Department
PK	Landscape Design	CE	Code Compliance

GENERAL PROJECT CONDITIONS

1. This permit is granted for the property described in the application on file with the Planning Division, and may not be transferred from one property to another. (PL, *G-1*).
2. This permit is granted for the plans dated June 5, 2025, (“the plans”) on file with the Planning Division. The project shall conform to the plans, except as otherwise specified in these conditions, or unless a minor modification to the plans is approved by the Planning and Environmental Services Manager (“Planning Manager”) or a major modification to the plans is approved by the Planning Commission. A minor modification may be granted for minimal changes or increases in the extent of use or size of structures or of the design, materials or colors of structures or masonry walls. A major modification

shall be required for substantial changes or increases in such items. (PL, G-2)

3. By commencing any activity related to the Project or using any structure authorized by this permit, Developer accepts all of the conditions and obligations imposed by this permit and waives any challenge to the validity of the conditions and obligations stated therein. (CA, G-5)
4. Any covenants, conditions, and restrictions (CC&Rs) applicable to the project property shall be consistent with the terms of this permit and the City Code. If there is a conflict between the CC&Rs and the City Code or this permit, the City Code or this permit shall prevail. (CA, G-7)
5. Developer shall complete the "Notice of Land Use Restrictions and Conditions" form, using the form provided by the City, for recording with the Ventura County Recorder. Before the City issues building permits, Developer shall submit the original completed, signed and notarized document, together with the required fees to the Planning Manager. (PL, G-8)
6. Developer shall provide off-street parking for the project, including the number of spaces, stall size, paving, striping, location, and access, as required by the City Code. (PL/B, G-9)
7. If Developer, owner or tenant fails to comply with any of the conditions of this permit, the Developer, owner or tenant shall be subject to a civil fine pursuant to the City Code. (CA, G-14)
8. An approved tentative map shall expire thirty-six (36) months after its approval, unless an extension is applied for and approved by the City Council pursuant to Section 15-46 of the City Code.

PLANNING DIVISION CONDITIONS

9. The approval of this permit is granted subject to the approval of a Special Use Permit (PZ 24-500-04) for the project property. (PL)
10. All conditions of Special Use Permit No. 24-500-04 shall apply to this permit, and are hereby incorporated by reference.
11. Prior to recordation of the Final Map, Developer shall pay a document imaging fee for the planning files in an amount calculated by planning staff at the time of building permit review based on fees then in effect. (PL/B, PL-16).
12. Developer shall provide utility meters, mailboxes and address directories, placed in decorative cabinets and clustered for efficient access for property owners and service persons. Developer shall coordinate placement and design of such items accordingly, with the Planning Division Manager, the appropriate utility service provider and the

United States Postal Service, prior to issuance of building permits. (PL, *PL-19*)

13. Developer shall establish a property owners association and the association shall be responsible for the maintenance of parking, landscape, recreation and other interior areas held in common by the association and for the enforcement of Conditions Covenants & Restrictions related to property maintenance. (PL/DS, *PL-33*)
14. The property owner and/or property owners' association shall be responsible for creating and implementing a Parking Management Plan which shall consist of designating which tenant will use which parking space in order to assure that vehicle spaces correspond with on-site uses. The Parking Management Plan shall be submitted to the Planning Division for review and approval prior to the issuance of the first Certificate of Occupancy.

PLANNING DIVISION SPECIAL CONDITIONS

15. The proposed Project shall provide bicycle parking as required per Oxnard City Code (OCC) Section 16-637 and the City of Oxnard Bicycle & Pedestrian Facilities Master Plan. Bicycle racks shall be installed prior to the recordation of the Parcel Map.
16. The proposed Project shall provide motorcycle parking for the project, including the number of spaces (4 minimum), stall size, paving, striping, location, and access, as required by Oxnard City Code (OCC) Sections 16-624 & 16-638. Motorcycle parking shall be provided prior to the recordation of the Parcel Map.
17. The existing trash enclosure serving the property shall comply with the City's new trash enclosure standards in terms of size and design as required by the Environmental Resources Division, Public Works Department. The trash enclosure improvements shall be completed prior to the recordation of the Parcel Map. The construction of the trash enclosure must be in accordance with the City Council Ordinance 3007 and Oxnard City Code Section 19-180.
18. Prior to the recordation of the Parcel Map the landscaping within the existing property must be refurbished, reinstated, and consistent with the approved under Development Design Review PZ 88-06.
19. Any new changes to the previously approved landscape plans shall be submitted for review and approval by the Planning Division and the work completed prior to the recordation of the Parcel Map.

ENVIRONMENTAL RESOURCES CONDITIONS

20. Property owner and/or property owners' association shall arrange for materials collection during construction, demolition, and occupancy with the City's Environmental Resources Division or Developer shall arrange for self-hauling. Regardless of hauling methods, all materials collected must be conveyed to the Del Norte Regional Recycling and Transfer

Station.

21. Covenants, conditions and restrictions (“CC&Rs”) shall be developed for the project to necessitate that property owner’s association or property management make provisions to divert a minimum of 50% while striving for 75% diversion of waste material generated at this location in perpetuity. This can be achieved by subscribing to the City’s residential curbside or mandatory commercial recycling services and through annual tenant education that may include source reduction, recycling, reuse, and organics collection requirements.

DEVELOPMENT SERVICES DIVISION STANDARD CONDITIONS

22. Developer shall pay plan check and processing fees in effect at the time of construction plan submittal and shall pay development fees, encroachment permit fees, and other applicable fees in effect at permit issuance. (DS-1)
23. Developer shall enter into an agreement, approved as to form by the City Attorney, to install and construct all public improvements required by this permit and by the City Code. Developer shall post security satisfactory to the Finance Director, guaranteeing the installation and construction of all required improvements within the time period specified in the agreement or any approved time extension. (DS-14)
24. Developer agrees, as a condition of approval of this resolution, to indemnify, defend (with counsel selected by the City in its discretion) and hold harmless, at Developer’s expense, City and its agents, officers and employees from and against any claim, action or proceeding commenced within the time period provided for in Government Code Section 66499.37, to attack, review, set aside, void or annul the approval of this resolution or to determine the reasonableness, legality or validity of any condition attached thereto. City shall promptly notify Developer of any such claim, action or proceeding of which City receives notice, and City will cooperate fully with Developer in the defense thereof. Developer shall reimburse City for any court costs and attorney’s fees that City may be required to pay as a result of any such claim, action or proceeding. City may, in its sole discretion, participate in the defense of any such claim, action or proceeding, but such participation shall not relieve Developer of the obligations of this condition. Developer’s acceptance of this resolution or commencement of construction or operations under this resolution shall be deemed to be acceptance of all conditions thereof. (DS-18)
25. Developer shall provide all necessary easements for streets, highways, alleys, sidewalks, parkways, landscaping, utilities, drainage facilities, or other improvements as required by City. If such easements cannot be obtained from the property owner by negotiation, City may acquire them at the expense of Developer by exercise of the power of eminent domain. Developer shall bear all costs of eminent domain proceedings, including appraisal, acquisition, attorney’s fees, and court costs. Before City issues a site improvement permit, Developer shall dedicate all required easements to City. (DS-19)

26. Prior to approval of the final map or parcel map, Developer shall provide the City Engineer with written evidence from the Ventura County Clerk's Office that Developer has executed and filed with the Clerk all certificates, statements and securities required by Government Code Sections 66492 and 66493. (DS-26)
27. Prior to release of the final map or parcel map for recordation, Developer shall post security satisfactory to the City Attorney guaranteeing that all survey monuments will be set as required by the Government Code and the City Code. (DS-57)

DEVELOPMENT SERVICES DIVISION SPECIAL CONDITIONS

28. Developer shall process the Parcel Map PZ 24-300-02 concurrent with the required building and site improvement permits for Planning and Zoning Permit No 24-500-04. The City will not process the Parcel Map for recordation until the site and building improvement plans for PZ 24-500-04 are approved or ready for permit issuance. Site improvement and building permit issuance for the project site shall occur concurrently with the Parcel Map recordation. (DS)
29. Unless already dedicated by a prior recorded map, Developer shall dedicate to the City all water rights for the project property by title sheet dedication on the parcel map. (DS)
30. Prior to the issuance of a site improvement permit and recordation of the Parcel Map, Developer shall provide (or update as appropriate) the Community Development Building and Engineering Division with a 100-scale base map for addressing purposes. The map shall be drawn on 18-inch by 24-inch mylar and shall show the standard address map title block, north arrow, street names, Parcel Map number, boundary and lot numbers. The City will assign all addresses. (DS)
31. The Parcel Map shall show the vacation of existing easements that are determined by the City Engineer to no longer be necessary. The vacation(s) shall be processed under section 66445(j) of the Subdivision Map Act. If easement vacations are required to be processed separately outside of the Parcel Map, Developer shall be responsible for all costs associated with the vacation, including, but not limited to, fees associated with the hearing(s), easement vacation document preparation, and review by the City. (DS)
32. Developer shall provide evidence that maintenance costs for the shared private site improvements, utilities, and facilities are provided for in an agreement, Declaration of Covenants, Conditions, and Restrictions (CC&Rs), or similar document to be recorded at the same time as the Parcel Map in a manner acceptable to the City Engineer. (DS)
33. The limits of the existing stormwater detention facilities shall be clearly delineated on the Parcel Map. Developer shall submit the appropriate required studies and improvement plans for review and approval, as directed by the City Engineer, for any alternations to the existing drainage and detention facilities. (DS)

34. Developer shall dedicate to the City of Oxnard on the Parcel Map city access and public services that are the width of the driveway as “easement for access purposes to all governmental agencies providing for the public safety, health, and welfare”, unless directed otherwise by the City Engineer. (DS)
35. Prior to recordation of the Parcel Map and unless directed otherwise by the Building Official, Developer shall submit an occupancy transition plan describing how the existing occupancy will transition to condo occupancy along with demonstration of measures and building permits that will eventually allow buildings to achieve full condo compliance. (DS)

PASSED, APPROVED, AND ADOPTED by the Planning Commission of the City of Oxnard on this 5th day of June 2025.

Ronald Arruejo, Chair

I hereby certify that the foregoing is a true copy of a Resolution adopted by the Planning Commission of the City of Oxnard at a meeting held on the 5th day of June 2025, and carried by the following vote:

AYES: Commissioner(s):

NOES: Commissioner(s):

ABSENT: Commissioner(s):

ABSTAIN: Commissioner(s):

RECUSED: Commissioner(s):

Joe Pearson II, Secretary

Planning Commission Hearing June 5, 2025

Sturgis Business Park Tentative Map

Tentative Parcel Map (PZ 24-300-02)
Special Use Permit (PZ 24-500-04)

Applicant: James Leff, LT Sturgis LLC

Case Planner: Juan Carlos Torres, Associate Planner

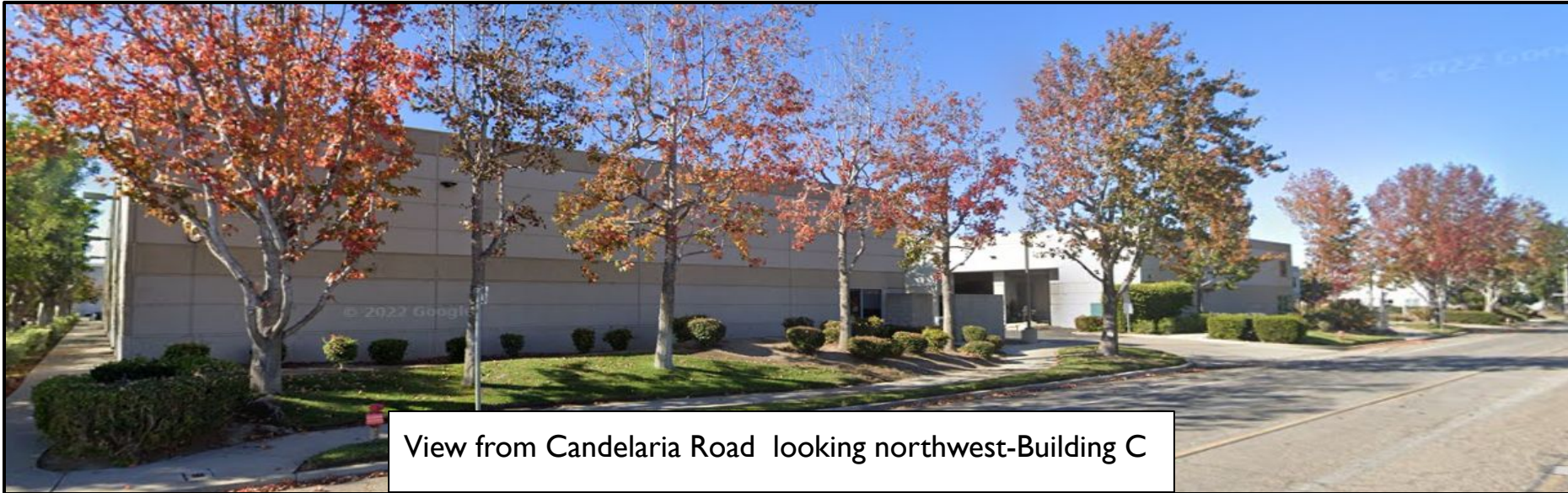
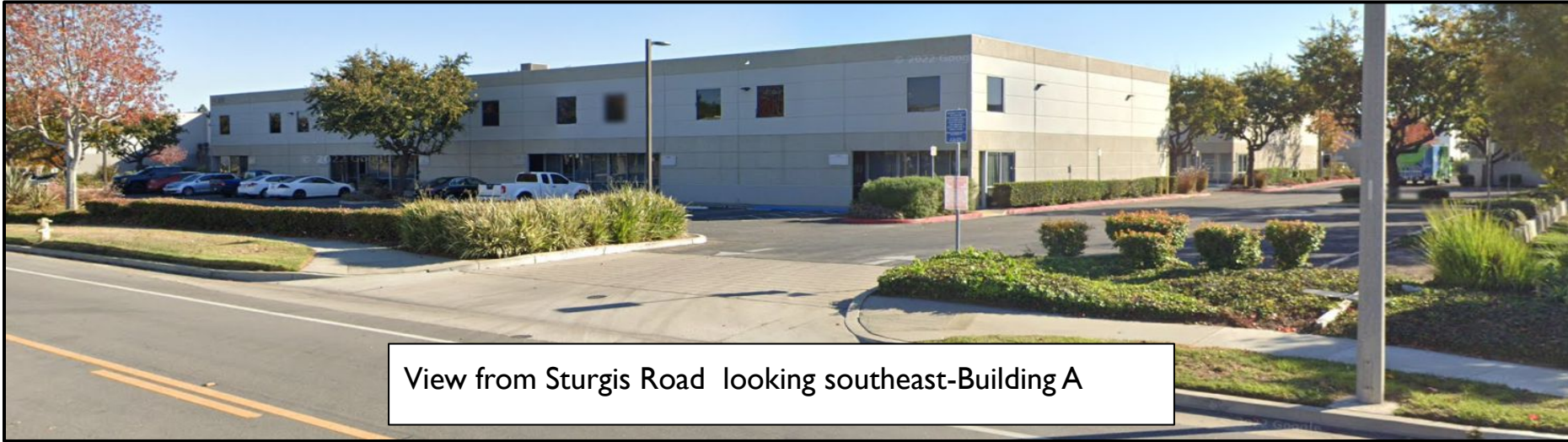
Project Description

- Tentative Subdivision Map and Special Use Permit to subdivide a 3.215-acre lot for condominium purposes
- Site has three existing industrial buildings (49,667 sq.ft)
 - Building A: 13,496 sq.ft. without a mezzanine
 - Building B: 18,082 sq.ft. without a mezzanine
 - Building C: 18,089 sq.ft. without a mezzanine
 - Building A has 6 units and Building B & C 8 tenant spaces each. All units contain an office space, restroom and open space with a roll up garage door;
- Condo map would create 22 lots matching the spaces and 1 common area for access, parking, landscaping
- Special Use Permit is required for the condominium subdivision and will supersede the previously approved Development and Design Review Permit (88-06)
 - Minor site improvements
 - Relocation of compact parking spaces
 - Replacement of sidewalks and driveway approach along Sturgis Road.

Project Location



Photo of the existing buildings





Existing Site

Subject Site: 2360-2364 Sturgis Road

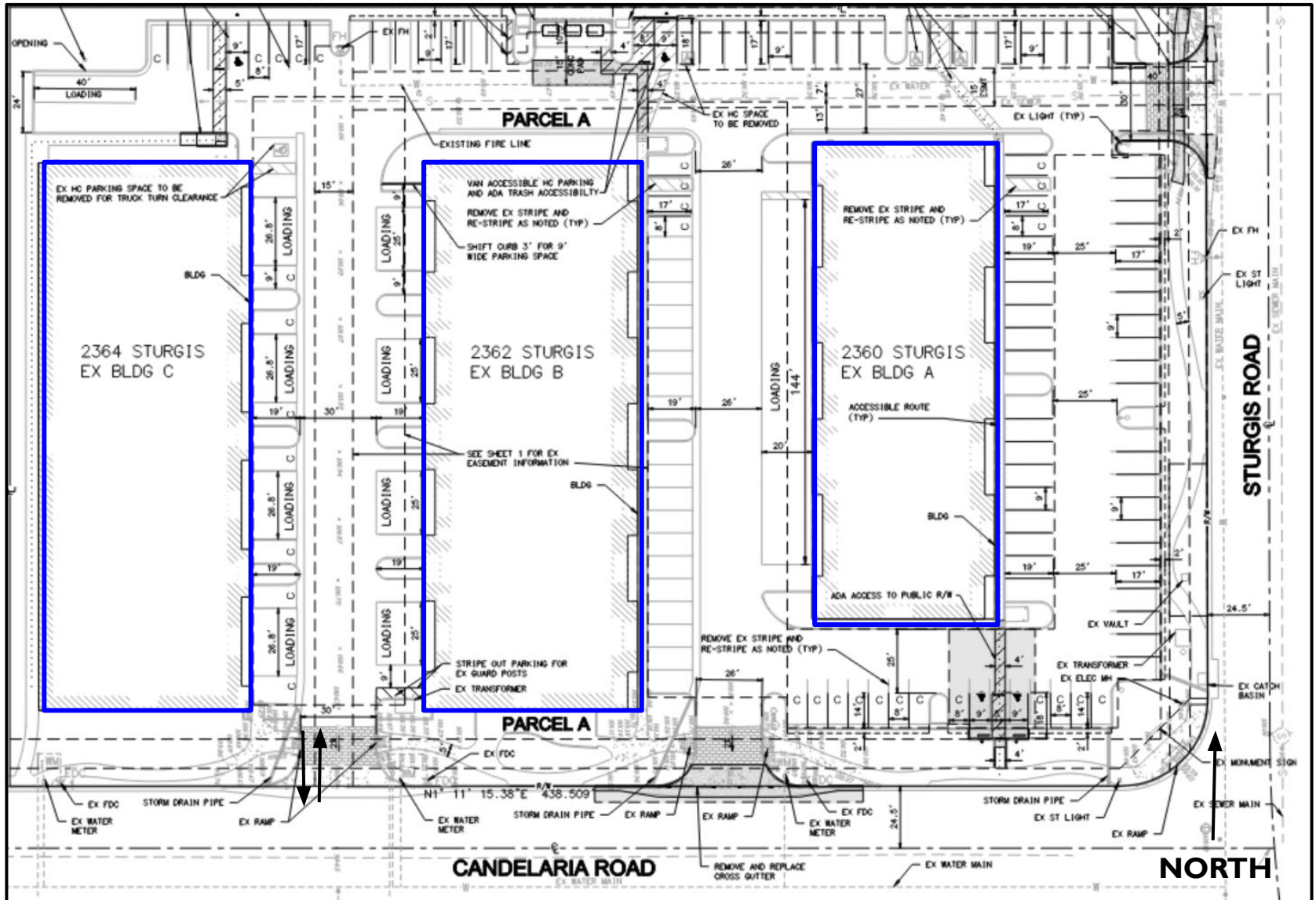
Surrounding Uses:

LOCATION	GENERAL PLAN	ZONING	EXISTING LAND USE
Project Site	Industrial Light (ILT)	Light Manufacturing (M-1)	Industrial Buildings with industrial uses-manufacturing
North	Industrial Limited (ILM)	Limited Manufacturing (M-L)	Wholesales of building material & kitchen equipment
South	Industrial Light (ILT)	Light Manufacturing (M-1)	Office
East	Industrial Light (ILT)	Light Manufacturing (M-1)	Wholesales
West	Industrial Light (ILT)	Light Manufacturing (M-1)	Manufacturing

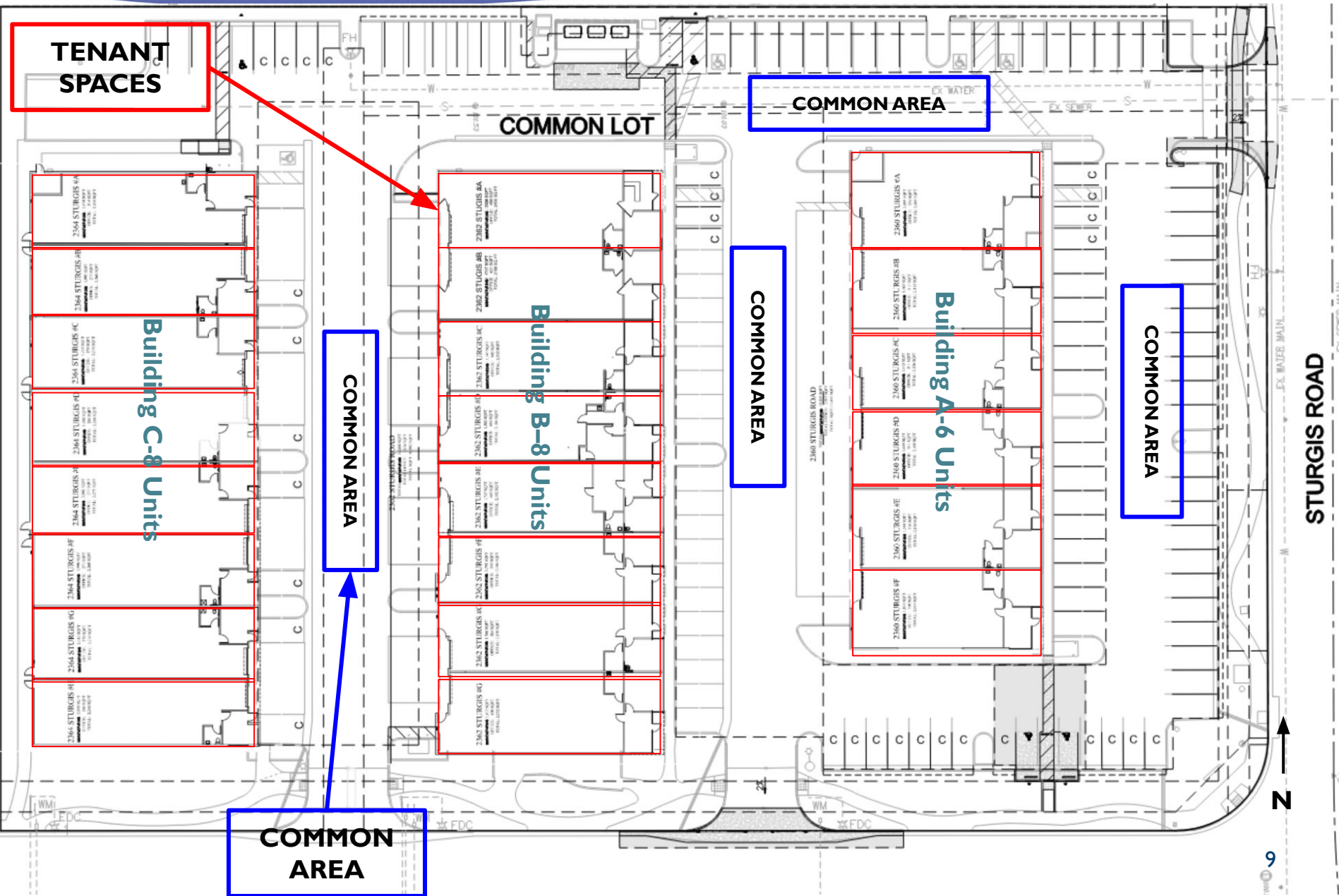
Background

- On November 17 1988, the Director of Community Development approved PZ 88-6 authorizing the construction of three, single-story, industrial buildings on a 3.2-acre site approximately. The development included:
 - Construction of three buildings totaling 50,000 sq ft approximately and 22 industrial units.
 - Building A, containing 6 units, approximately 13,535 sq ft
 - Building B, containing 8 unit, approximately 18,145 sq ft
 - Building C, containing 8 units, approximately 18,145 sq ft
 - A total of 131 parking spaces were provided (39 spaces were compact parking stalls).
 - 3 large loading spaces and smaller loading areas behind each unit were provided.

Tentative Parcel Map Site Plan



Condo Map Will Create: 22 Tenant Spaces & 1 Common Space



Environmental Review

- In accordance with Section 15301 (Class 1, Existing Facilities) of the California Environmental Quality Act (CEQA) Guidelines, projects characterized as the subdivision of existing commercial buildings may be found to be exempt from the requirements of CEQA.
- The project includes a subdivision of existing Industrial buildings for condominium purposes.
- No Exceptions to the Exemptions (§15300.2) apply to defeat the Exemption.
- No substantial evidence the project will have a significant effect on the environment.
- A Notice of Exemption will be filed.

SUP Key Conditions of Approval

- Condition #35:
All conditions of Tentative Map No. 24-300-02 shall apply to this permit, and are hereby incorporated for reference.
- Conditions #36
The approval of this permit is granted subject to the approval of Tentative Parcel Map (PZ 24-300-02) for the project property.
- Conditions #
The proposed Project shall provide motorcycle parking for the project, including the number of spaces (4 minimum), stall size, paving, striping, location, and access, as required by Oxnard City Code (OCC) Sections 16-624 & 16-638. Motorcycle parking shall be provided prior to the recordation of the Parcel Map.
- Conditions #: 44
The landscaping within the existing property must be refurbished, reinstated, and consistent with the approved under Development Design Review PZ 88-06.

Parcel Map Key Conditions of Approval

- Condition #9:
The approval of this permit is granted subject to the approval of a Special Use Permit (PZ 24-500-04) for the project property. (PL)
- Condition #13
Property owners association (POA) to maintain common area and shall provide Covenants, Conditions and Restrictions to City.
- Condition #28:
Developer shall process the Parcel Map PZ 24-300-02 concurrent with the required building and site improvement permits for Planning and Zoning Permit No 24-500-04. The City will not process the Parcel Map for recordation until the site and building improvement plans for PZ 24-500-04 are approved or ready for permit issuance. Site improvement and building permit issuance for the project site shall occur concurrently with the Parcel Map recordation. (DS)
- Condition #32:
Developer shall provide evidence that maintenance cost for the shared private site improvements, utilities, and facilities are provided for in an agreement, Declaration of Covenants, Conditions, and Restrictions or similar document.

Public Comments

- The Project is not in a General Plan designated neighborhood, so it was not required to be presented to the community during a Community Workshop.
- To date, staff has not received public comments regarding the project.

Staff Recommendation

That the Planning Commission:

- a) Find the Project to be Categorically Exempt from environmental review pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15301(k) (Existing Facilities); and
- b) Adopt a resolution recommending that the City Council approve Planning and Zoning Permit No. 24-300-02 for a Tentative Parcel Map, subject to certain findings and conditions; and,
- c) Adopt a resolution approving Planning and Zoning Permit No. 24-500-04 for a Special Use Permit, subject to certain findings and conditions.

End of Staff Presentation

**PLANNING COMMISSION
STAFF REPORT**

TO: Planning Commission

FROM: Jay Dobrowalski, Planning Supervisor

DATE: June 5, 2025

SUBJECT: **Project Name: Pantoja Trucking Facility;** Planning and Zoning Permit No. 24-500-05 (Special Use Permit); Property located at 210 and 320 East Hueneme Road (APNs 231-0-092-260, -270, and -280).

- 1) **Recommendation:** That the Planning Commission (“**Commission**”):
 - a) Adopt a Resolution adopting Final Initial Study/ Mitigated Negative Declaration (IS/MND) No. 25-01; and
 - b) Adopt Resolution No. 2025-XX approving Planning and Zoning Permit No. 24-500-05 (Special Use Permit), subject to certain findings and conditions.
- 2) **Project Description and Applicant:** A request to permit un-permitted development and increase the use of an existing truck transporting facility as a freight classification yard. Proposed development includes construction of an approximately 0.77-acre parking area for trucks, removal of a perimeter chain link fence, and construction of a perimeter wrought iron fence with landscaping, a detention basin (with a vegetated bioswale) to retain on-site drainage flows, restoration of a portion of the un-permitted developed parcel back to vacant undeveloped land, construction of a 238 square foot (sq. ft.) trash enclosure and related on-site and off-site improvements.

The project includes the installation of approximately 28,742 sq. ft. of landscaping around the northern and western sides of the project site and along the southeastern side of the parcel within APN 231-0-092-260, but with no additional landscaping proposed for the remainder of the southeastern side of the project site. Three existing industrial buildings totaling 24,313 square-feet, as well as accessory structures with truck parking areas, are present on the two other parcels that make up the project site: APNs 231-0-092-270 and 231-0-092-280, both of which are addressed as 320 East Hueneme Road. No changes to these three buildings or accessory structures are proposed as part of the project. The parcel with APN 231-0- 092-260 is currently unaddressed (according to Assessor’s records) but would have an address of 210 East Hueneme Road once developed.

The project site has historically operated as a truck and freight transportation storage yard, and the applicant (Pantoja Trucking) intends to continue operating the site as such. The applicant is not proposing to add any buildings to the site. After construction, this parcel will

be fenced for security with 8-foot wrought iron fence and gates, screened with landscaping, and utilized as truck overflow parking for trucks that are used to haul freight for the Pantoja Trucking Company. The applicant proposes to construct a new vehicular entry point to the project site (referred to as the western entry gate) directly south of the intersection of East Hueneme Road and Conner Drive. The western entry gate would replace the current vehicular entry point, which is a driveway located approximately 125 feet east of the intersection of East Hueneme Road and Conner Drive (from the centerline of each roadway). The applicant also proposes to construct a vegetated bioswale with a 3-foot by 3-foot catch basin and stormwater detention basin near the southern end of the project site to retain stormwater flows on the site and prevent polluted runoff.

The business currently employs six truck drivers and four full-time employees providing office support services to the transportation and freight business. The support services include accounting, scheduling, and human resources. The proposed hours of truck operation, as conditioned, would be 7:00 a.m. to 5:00 p.m., and the office staff hours of operation would be 8 a.m. to 5 p.m.

Related off-site improvements include construction work to utilities within the road right of way, signage, and street and sidewalk improvements.

The Project is located at 210 and 320 East Hueneme Road within the Light Manufacturing, Planned Development (M-1-PD) zone (Attachment A).

For the purposes of this staff report, the foregoing project description shall be referred to as the "Project." Filed by Wade Lewis, Robert William Company, on behalf of property owners Jesus A Pantoja and Rebecca O Pantoja, Pantoja Truckline, Incorporated, 320 East Hueneme Road, Oxnard, California 93033.

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

- 3) Existing & Surrounding Land Uses:** The Project site is a total of 4.76 acres (which includes a 1.95 acre portion that was previously developed with the existing structures used for the trucking facility, and a 2.81 acre portion that was developed without the required permits for a gravel and fenced truck parking area) which is currently used as a trucking facility for transporting produce and includes offices for accounting. The surrounding uses are characterized by residential uses across Hueneme Road to the north, light industrial uses (produce processing and logistics trucking) to the east, vacant undeveloped land (Ormond Beach headlands area) to the south, and light industrial uses (vehicle storage) to the west. The following table summarizes the land uses and zoning designation of the Project site and adjacent properties (Attachment A):

**Table 1:
 Project Site and Surrounding Land Uses**

Location	General Plan	Zoning	Existing Land Use
Project Site	Industrial Light (ILT)	Light Manufacturing, Planned Development (M-1-PD)	Trucking facility
North	Residential Low (RL) Residential Medium (RM)	Single Family Residential, Planned Development (R-1-PD) Garden Apartment, Planned Development (R-3-PD)	East Hueneme Road, residential development (single family residences and apartments)
South	Easement (ES) Resource Protection (RP)	Easement/Right-of-way (ESM-RW) Coastal Resource Protection (RP)	Railroad right-of-way, Ormond Beach headlands
West	Park (PRK)	Light Manufacturing, Planned Development (M-1-PD)	Vehicle storage facility
East	Easement (ES) Industrial Light (ILT)	Easement/Right-of-way (ESM-RW) Light Manufacturing Planned Development (M-1-PD)	Railroad right-of-way, produce processing and trucking facility

- 4) Background Information:** The Project site has historically been used for a truck and freight transportation yard. The Pantoja Trucking Company hauls frozen products (such as shrimp and fish) received in containers from the Port of Hueneme, either directly to customers or to the project site. Product stored on the project site is then shipped to customers throughout California during the next several days. The applicant proposes to continue to perform the same services at this site necessary to continue transporting product in containers between the Port of Hueneme and various other businesses in California. The applicant engages subhaulers as necessary to provide freight and transportation services during their operation, and anticipates an increase in truck trips and a slight increase in the number of employees.

Building and Use History

The proposed freight classification yard will continue the use of the existing three industrial buildings on the project site. City Building staff estimates the existing buildings were originally constructed prior to the 1960s. The proposed project does not include any changes to the existing buildings.

In July of 2020, the Planning Division issued a Zone Clearance to Pantoja Truckline, Incorporated, for the proposed trucking facility for transporting produce and accounting. The requested Special Use Permit would authorize the expansion of the business that was ministerially permitted in 2020.

Code Violation History

In April of 2021, Code staff inspected the property and discovered that the western parcel had been cleared, and a gravel base and chainlink fencing with barbed wire had been installed without the required permits. Code staff opened a Code Case (Case No. 21-0615) for the property, a Stop Work Order was posted, and the property owner was notified to not use the property until the required permits (including the subject Special Use Permit) were obtained. In September of 2021, the property continued to be used for parking vehicles and semi trailers, and a civil citation was issued to the property owner. In November of 2021, the property continued to be used for parking vehicles and semi trailers. At that time, the applicant team submitted application materials.

In June of 2022, Code staff met with the property owner at the project site to discuss the code violation. At that time, the property owner was informed that the westernmost parcel could not be used until the required permits were obtained, but the property owner refused to comply. Three days later, Code staff observed approximately 130-140 Fed Ex trailers stored on the westernmost lot. Consequently, Code staff issued another citation to the property owner.

In July of 2022, Code staff observed the property being used for storage of commercial trucks and trailers. Consequently, Code staff issued another citation to the property owner. In late July 2022, the property was briefly cleared of trucks and trailers.

In October of 2022, Planning staff received a complaint from a resident that the property was being used for storage of commercial trucks and trailers. As a follow-up to the complaint, Planning staff observed the property being used for storage of commercial trucks and trailers. In November of 2022, Code staff observed the property being used for storage of commercial trucks and trailers. In December of 2022, Code staff issued another citation to the property owner.

In February and March of 2023, Code staff observed the property being used for storage of commercial trucks and trailers. Consequently, Code staff issued two additional citations to the property owner. In April of 2023, the property was briefly cleared of trucks and trailers.

In June of 2023, Code staff observed the property being used for storage of commercial trucks and trailers. Consequently, Code staff issued another citation to the property owner. In late June of 2023, the property was briefly cleared of trucks and trailers.

In October of 2023, Code staff observed the property being used for storage of commercial trucks and trailers. Consequently, Code staff issued another citation to the property owner.

Between March of 2024 and August of 2024, Code staff observed the property being used for storage of commercial trucks and trailers on four additional occasions but did not issue another citation to the property owner.

The subject Special Use Permit is requested to partially abate Code Case No. 21-0615. In order to fully abate the Code Case, the property owner is required to obtain the subsequently required City permits (e.g., Grading Permits, Building Permits) and complete all required improvements.

- 5) Environmental Evaluation:** Pursuant to CEQA Section 15060, the City of Oxnard as the Lead Agency, prepared a Mitigated Negative Declaration (MND) in accordance with CEQA and the CEQA Guidelines (MND No. 25-01, Attachment C). The MND identified and discussed potential impacts, mitigation measures, monitoring requirements, and residual impacts for identified subject areas. The MND was available for public review from March 27, 2025 through April 28, 2025. The City of Oxnard received 3 comment letters regarding the MND from the County of Ventura. The written comments and responses to each of those comments received during the public review period of the Administrative Draft of the Initial Study/Mitigated Negative Declaration (IS/MND) are included in the Final IS/MND.

Pursuant to the California Environmental Quality Act (CEQA) Section 15060, the City of Oxnard as the Lead Agency, has prepared an IS/MND (State Clearinghouse No. 2025031170) in accordance with the requirements of the California Environmental Quality Act (CEQA, Public resources Code § 21000, et seq.), the regulations promulgated thereunder (14 California Code of Regulations, §15000, et seq., CEQA Guidelines), and the City's Environmental Review Guidelines. The IS/MND identifies and discusses potential impacts, mitigation measures, and monitoring requirements.

The IS/MND did not identify any potentially significant and unavoidable impacts (impacts that cannot be reduced to a less than significant level). The IS/MND identifies Less than significant impacts with mitigation incorporated (impacts that can be reduced to a less than significant level with mitigation measures) and less than significant impacts (impacts that do not require mitigation measures because the proposed project will not have a significant

impact). The IS/MND concludes that after implementation of standard conditions and mitigation measures, all potentially significant impacts associated with the proposed project would be reduced to less than significant levels. The IS/MND includes a Mitigation Monitoring and Reporting Program that details the process to implement the required mitigation measures. Those mitigation measures identified by the MND are incorporated into the project in the form of conditions of approval (Attachment E).

Therefore, staff has determined that there is no substantial evidence that the Project will have a significant effect on the environment and recommends that the Planning Commission certify that: (1) The final IS/MND has been completed in compliance with CEQA; (2) The final IS/MND was presented to the decision-making body of the lead agency, and that the decision-making body reviewed and considered the information contained in the final IS/MND prior to approving the project; (3) The final IS/MND reflects the lead agency's independent judgment and analysis; and (4) The Planning Commission adopt Final IS/MND No. 25-01.

6) Analysis:

a) *General Discussion:* The Applicant proposes the construction of a 0.77 acre truck parking area, perimeter fencing with landscaping, drainage improvements, and the restoration of a portion of the westernmost lot to vacant undeveloped land, to be used with the adjacent existing truck facilities as a freight classification yard.

- *Access-* The Project site is located along East Hueneme Road, east of Saviers Road. Access to the site will be provided from a new gated driveway from East Hueneme Road that aligns with the intersection of East Hueneme Road and Connor Drive. The curb cut will be 40 feet wide and the entry gate will be 20 feet wide to accommodate both vehicles and trucks.
- *Special Use Permit-* In accordance with the Oxnard City Code (OCC), construction of the Project is subject to approval of a Special Use Permit by the Planning Commission. Attachment E provides the findings and conditions related to the Special Use Permit, including approximately 182 conditions that address mitigation measures identified in the Mitigated Negative Declaration, construction conditions, and requirements necessary for operations. These conditions were informed by two Development Advisory Committee meetings and ongoing discussion with City Staff and consultants to ensure a compatible design appropriate for the use.
- *Sustainable Construction-* In keeping with the City's sustainability policies, the Project will be constructed pursuant to the California Green Building Standards Code, Title 24 of the California Code of Regulations. The proposed development provides multi-modal access opportunities with bicycle parking, and includes

project conditions to ensure public improvements.

- b) **General Plan Consistency:** The City's 2030 General Plan land use designation for the subject site is Industrial Light Manufacturing (ILT), which allows for light manufacturing, industrial, research and office park and other similar uses. The proposed project includes the continued use of existing industrial buildings and the development of a truck parking area with related improvements for a freight classification yard. Thus, the proposed Project is consistent with the 2030 General Plan and the property's land use designation as outlined in Attachment D.
- c) **Conformance with Zoning Code Development Standards:** The proposed development is located within the Light Manufacturing, Planned Development (M-1-PD) zoning district. Pursuant to the OCC, the proposed industrial development may be permitted with an approved Special Use Permit. The proposed project has been evaluated for consistency with the development standards of the M-1-PD zone as follows:

DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED	COMPLIES?
Minimum lot size	15,000 square feet	207,345 square feet	Yes
Minimum lot width for interior lots	100 feet	657 feet	Yes
Maximum Building Height	55 feet	21 feet	Yes
Front yard setback	10 feet; 30 feet when adjacent to designated thoroughfare	6 feet to existing legal, non-conforming building; otherwise 30 feet	Yes, existing legal, non-conforming structure will remain unchanged
Side yard setback	None	0 feet from western property line; 30 feet from eastern property line	Yes
Rear yard setback	Equal to height of the building	250 feet to southern property line	Yes

Street side yard setback	Same as front yard	None; lot is interior lot	Yes
Setback from residential zoned property	30 feet	86 feet from residential zone across East Hueneme Road	Yes
Maximum lot coverage	70%	12%	Yes
Maximum floor area ratio	70%	12%	Yes
Minimum lot depth	150 feet	565 feet	Yes

In addition to the above development standards of the M-1 zone, the OCC requires special requirements specific to the M-1 zone. The proposed project has been evaluated for consistency with the special requirements specific to the M-1 zone as follows:

SPECIAL REQUIREMENT	REQUIREMENT	PROPOSED	COMPLIES?
Walls	Visual buffering shall screen development from the right of way	Landscaping along roadway frontage will screen facility	Yes
Access	Curb cuts shall be a minimum of 30 feet in width	Proposed curb cuts is 40 feet in width	Yes
Landscaping	Landscape plan is required Entire front yard setback shall be landscaped	Landscape plan provided Entire front yard setback is landscaped	Yes
Underground utilities	Utility lines shall be installed outside right-of-way	Existing utility lines will be relocated outside right-of-way	Yes

Lighting	Comply with Section 16-320 of the City Code	On-site lighting consistent with City Code	Yes
Trash enclosures	Covered enclosure for 3 waste streams	Covered enclosure for 3 waste streams	Yes
Associated equipment	Surface mounted transformers shall be screened	Project conditioned to provide screening	Yes; as conditioned

As outlined above, and as conditioned, the project is consistent with the Zoning Ordinance.

- d) **Site Design, Circulation and Parking:** The Project site is located along East Hueneme Road, east of Saviers Road. Vehicle access to the site is provided via a driveway located approximately 125 feet east of the intersection of East Hueneme Road and Conner Drive (from the centerline of each roadway). This vehicle access will be removed and replaced with a new vehicular entry point to the project site (referred to as the western entry gate) directly south of the intersection of East Hueneme Road and Conner Drive. The new curb cut will be 40 feet wide and the entry gate will be 20 feet wide to accommodate both vehicles and trucks.

The OCC requires on-site parking spaces for the development based on the combined requirements for office and warehouse usage. The OCC requires parking for office use at the rate of one space for every 250 square feet of office space. The OCC has graduated parking requirements for warehouse uses of one stall per 1,000 square feet for the first 20,000 square feet, one stall per 2,000 square feet for the next 2,000 square feet, and one stall per 4,000 square feet for any area in excess of 40,000 square feet.

The OCC requires a total of 29 on-site parking spaces for the Project, based on the combined requirements for office and warehouse uses. The existing truck transportation facility includes vehicle parking within the required landscape buffer area immediately adjacent to the roadway. Per the General Plan and the MND, this vehicle parking area will be removed and replaced with landscaping. The existing facility includes other parking areas near Building C. Thus, the parking area that is adjacent to East Hueneme Road will be relocated to another area within the project site. The proposed Project is subject to a condition of approval to include 29 parking spaces and 5 bicycle parking spaces. The 29 on-site parking spaces meet the City's parking requirement for the total building space occupied by a warehouse and office facility. The following table evaluates the on-site parking requirements:

TYPE OF PARKING	REQUIRED SPACES	PROPOSED SPACES	COMPLIES?
Vehicle parking	Office: 1 space/250 sqft (1,850 sqft = 7) Warehouse: 1 space/1,000sqft (for first 20,000 sqft) (20,000 sqft = 20) 1 space/2,000 sqft (for second 20,000 sqft) (2,450 sqft = 2) Total = 29	Office: 7 Warehouse first 20,000 sqft: 20 second 20,000 sqft: 2 Total = 29	Yes
Motorcycle parking	0	0	Yes
Bicycle parking	5	5	Yes
Loading spaces	2	2	Yes
Total			Yes

As outlined above, the project is consistent with the OCC requirements for on-site parking.

- e) **Building Design:** The proposed freight classification yard will continue the use of the existing three industrial buildings on the project site, and no changes to the existing buildings are proposed as part of the project. The three existing industrial buildings total 24,313 square-feet: Building A (located near the middle of the project site) is 3,650 square feet, Building B (located in the northeastern corner of the project site in close proximity to the roadway) is 15,100 square feet, and Building C (located along the southeastern property line of the project site) is 5,550 square feet. The project includes the construction of a 238 square foot trash enclosure that will be located to the south of Building C. All of the existing buildings are a blue-grey color. Buildings A and C are single story buildings, and Building B has a second story office located along the western side of the building.

Currently, all three buildings are visible from the roadway, as there is no landscape screening between the roadway and the buildings. The Project includes the installation of landscaping within the front 30 feet of the project site. The proposed landscaping includes shrubs and trees that will partially screen the existing buildings and the proposed truck parking area from the roadway. The proposed landscaping includes vines along the exterior of Building B to screen the monolithic wall of the building and trees directly in front of Building A and Building B to partially screen the structures and enhance the view of the industrial development from the roadway.

- f) Landscaping:** The proposed Project includes landscaping designed to comply with Chapter 2, Article XIII (Landscape Water Conservation Standards) of the City's Code of Ordinances. The Project includes approximately 28,742 square feet of landscaping around the northern and western sides of the project site and along the southeastern side of the parcel within APN 231-0-092-260, but with no additional landscaping proposed for the remainder of the southeastern side of the project site. The Project site would be partially screened from East Hueneme Road with trees (Australian Willow and Paperbark), shrubs (Silverberry, Spring Bouquet, Spreading Sunshine, Huntington Carpet Rosemary) and vines (Bougainvillea, Boston Ivy). The Project would provide a bioswale in the southwest portion of the site to retain on-site drainage flows, and a portion of the western lot will be restored to a vacant undeveloped lot with native vegetation.
- 7) Development Advisory Committee:** The Project was reviewed by the Development Advisory Committee (DAC) on February 2, 2022 and September 2, 2022. Conditions of approval from DAC are included in the attached Resolution.
- 8) Community Workshop and Public Input:** The Project site is located across the street (East Hueneme Road), and south of the South Winds and Cypress Neighborhoods. Thus, on March 5, 2025 the Applicant mailed notices of the Community Workshop meeting to all property owners within the South Winds and Cypress Neighborhoods. A notice of this meeting was posted on the Project site with a brief description and contact information. The Community Workshop was conducted on March 17, 2025.

Prior to the meeting, one comment was submitted via email (Attachment F) in support of the project. During the meeting, there were no speakers regarding the project. Since the Community Workshop meeting, staff has not received any additional comments regarding the proposed project.

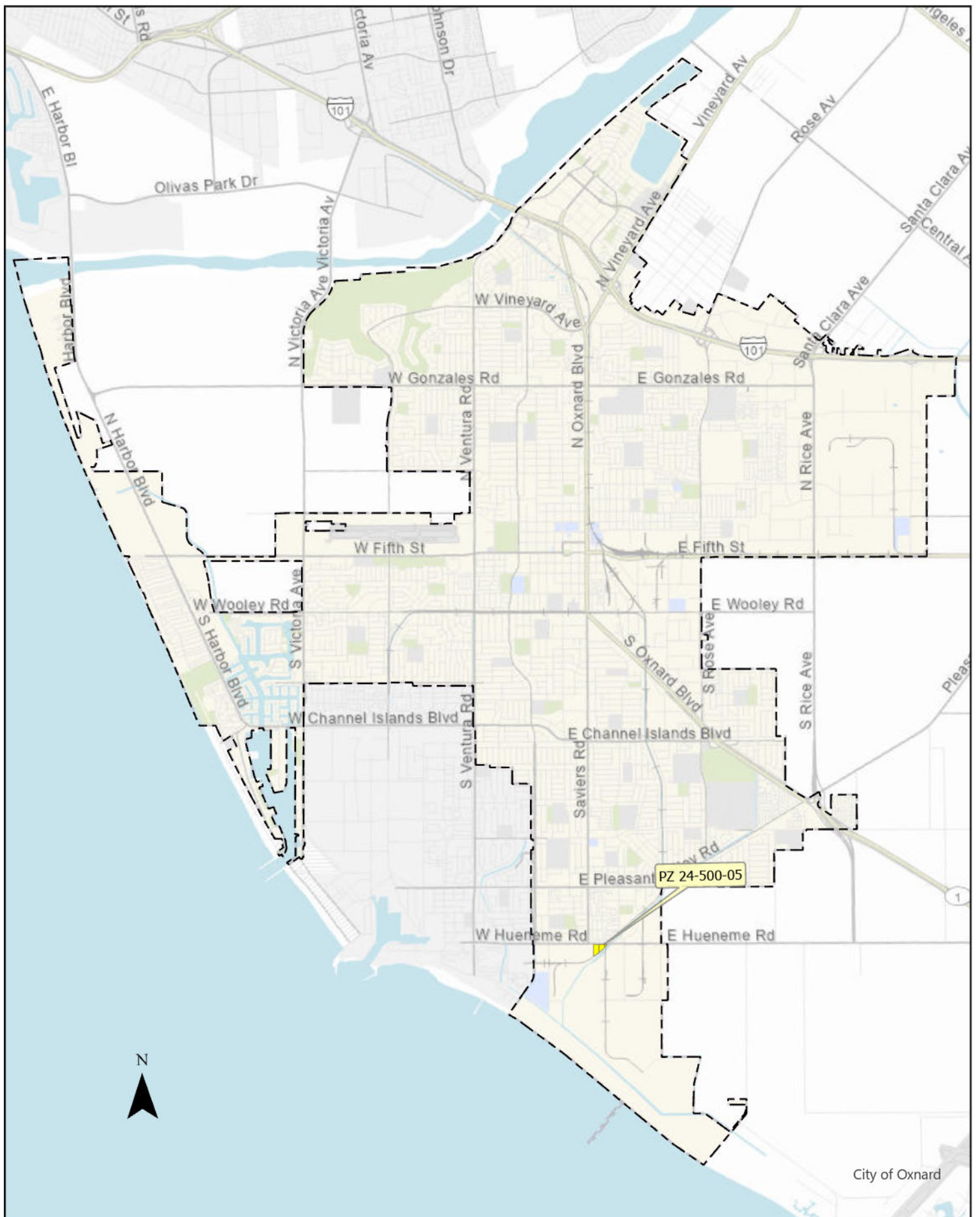
Consistent with public noticing requirements, this Planning Commission hearing was advertised in the newspaper, with an on-site posting, and by mail to property owners within 300 feet of the subject property.

- 9) Appeal Procedure:** In accordance with OCC Section 16-542 of the City Code, the Commission's action on Planning and Zoning Permit No. 24-500-05 (SUP) may be appealed

to the City Council within 18 days after the decision date. Appeal forms may be obtained from the Planning Division and must be submitted with the appropriate fees before the end of the appeal period. If an appeal to the City Council is not filed within 18 days of the Commission's decision, then the decision of the Commission shall be final.

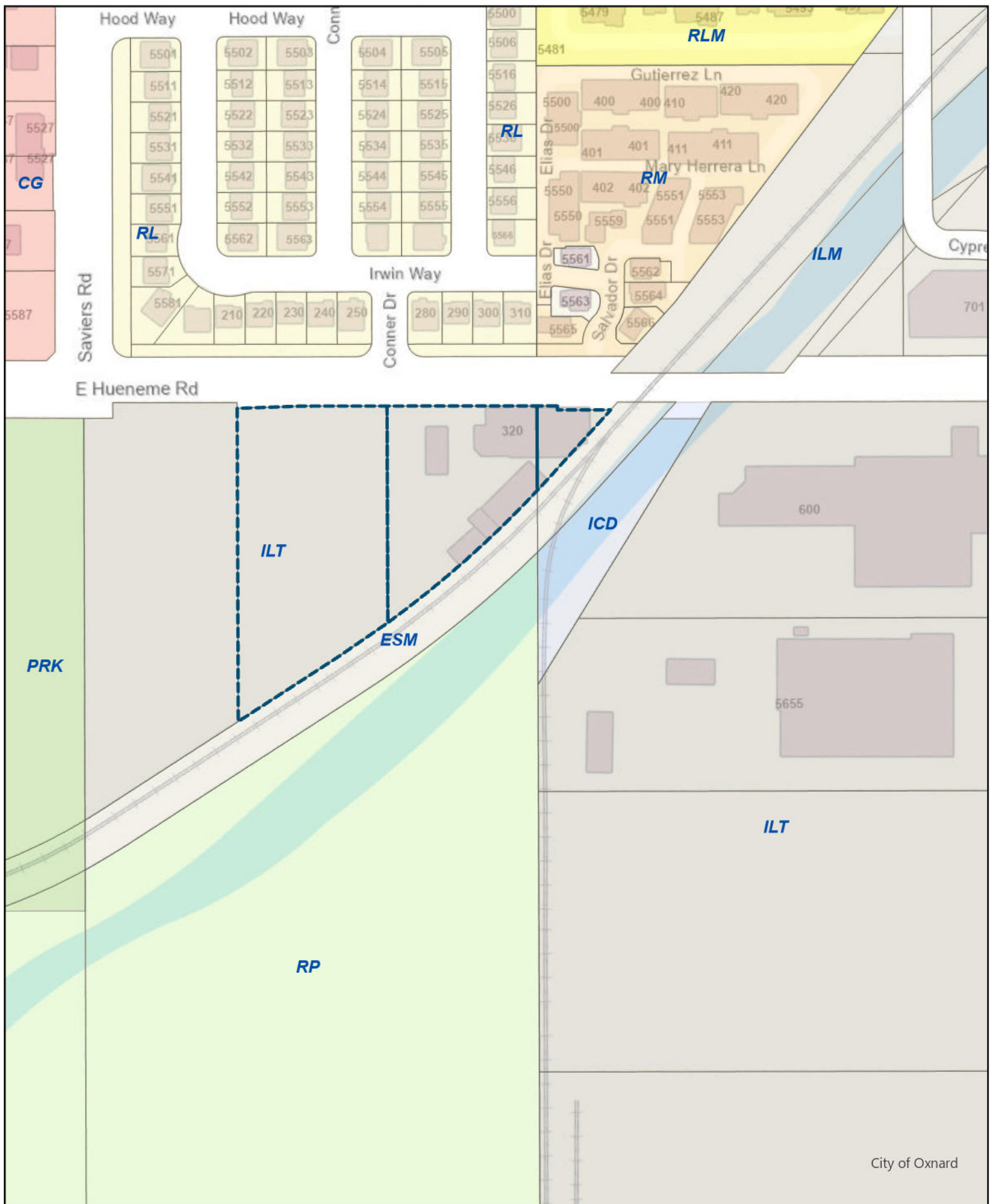
Attachments:

- A. Maps (Vicinity, General Plan, Zoning, Aerial)
- B. Reduced Project Plans
- C. Mitigated Negative Declaration No. 25-01
- D. General Plan Consistency Chart
- E. Planning Commission Resolution No. 2025-XX
- F. Public Comment Letter
- G. Staff Presentation



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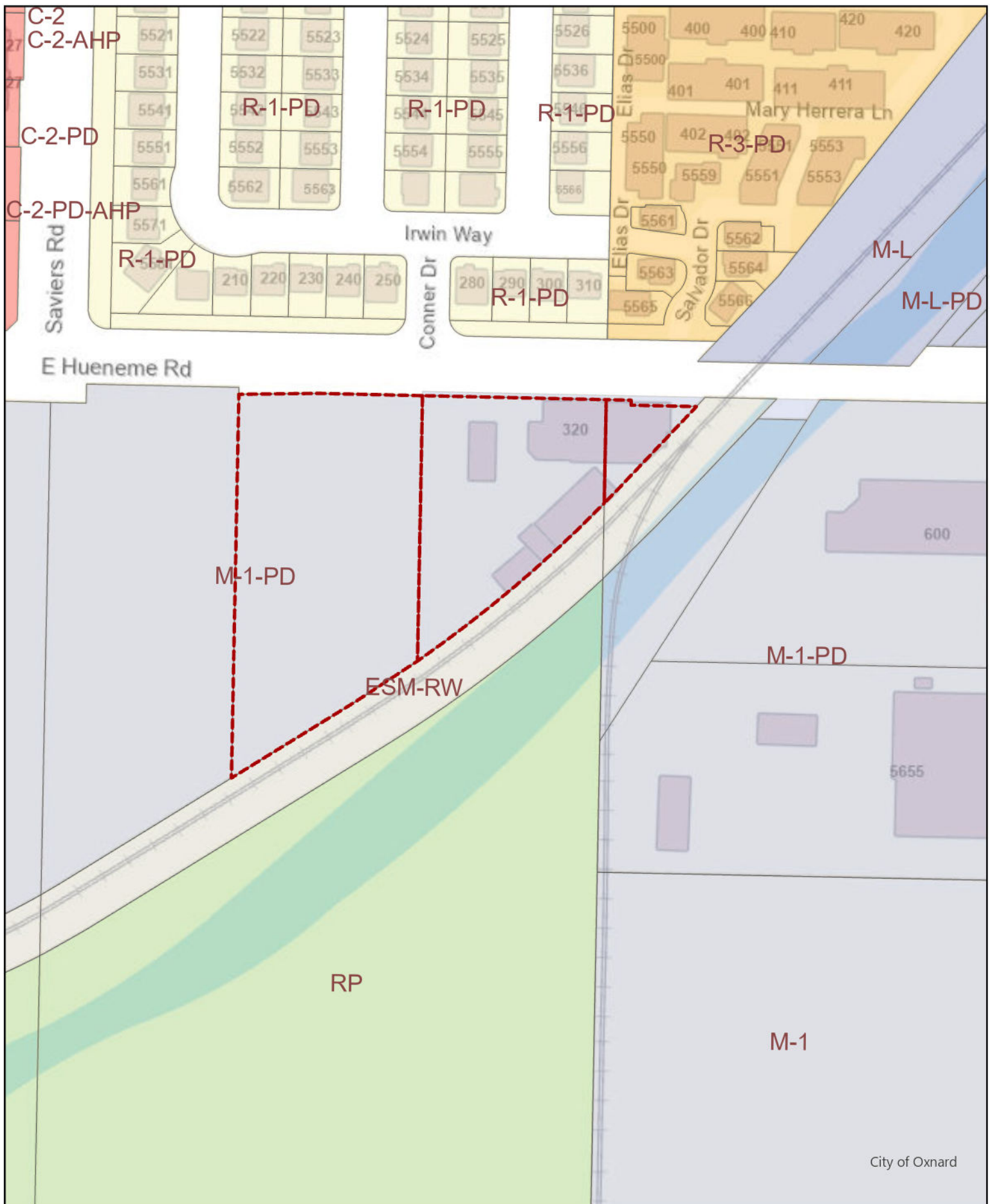
Vicinity Map
24-500-05



City of Oxnard

General Plan 2030 Map

PZ 24-500-05



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Zoning Map

PZ 24-500-05

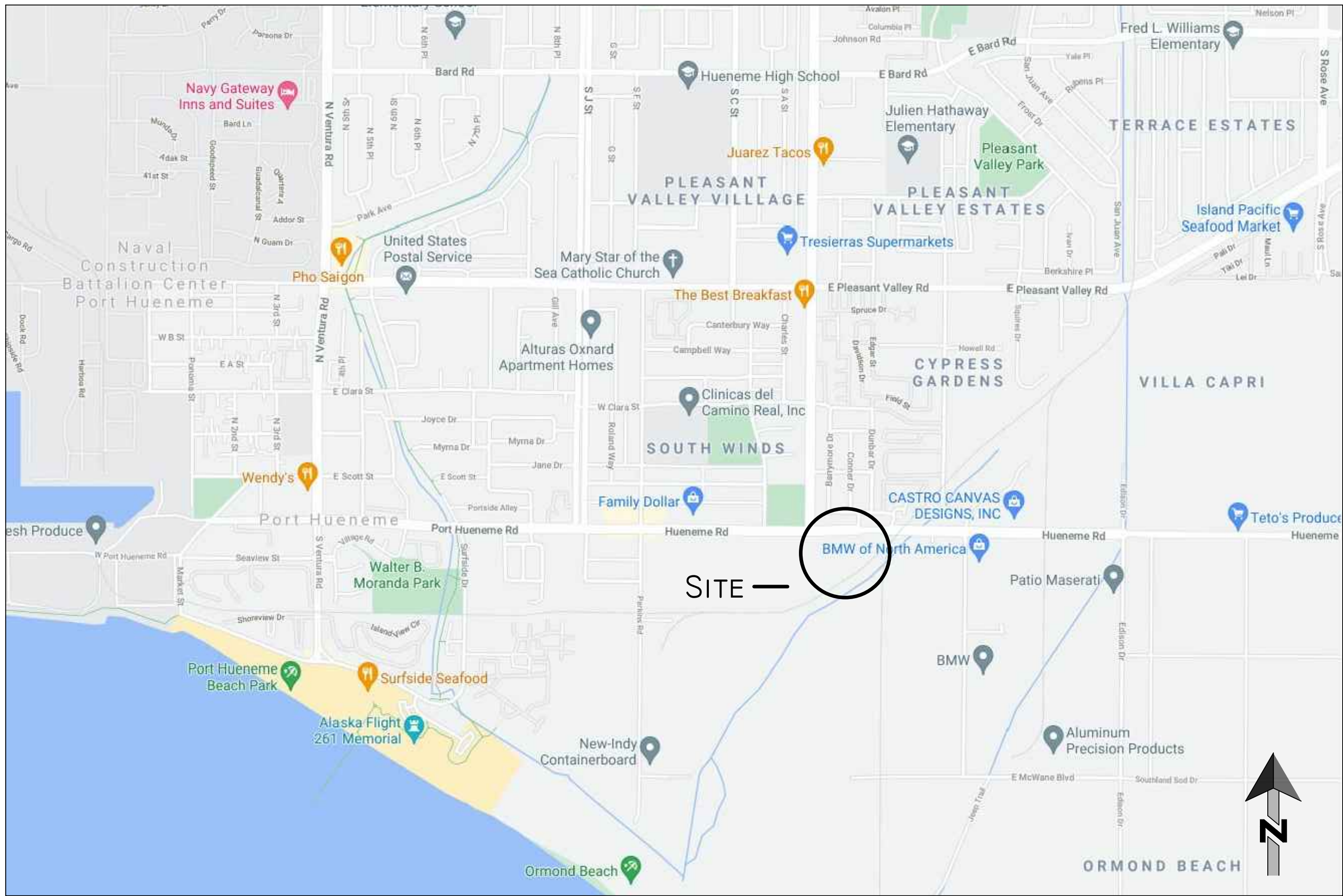


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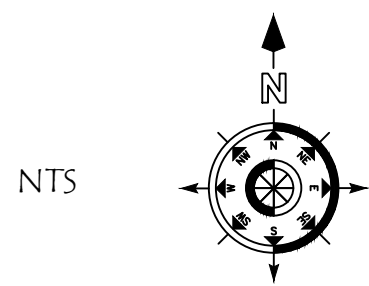


Aerial Map
PZ 24-510-03

TITLE SHEET



VICINITY MAP



PROJECT DESCRIPTION

PROJECT NAME: PANTOJA TRUCKLINE, TRANSPORTATION, FREIGHT AND STORAGE DEVELOPMENT
DESIGN REVIEW PERMIT

THE APPLICANT PROPOSES TO UTILIZE THE EXISTING 4.76-ACRE SITE LOCATED WITHIN THE LIGHT MANUFACTURING (M-1) ZONE FOR TRANSPORTATION FREIGHT AND STORAGE USES PURSUANT TO CHAPTER 6, SECTION 6-2, (G) OF THE OXNARD CITY CODE. THE PROPOSED DEVELOPMENT WILL INCLUDE THE THREE EXISTING INDUSTRIAL BUILDINGS, TOTALING 24,300 SQUARE-FEET, AND ACCESSORY STRUCTURES WITH VEHICLE AND TRUCK PARKING AREAS ON THE EXISTING PAVED AREA. AN ADDITIONAL 0.77- ACRES OF PAVED AREA WILL BE ADDED ON THE CURRENTLY UNDEVELOPED WESTERLY 2.81 ACRES. THE NEW PAVED AREA WILL BE USED FOR TRUCK STORAGE. THE SITE WILL HAVE PERIMETER SECURITY FENCING WITH SECURITY LIGHTING AND LANDSCAPE SCREENING ALONG HUENEME ROAD AND THE WESTERLY PROPERTY LINE WITH A 30 FOOT LANDSCAPE BUFFER FRONTING HUENEME ROAD.

THE PROPERTY IS LOCATED AT 210 EAST HUENEME ROAD AND 320 EAST HUENEME ROAD (APN: 231-0-092-260, 2310-0-092-270, AND 231-0-092-280)

SCOPE OF WORK

1) CONSTRUCT ADDITIONAL TRUCK PARKING ON THE WESTERLY PARCEL WITH SECURITY FENCING, LIGHTING AND LANDSCAPING.

CODE COMPLIANCE

THIS PROJECT SHALL COMPLY WITH TITLE 24 AND 2019 CALIFORNIA BUILDING CODE (CBC), CALIFORNIA MECHANICAL CODE (CMC), CALIFORNIA PLUMBING CODE (CPC), CALIFORNIA ELECTRICAL CODE (CEC), CALIFORNIA ENERGY CODE, AND ALL LOCAL CODES AND ORDINANCES.

CONSULTANTS

CIVIL ENGINEER

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SOILS ENGINEER

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SURVEYER

ACCURATE SURVEYING &
ENGINEERING
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VENTURA, CA 93001
(805) 207-5181

LANDSCAPE ARCHITECT

MIKE GILBERT LANDSCAPE CONSULTANT
7849 EL DORADO STREET
VENTURA, CA 93004
(805) 276-5341

FIRE DEPARTMENT NOTES

ADDRESS:

- (A) THE ADDRESS SHALL BE VISIBLE AND LEGIBLE FROM THE STREET OR FRONTAGE ROAD.
(B) THE ADDRESS NUMBERS SHALL BE OF MINIMUM FOUR INCHES (4") IN HEIGHT.
(C) THE ADDRESS NUMBERS SHALL BE CONTRASTING COLORS TO THEIR BACKGROUND. BRASS OR GOLD NUMBERS SHALL NOT BE POSTED (ADDRESS NUMBERS ON CURB ARE NOT ACCEPTABLE).
(D) PERMANENT ADDRESS NUMBERS SHALL BE PROVIDED ON THE MAILBOX OR ON A PERMANENT SIGN OR POST ADJACENT TO THE DRIVEWAY ENTRANCE OF A FLAG LOT.
- NO PERSON MAY TAP INTO ANY FIRE HYDRANT FOR ANY PURPOSE OTHER THAN FIRE SUPPRESSION OR EMERGENCY AID WITH OUT FIRST OBTAINING WRITTEN APPROVAL FROM THE WATER PURVEYOR SUPPLYING WATER TO THE HYDRANT & FROM THE CITY/COUNTY HEALTH DEPARTMENT. ORD 3522, SECTION 6(L).

SHEET INDEX

A0.0	- COVER SHEET
A1.0	- SITE PLAN
A1.1	- SITE SURVEY
A1.2	- MASTER STREET CIRCULATION MAP
A1.3	- TRASH ENCLOSURE AND GATE PLAN
A1.4	- SITE CIRCULATION PLAN
A1.5	- FIRE HYDRANT LOCATION AND FIRE TRUCK TURNING LOCATION
A1.6	- PROPOSED R OF W DEDICATION PLAN
A1.7	- STORM OVER FLOW PLAN
A2.0	- BUILDING A FLOOR PLAN
A2.1	- BUILDING B FLOOR PLAN
A2.2	- BUILDING C FLOOR PLAN
A3.0	- BUILDING A ELEVATIONS
A3.1	- BUILDING B ELEVATIONS
A3.2	- BUILDING C ELEVATIONS
L-1.1	- CONCEPT LANDSCAPING
BMP	- BMP CONCEPT DESIGN
E1.0	- LIGHTING AND SECURITY PLAN

PROJECT DATA

OWNER:
PANTOJA TRUCKLINE INC.
320 E. HUENEME ROAD
OXNARD, CA 930330
CONTACT: REBECCA PANTOJA
(805) 525-8503
RPANTOJA@PANTOJATRUCKLINE.COM

DESIGNER:
ROBERT WILLIAM COMPANY, LLC
917 RAILROAD AVE.
SANTA PAULA, CA 93060
CONTACT: WADE LEWIS
(805) 525-6400
WADEL.RWC@GMAIL.COM

PROJECT ADDRESS
320 EAST HUENEME RD.
OXNARD, CA 93033

APN:
231-0-092-260
231-0-092-270
231-0-092-280

LOT SIZE:
2.81 ACRES
1.73 ACRES
0.22 ACRES
TOTAL 4.76 ACRES (4.45)

ZONE: M-1
FLOODZONE: X
OCCUPANCY GROUP: MIXED: B / S-1 / S-2 (SEE BELOW)
HIGH FIRE SEVERITY ZONE: NO
SPRINKLERS: NO (EXISTING CONDITIONS)
BUILDING HEIGHT: 15'-0" - 21'-0"(EXISTING BUILDINGS)

OCCUPANCY CALCULATIONS EXISTING BUILDINGS:				
BUILDING	CLASS	AREA	OCC. LOAD	OCCUPANTS
OFFICE (B)	B	1,850 SF.	150	13
STORAGE (A)	S-1	3,650 SF.	300	12
STORAGE (B)	S-1	13,250 SF.	300	44
STORAGE (C)	S-1	5,550 SF.	300	18
TOTAL		24,300 SF.		87

COVERAGE (NET AREAS AFTER PROPOSED HUENEME ROAD DEDICATION)	
TOTAL AREA:	207,346 SF. (193,842)
EXISTING	
TOTAL BUILDING COVERAGE:	24,300 SF.
TOTAL PERVIOUS AREA:	125,895 SF. (119,765)
TOTAL IMPERVIOUS AREA:	81,451 SF. (78,067)
PROPOSED	
TOTAL BUILDING COVERAGE:	24,300 SF. NO CHANGE
TOTAL PERVIOUS AREA:	93,315 SF. (82,043)
TOTAL IMPERVIOUS AREA:	114,031 SF. (111,799) 43% INCREASE
LANDSCAPE AREA:	
REQUIRED:	5.00% (9,692 SF.)
PROVIDED:	14.80% (28,742 SF.)

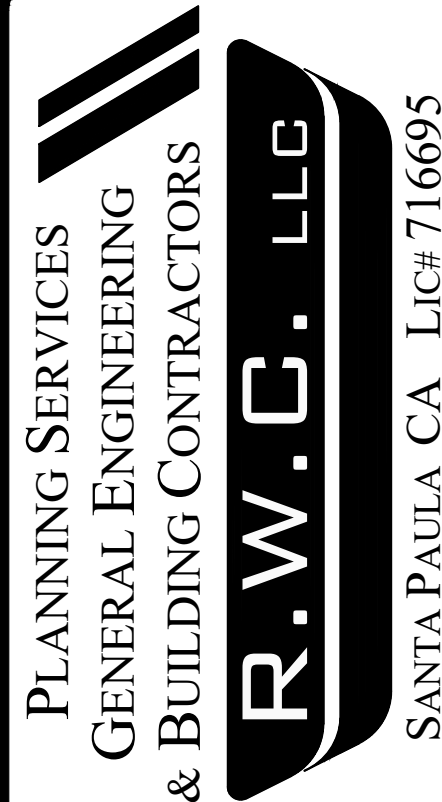
GENERAL OPERATION NOTES:

DURING GENERAL OPERATION, AT ANY GIVEN TIME, BETWEEN 1-20 TRUCKS WILL BE LOADING / UNLOADING OR TRANSFERRING A TRAILER TO ANOTHER TRUCK

TRUCKING OPERATION HOURS TO BE FROM 6 A.M. TO MIDNIGHT. MOST TRUCK ACTIVITY WILL BE AT SOUTH HALF OF SITE / SCREENED BY THE EXISTING BUILDINGS FROM THE RESIDENTIAL DEVELOPMENT TO NORTH OF EAST HUENEME ROAD. TRUCKS TYPICALLY ARE NOT IDLING.

SIGNAGE UNDER SEPARATE PERMIT

FIRE SPRINKLERS AND ALARMS UNDER SEPARATE PERMIT



TEL: 805-525-6400

REVISIONS

REVISIONS	BY

PANTOJA
320 EAST HUENEME ROAD
OXNARD, CA 93033

TITLE SHEET

DRAWN W. LEWIS
CHECKED
DATE APRIL 22, 2024
SCALE AS NOTED
SHEET A0.0

REVISIONS	BY
RELOCATE (E) DWY 24-0422	WL

PANTOJA
320 EAST HUENEME ROAD
OXNARD, CA 93033

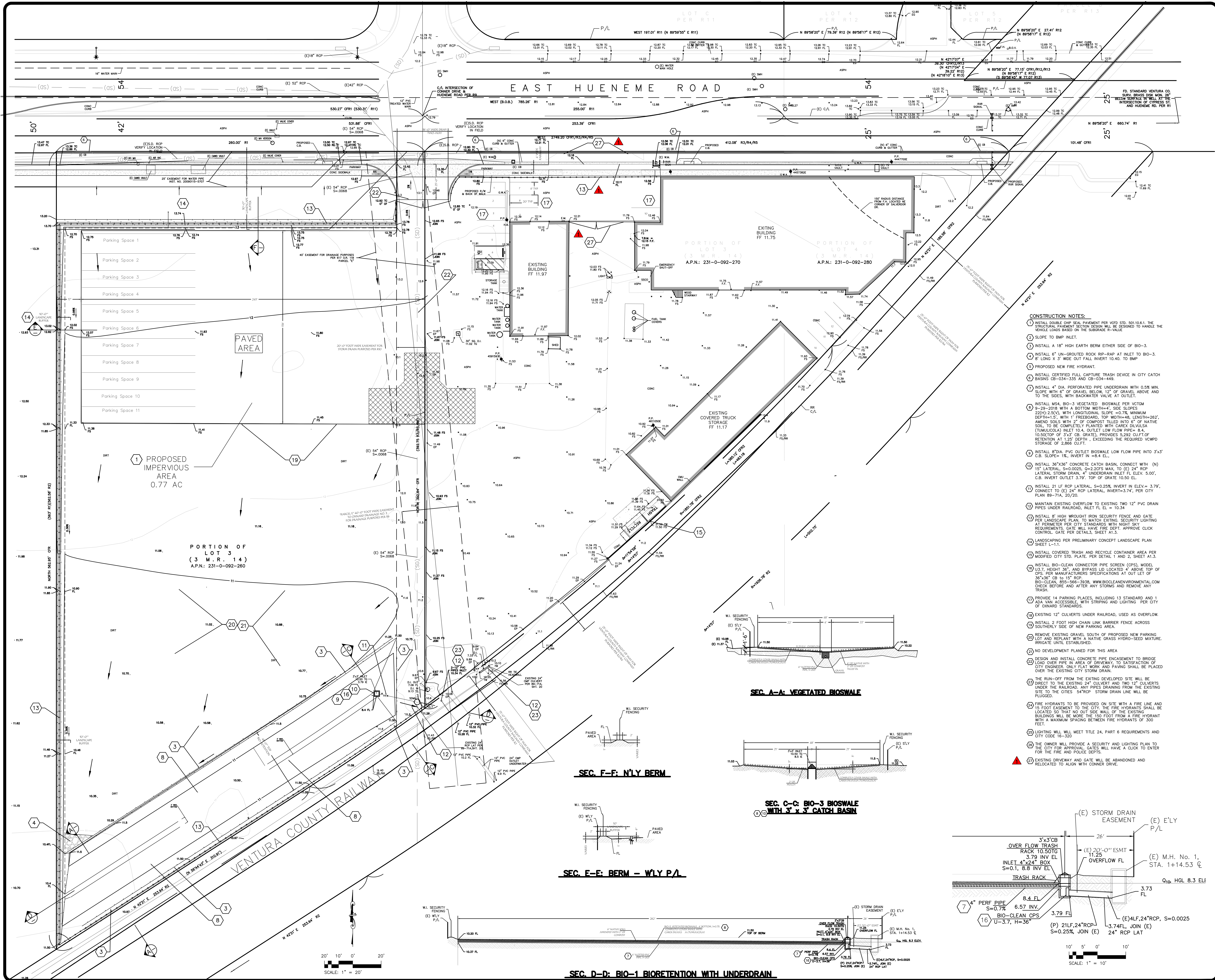
SITE PLAN

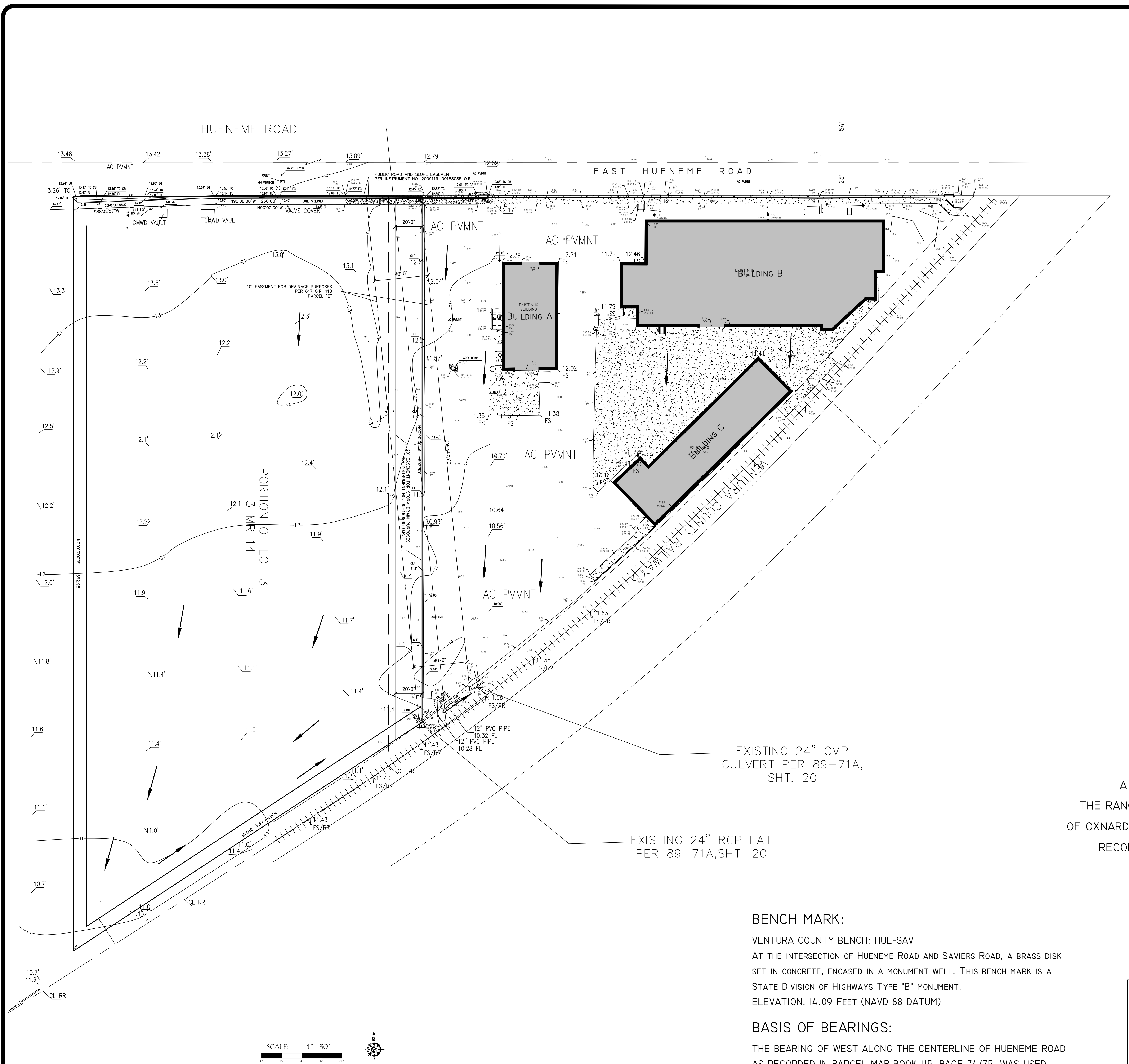
DRAWN
W.LEWIS
CHECKED

DATE
MARCH 22, 2023

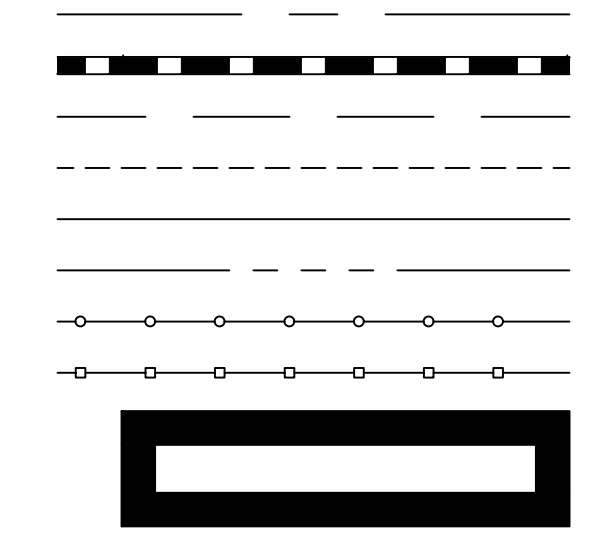
SCALE
1" = 20'

SHEET
A1.0





- LEGEND:
- CENTERLINE
 - CMU WALL
 - EASEMENT LINE
 - PRODUCED LINE
 - PROPERTY LINE
 - TRACT BOUNDARY LIN
 - W.I. FENCE
 - WOOD FENCE



- EXISTING BUILDING
- DENOTES FD. MON. AS NOTED
- RECORD
- R
- 52 R.S. 84/89
- 20 R.S. 14/15
- PRELIMINARY TITLE REPORT NO. 132010762KJ
- 105 DDS. 106
- 105 DDS. 186
- 617 O.R. 118
- 86-25510 O.R.
- 86-25511 O.R.
- INST. NO. 20100219-00022984 O.R.
- ASPH
- ASSESSORS PARCEL NUMBER
- A.P.N.
- BASIS OF BEARINGS
- B.O.B.
- BLOW-OFF VALVE
- B.O.V.
- CABLE BOX
- C.B.
- CALCULATED FROM
- CF
- CENTER LINE
- C/L
- CONCRETE
- CONC
- CONCRETE MASONRY UNIT
- CMU
- DEEDS
- DDS
- DRAIN INLET
- D.I.
- DRIVEWAY
- DRWY
- EDGE OF PAVEMENT
- EP
- FIRE HYFRANT
- F.H.
- FOUND
- FD.
- GALLON
- GAL.
- GUY WIRE ANCHOR
- G.W.A.
- INSTRUMENT
- INST.
- IRRIGATION CONTROL VALVE
- I.C.V.
- MONUMENT
- MON.
- NUMBER
- NO.
- OFFICAL RECORDS
- O.R.
- POWER POLE
- P.P.
- PULL BOX
- P.B.
- RAILROAD
- RR
- RECORD OF SURVEY
- R.S.
- SANITARY SEWER CLEAN OUT
- SSCO
- SQUARE
- SG.
- TOP OF CURB
- TC
- TOP OF GRATE
- TG
- TOP OF WALL
- TW
- WATER METER
- W.M.

SITE SURVEY

OF

A PORTION OF LOTS 3 AND 4 OF SUBDIVISION 84 OF
THE RANCHO EL RIO DE SANTA CLARA O'LA COLONIA, IN THE CITY
OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA, AS PER MAP
RECORDED IN BOOK 3, PAGE 14 OF MAPS, IN THE OFFICE OF
THE COUNTY RECORDER OF SAID COUNTY,

SITE ADDRESS:

320 EAST HUENEME ROAD
OXNARD, CA 93033
A.P.N.: 231-0-092-260, 270, 280 (VENTURA COUNTY)

ACCURATE SURVEYING & ENGINEERING
119 KATHERINE DRIVE
SAN BUENAVENTURA
CALIFORNIA 93001
PH: (805) 207-5181
MARCH 2, 2021

BENCH MARK:

VENTURA COUNTY BENCH: HUE-SAV
AT THE INTERSECTION OF HUENEME ROAD AND SAVIERS ROAD, A BRASS DISK
SET IN CONCRETE, ENCASED IN A MONUMENT WELL. THIS BENCH MARK IS A
STATE DIVISION OF HIGHWAYS TYPE "B" MONUMENT.
ELEVATION: 14.09 FEET (NAVD 88 DATUM)

BASIS OF BEARINGS:

THE BEARING OF WEST ALONG THE CENTERLINE OF HUENEME ROAD
AS RECORDED IN PARCEL MAP BOOK 115, PAGE 74/75, WAS USED
AS THE BASIS OF BEARINGS FOR THIS SITE PLAN.

PLANNING SERVICES
GENERAL ENGINEERING
& BUILDING CONTRACTORS
R.W.C. LLC
SANTA PAULA CA Lic# 716695

TEL: 805-525-6400

REVISIONS	BY

PANTOJA
320 EAST HUENEME ROAD
OXNARD, CA 93033

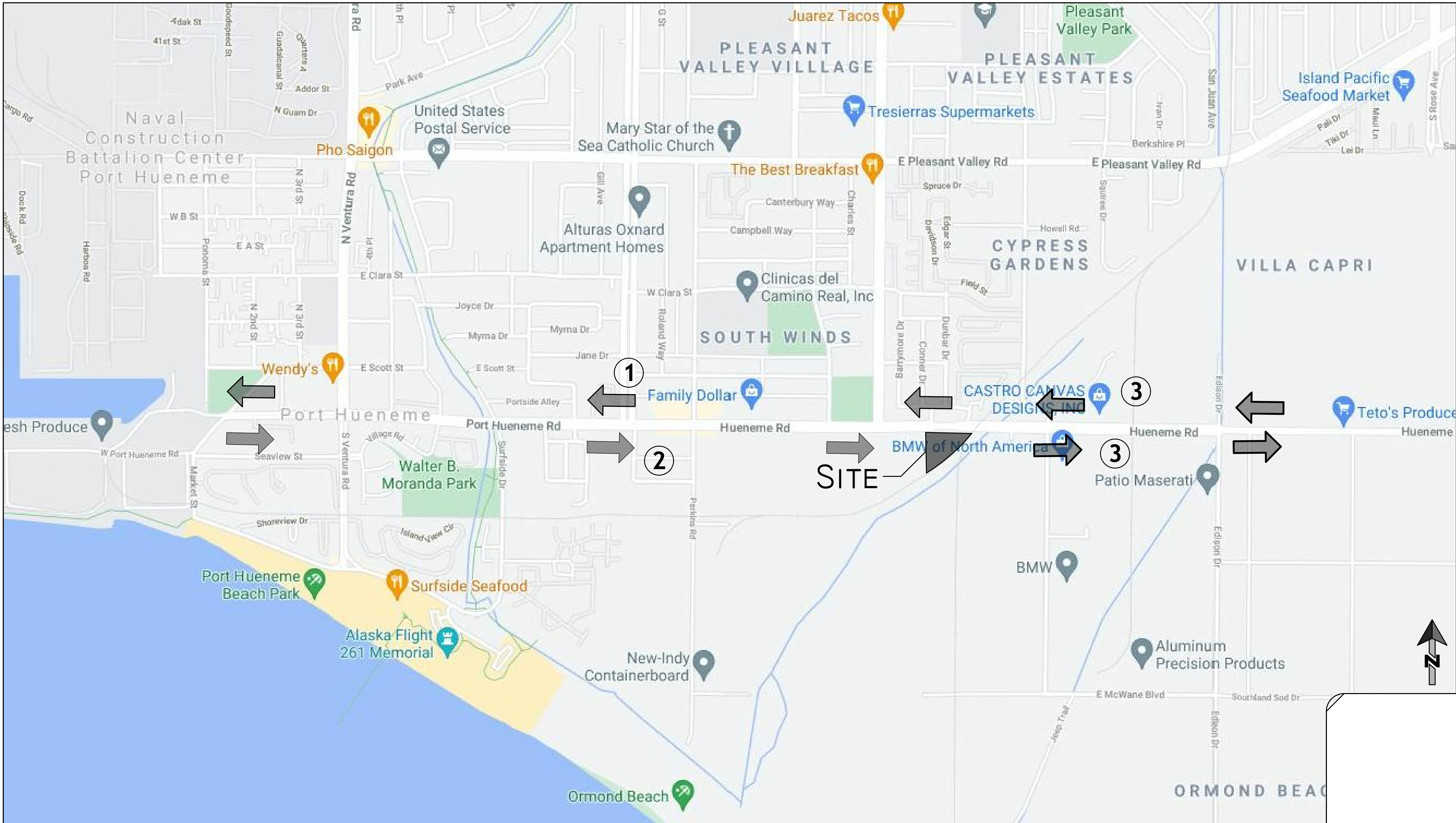
SITE SURVEY

DRAWN
CHECKED
DATE NOV.9TH 2021
SCALE AS NOTED
SHEET A1.1

MASTER STREET CIRCULATION PLAN

TRIP ROUTING AND MILEAGE CALCULATIONS

ROUTE #	ROUTE DESCRIPTION	MILEAGE
1	TO PORT FROM SITE	1.34 MI.
2	FROM PORT TO SITE	1.34 MI.
3	TO AND FROM SITE FROM THE EAST	N/A



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TEL: 805-525-6400

REVISIONS	BY

PANTOJA
320 EAST HUENEME ROAD
OXNARD, CA 93033

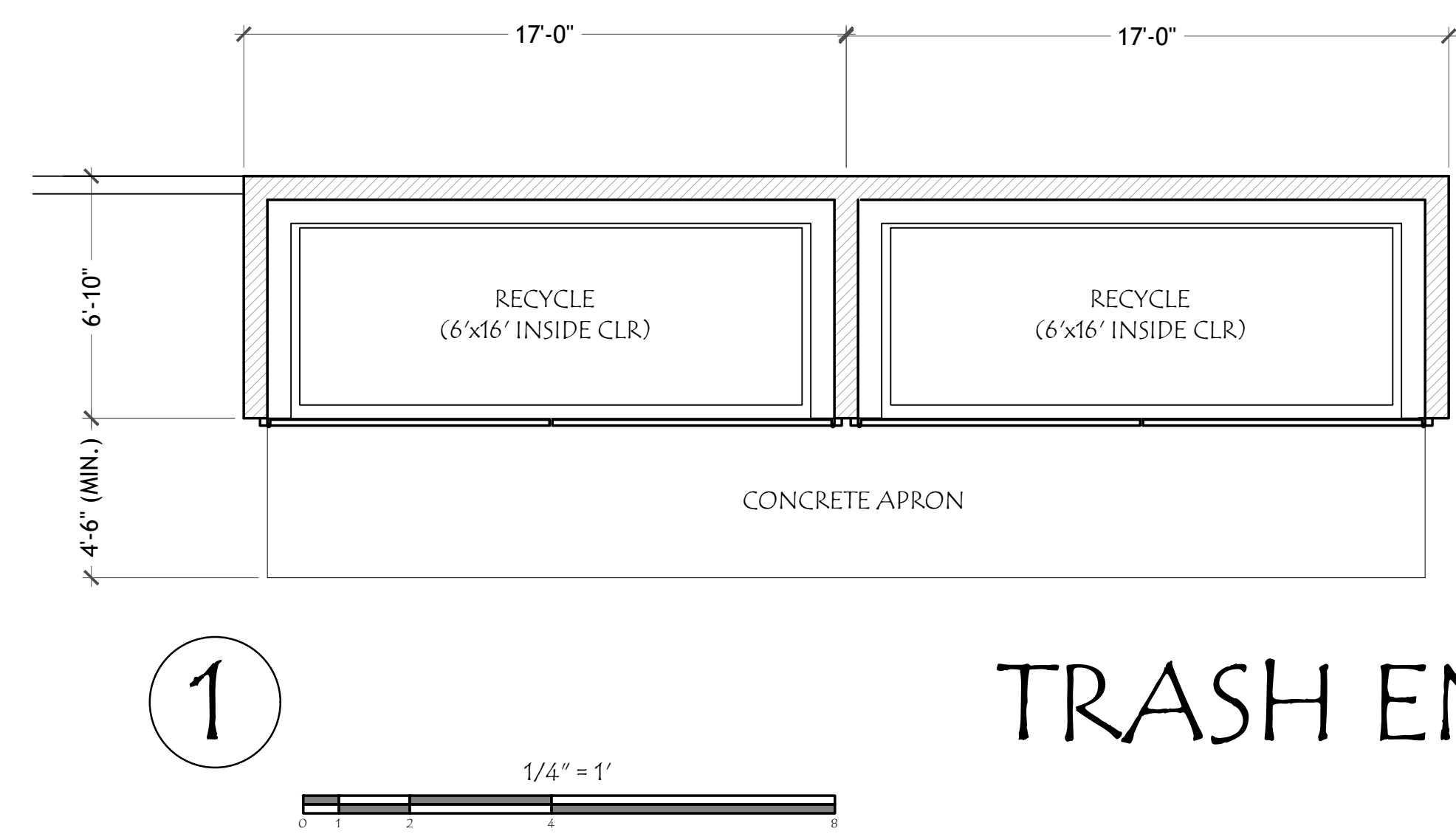
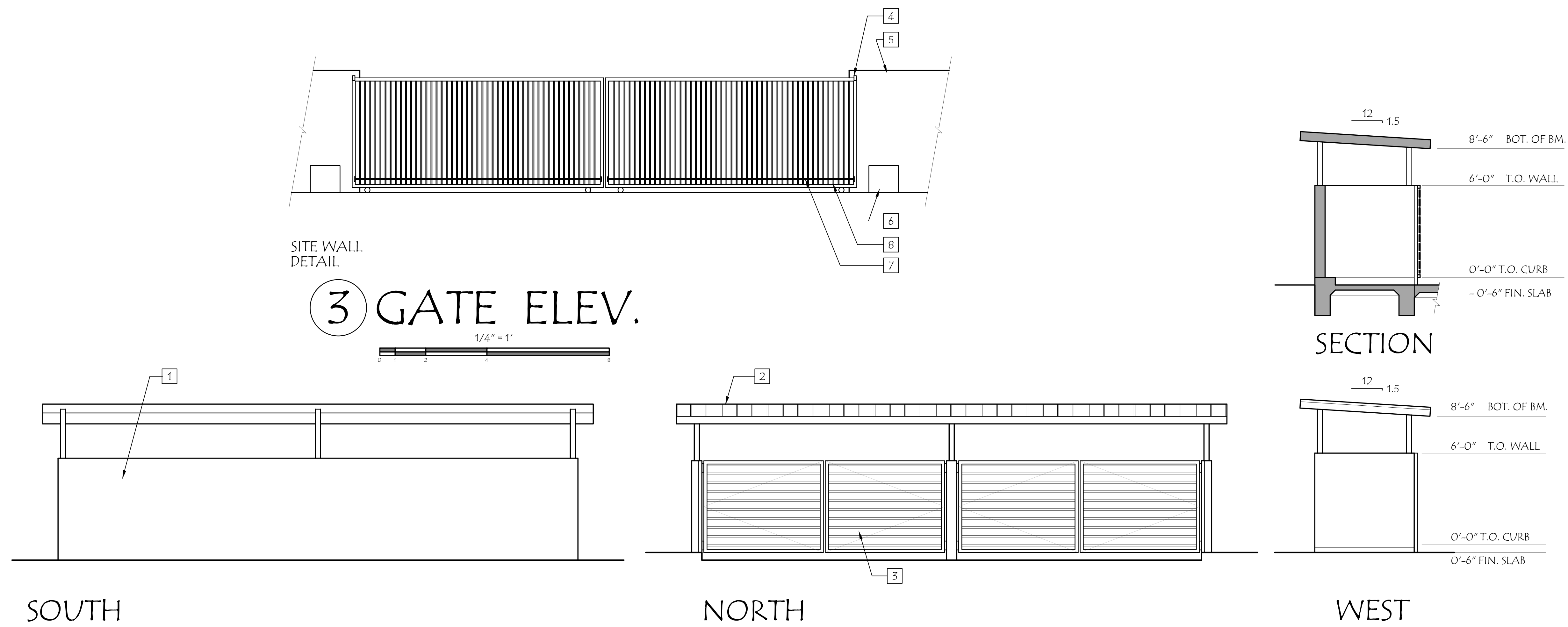
MASTER
STREET
CIRCULATION
PLAN

DRAWN
W. LEWIS
CHECKED

DATE
JULY 26TH 2022

SCALE
AS NOTED

SHEET
A1.2



TRASH ENCLOSURE FLOOR PLAN

KEY NOTES

- 1 EXISTING 6" X 8" X 16" C.M.U. WALL
- 2 STANDING SEAM METAL ROOF O/ 2X SUBSTRATE O/ STEEL FRAMED ROOF SYSTEM PER STRUCT. DWG AND EXT. FINISH SCHEDULE
- 3 STEEL 2X2 TUBE FRAME DOORS W/ SPACED (1 1/2") HORIZ. HARDI-PLANK INFILL
- 4 UPPER GATE GUIDE
- 5 8" WROUGHT IRON FENCE TO MATCH EXISTING
- 6 ELECTRIC GATE OPERATOR WITH FIRE AND POLICE DEPARTMENT CLICK TO OPEN CONTROLS. SECURITY MONITORED BY SECURITY CAMERAS AND COMPANY
- 7 CHAIN
- 8 METAL ROLLING GATE

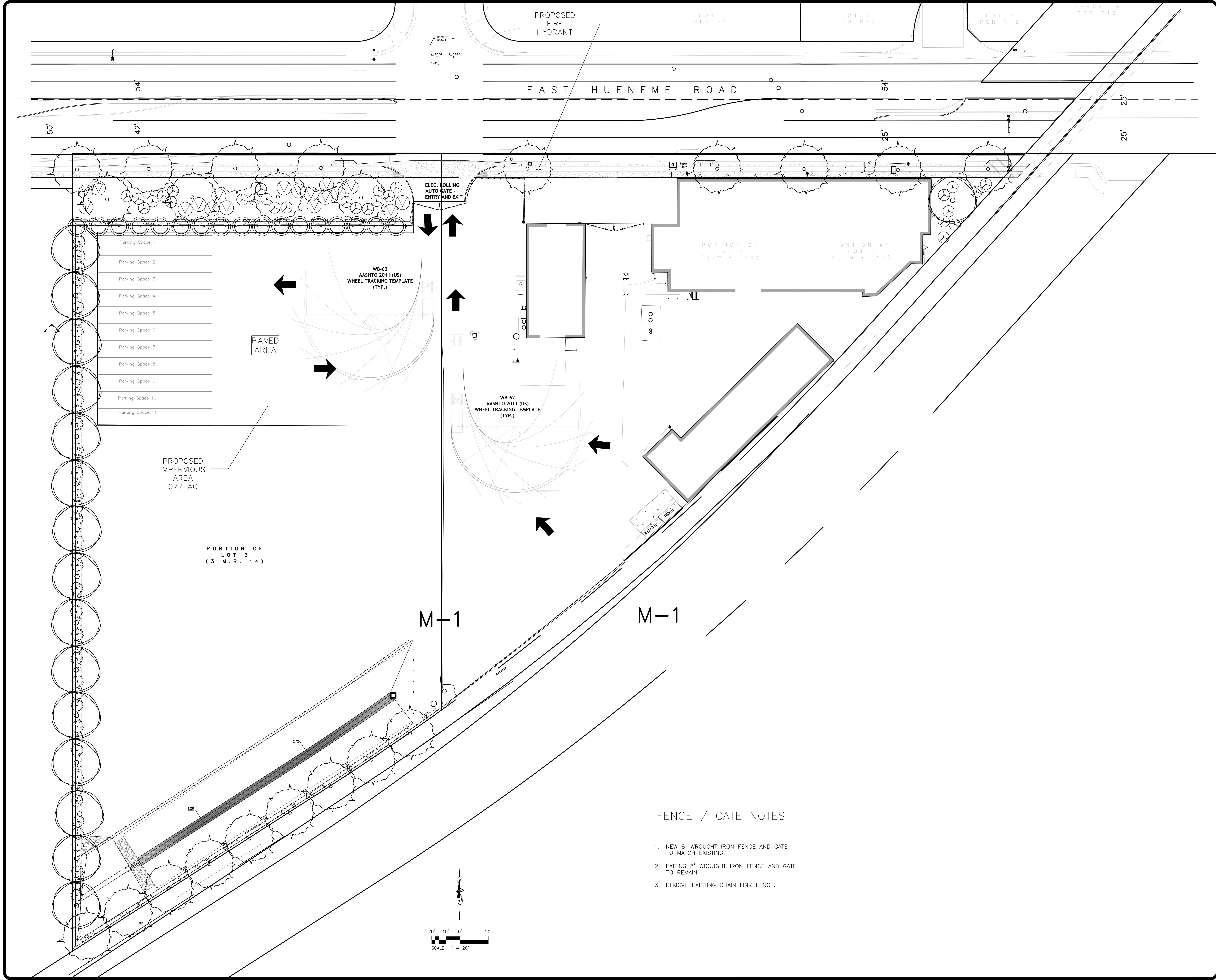
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& BUILDING CONTRACTORS
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REVISIONS	BY

PANTOJA
320 EAST HUENEME ROAD
OXNARD, CA 93033

TRASH ENCLOSURE
AND NEW GATE
ELEVATION

DRAWN
W.LEWIS
CHECKED
DATE
MARCH 20, 2023
SCALE
1" = 20'
SHEET
A1.3



FENCE / GATE NOTES

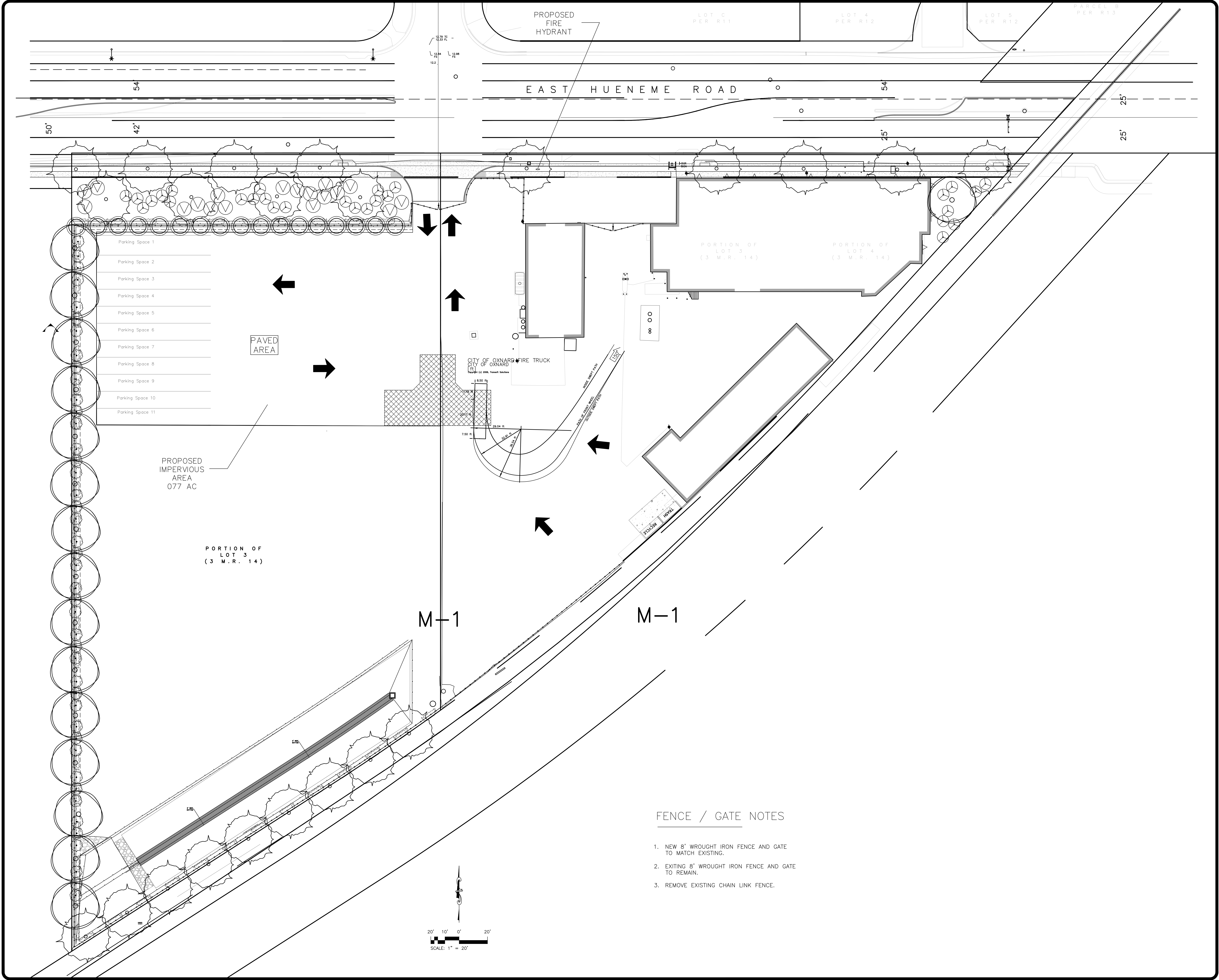
1. NEW 8" WROUGHT IRON FENCE AND GATE TO MATCH EXISTING.
2. EXISTING 8" WROUGHT IRON FENCE AND GATE TO REMAIN.
3. REMOVE EXISTING CHAIN LINK FENCE.

REVISIONS	BY
▲ RELOCATE (E) DWY 24-0422	WL

PANTOJA
320 EAST HUENEME ROAD
OXNARD, CA 93033

CIRCULATION PLAN

DRAWN M.G. CHECKED
DATE 07/05/2022
SCALE 1" = 20'
SHEET A1.4

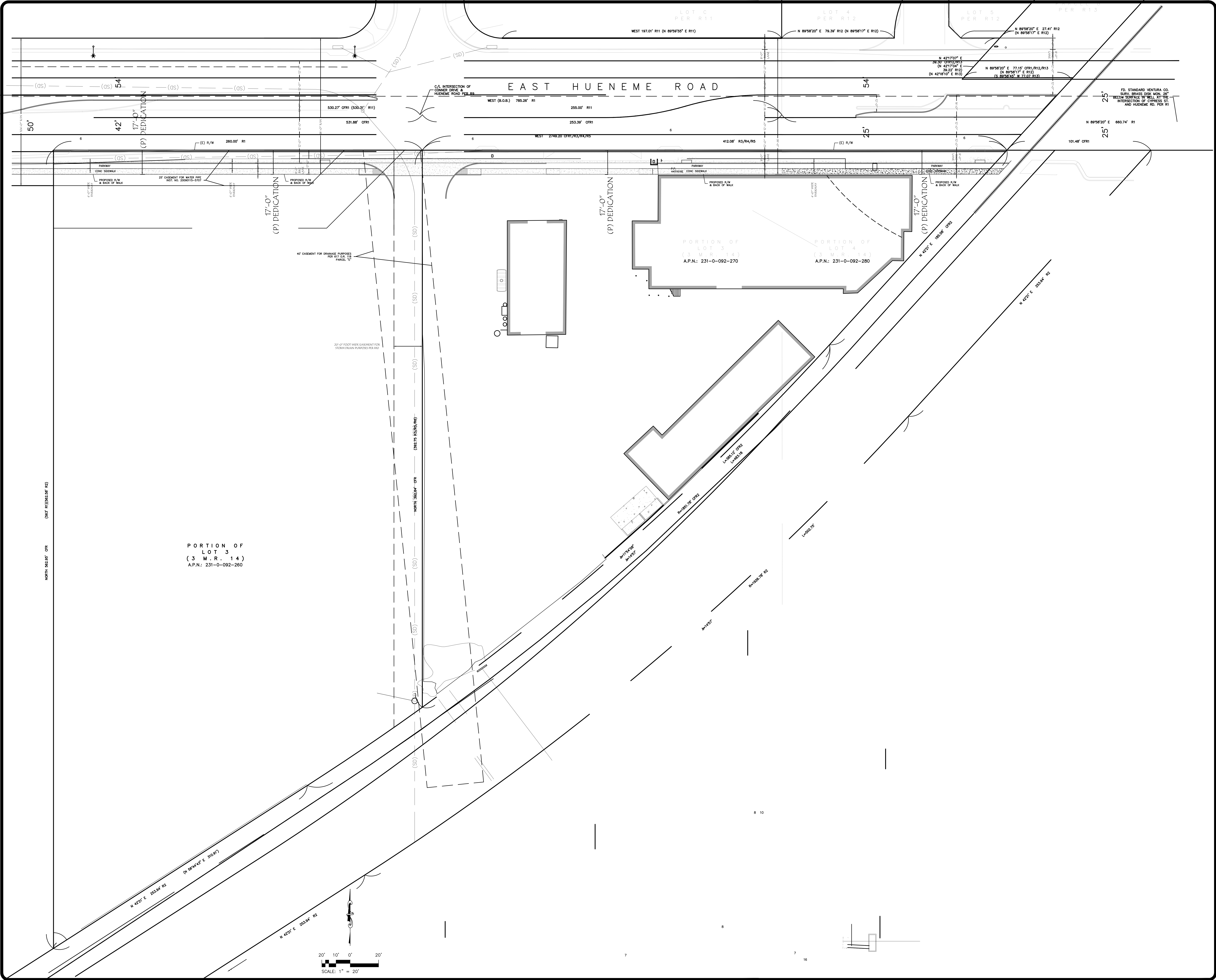


REVISIONS	BY
RELOCATE (E) DWY 24-0422	WL

PANTOJA
320 EAST HUENEME ROAD
OXNARD, CA 93033

**FIRE HYDRANT
AND FIRE TRUCK
ACCESS PLAN**

DRAWN W.L.
CHECKED
DATE 04/22/2024
SCALE 1" = 20'
SHEET A1.5



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SANTA PAULA CA LIC# 716695

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REVISIONS	BY

PANTOJA
320 EAST HUENEME ROAD
OXNARD, CA 93033

PROPOSED
RIGHT OF WAY
DEDICATION

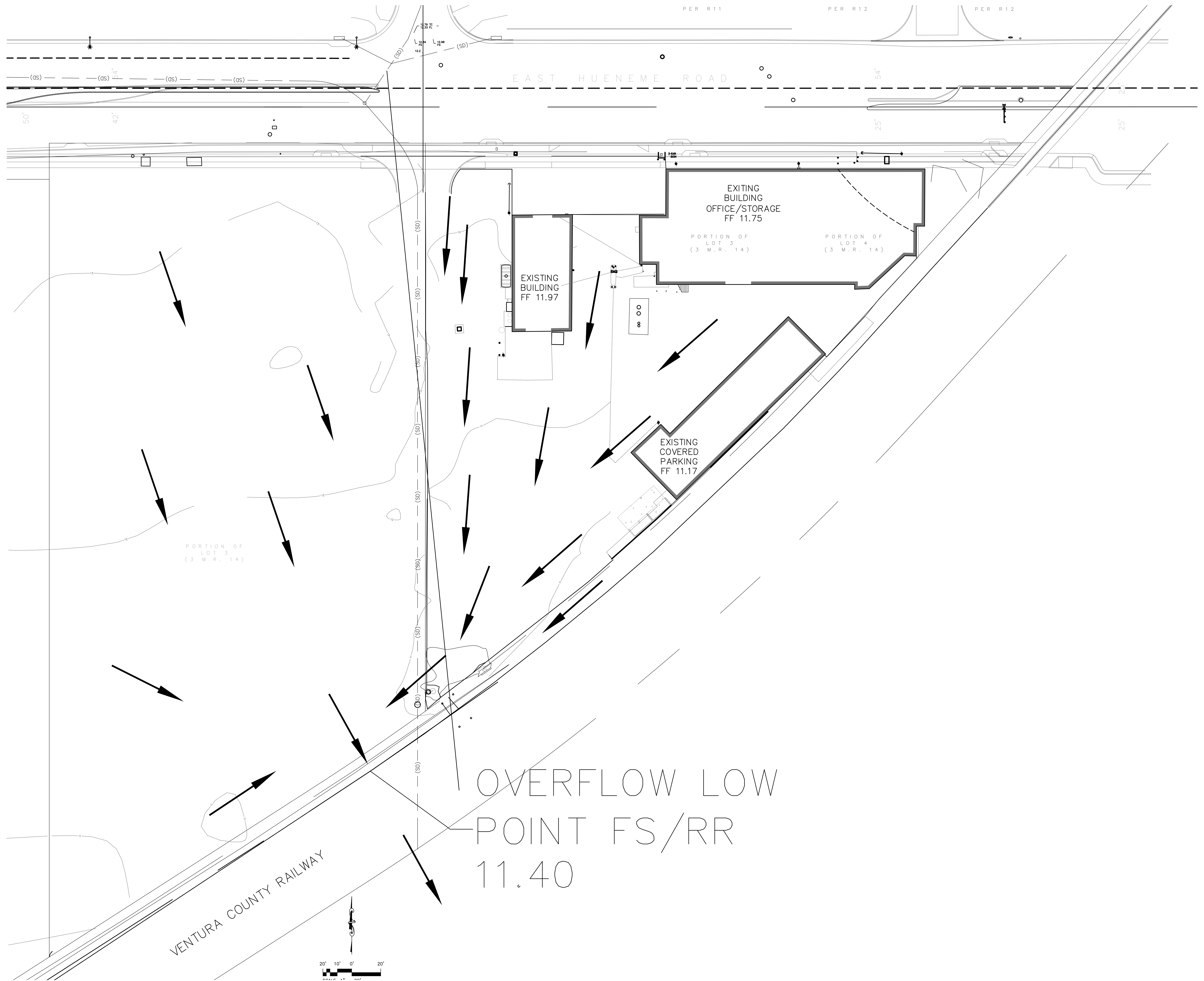
DRAWN
W.LEWIS

CHECKED

DATE
MARCH 20, 2023

SCALE
1" = 20'

SHEET
A1.6



REVISIONS	BY

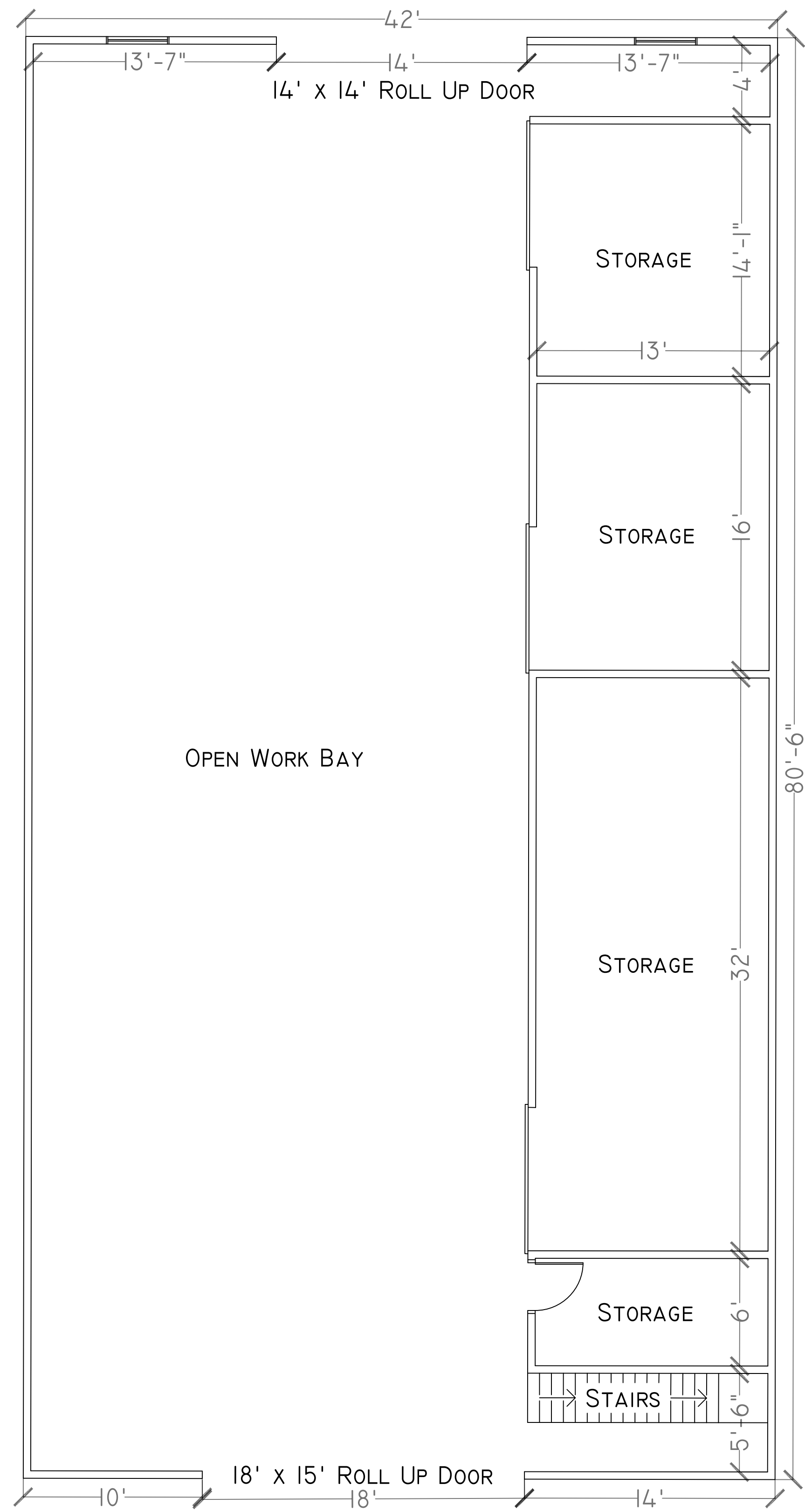
PANTOJA
320 EAST HUENEME ROAD
OXNARD, CA 93033

STORM
OVERFLOW PATH
LOW POINT OF R.R.
S. D. SYS. FAILS

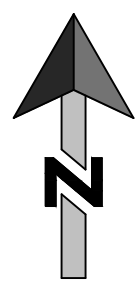
DRAWN W.LEWIS
CHECKED
DATE MARCH 20, 2023
SCALE 1" = 20'
SHEET

A1.7

BUILDING A FLOOR PLAN



SCALE: 1" = 5'



PLANNING SERVICES
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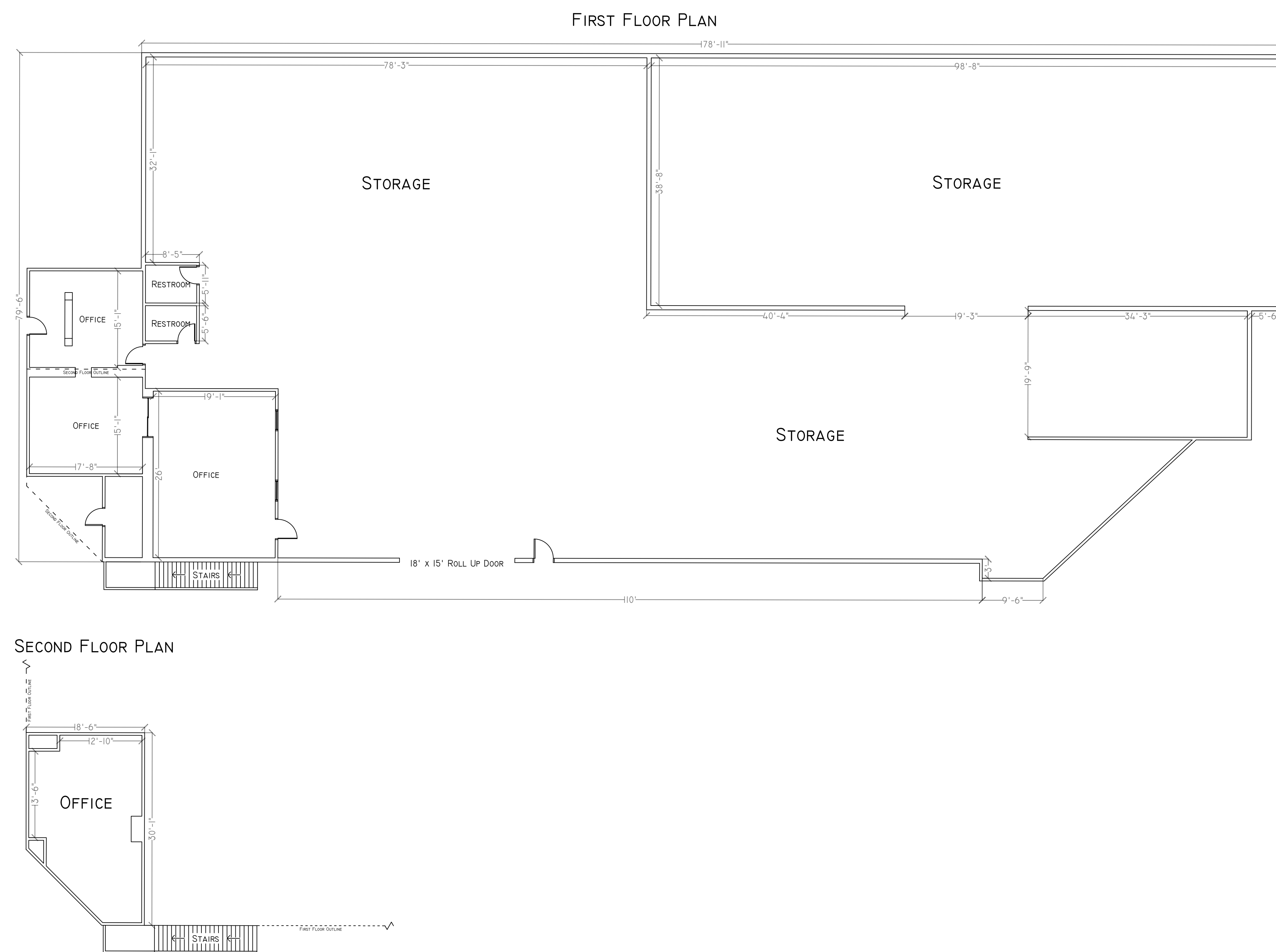
REVISIONS	BY

PANTOJA
320 EAST HUENEME ROAD
OXNARD, CA 93033

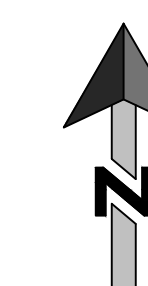
BUILDING A
FLOOR PLAN

DRAWN RYAN L.
CHECKED
DATE NOV.9TH 2021
SCALE AS NOTED
SHEET A2.0

BUILDING B FLOOR PLAN



SCALE: 1" = 10'



REVISIONS	BY

PANTOJA
320 EAST HUENEME ROAD
OXNARD, CA 93033

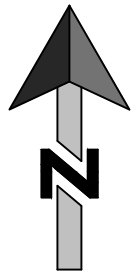
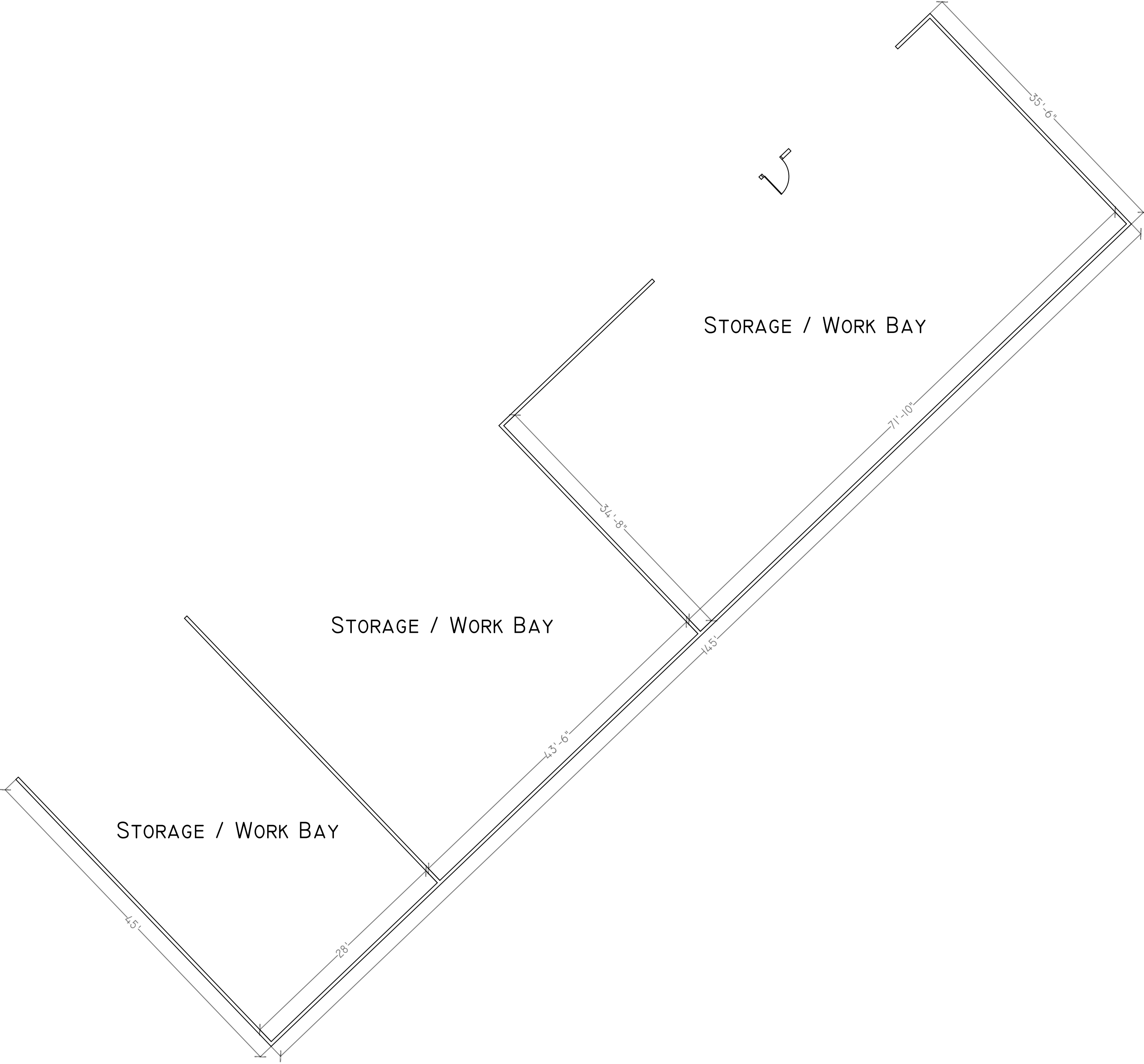
**BUILDING B
FLOOR PLAN**

DRAWN
RYAN L.
CHECKED

DATE
NOV.9TH 2021
SCALE
AS NOTED
SHEET

A2.1

BUILDING C FLOOR PLAN



SCALE: 1" = 10'

PLANNING SERVICES
GENERAL ENGINEERING
& BUILDING CONTRACTORS

R.W.C. LLC
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TEL: 805-525-6400

REVISIONS	BY

PANTOJA
320 EAST HUENEME ROAD
OXNARD, CA 93033

BUILDING C
FLOOR PLAN

DRAWN RYAN L.
CHECKED
DATE NOV. 9TH 2021
SCALE AS NOTED
SHEET A2.2

BUILDING A ELEVATIONS

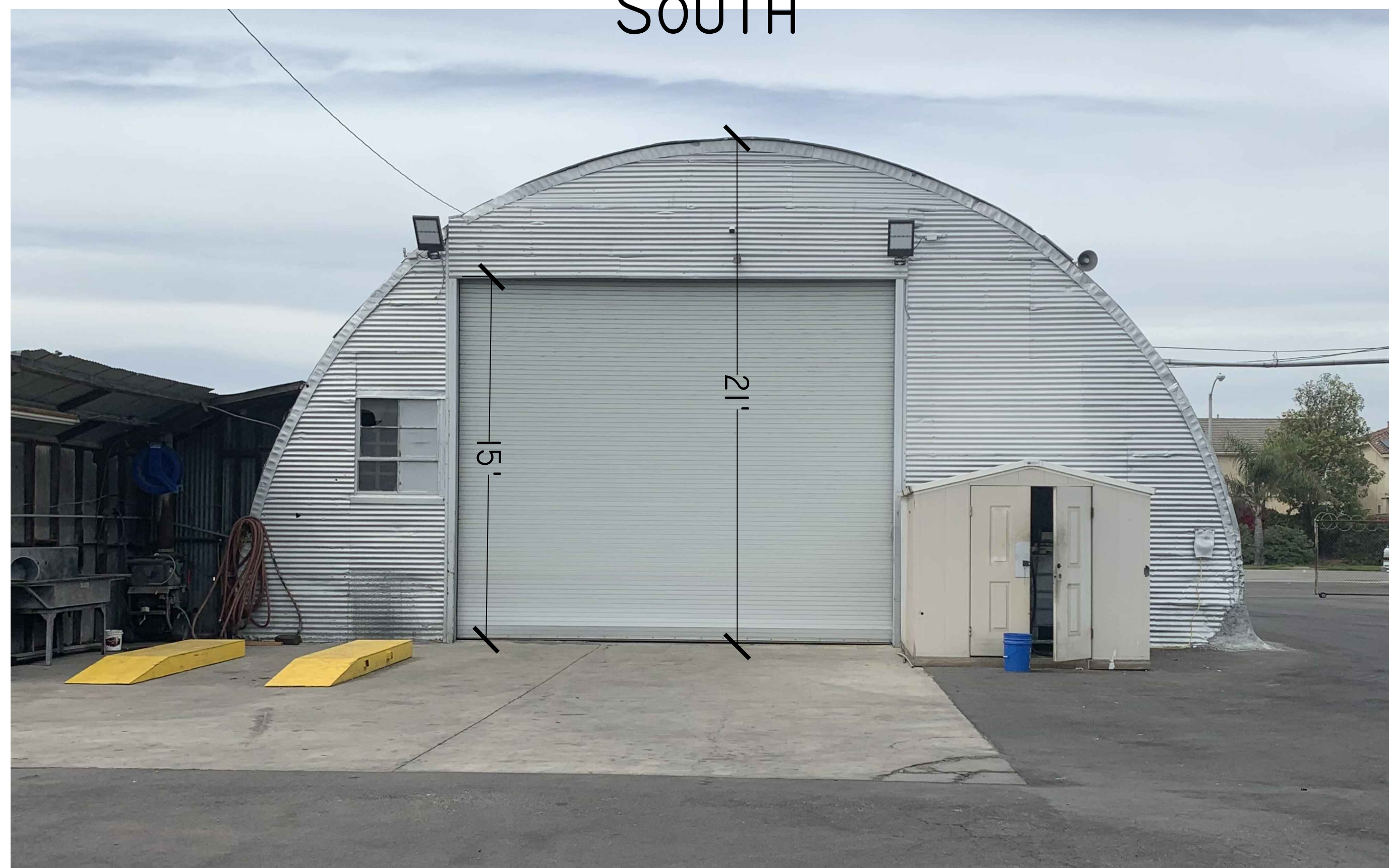
NORTH



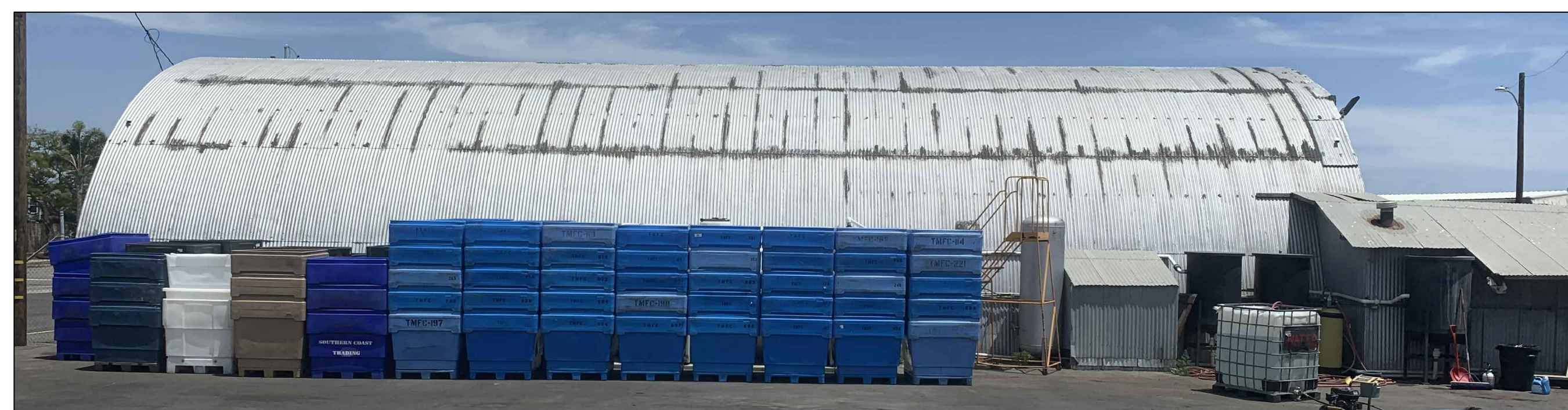
EAST



SOUTH



WEST



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SANTA PAULA, CA LIC# 716695
TEL: 805-525-6400

REVISIONS	BY

PANTOJA
320 EAST HUENEME ROAD
OXNARD, CA 93033

BUILDING A
ELEVATION
PLAN

DRAWN
RYAN L.
CHECKED
DATE
NOV.9TH 2021
SCALE
AS NOTED
SHEET
A3.0

BUILDING B ELEVATIONS

NORTH



EAST



SOUTH



WEST



PLANNING SERVICES
GENERAL ENGINEERING
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REVISIONS	BY

PANTOJA
320 EAST HUENEME ROAD
OXNARD, CA 93033

BUILDING B
ELEVATION
PLAN

DRAWN RYAN L.
CHECKED
DATE NOV.9TH 2021
SCALE AS NOTED
SHEET
A3.1

BUILDING C ELEVATIONS

NORTH



EAST



SOUTH



WEST



PLANNING SERVICES
GENERAL ENGINEERING
& BUILDING CONTRACTORS

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REVISIONS	BY

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320 EAST HUENEME ROAD
OXNARD, CA 93033

BUILDING C
ELEVATION
PLAN

DRAWN
RYAN L.

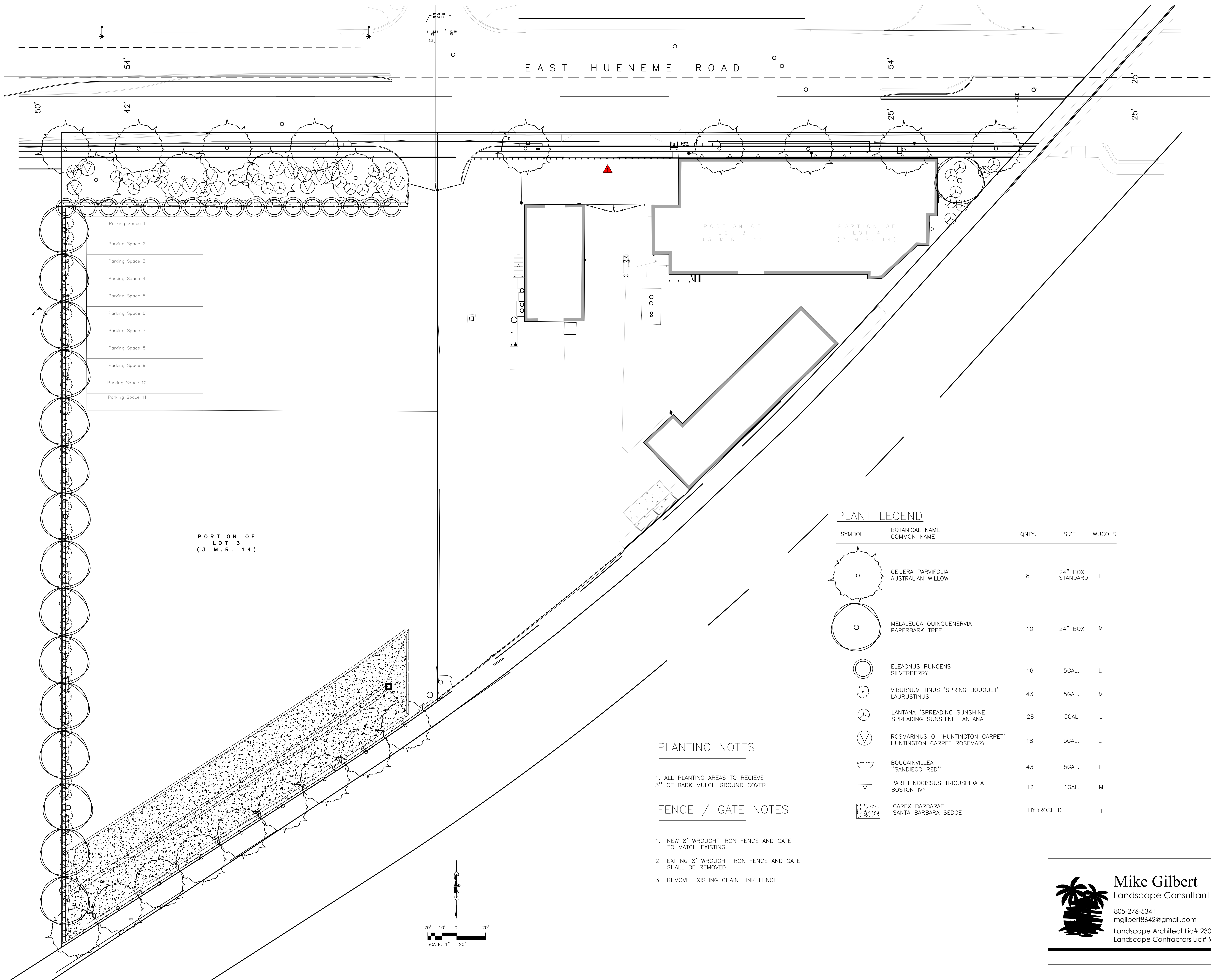
CHECKED

DATE
NOV.9TH 2021

SCALE
AS NOTED

SHEET

A3.2



PLANNING SERVICES
GENERAL ENGINEERING
& BUILDING CONTRACTORS

R.W.G. LLC

SANTA PAULA CA Lic# 716695

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REVISIONS	BY
RELOCATE (E) DWY 24-0422	WL

PANTOJA
320 EAST HUENEME ROAD
OXNARD, CA 93033

PRELIMINARY
PLANTING PLAN

DRAWN
M.G.
CHECKED

DATE
MARCH 20, 2023

SCALE
1" = 20'

SHEET
1.1

PLANTING NOTES

- ALL PLANTING AREAS TO RECEIVE 3" OF BARK MULCH GROUND COVER

FENCE / GATE NOTES

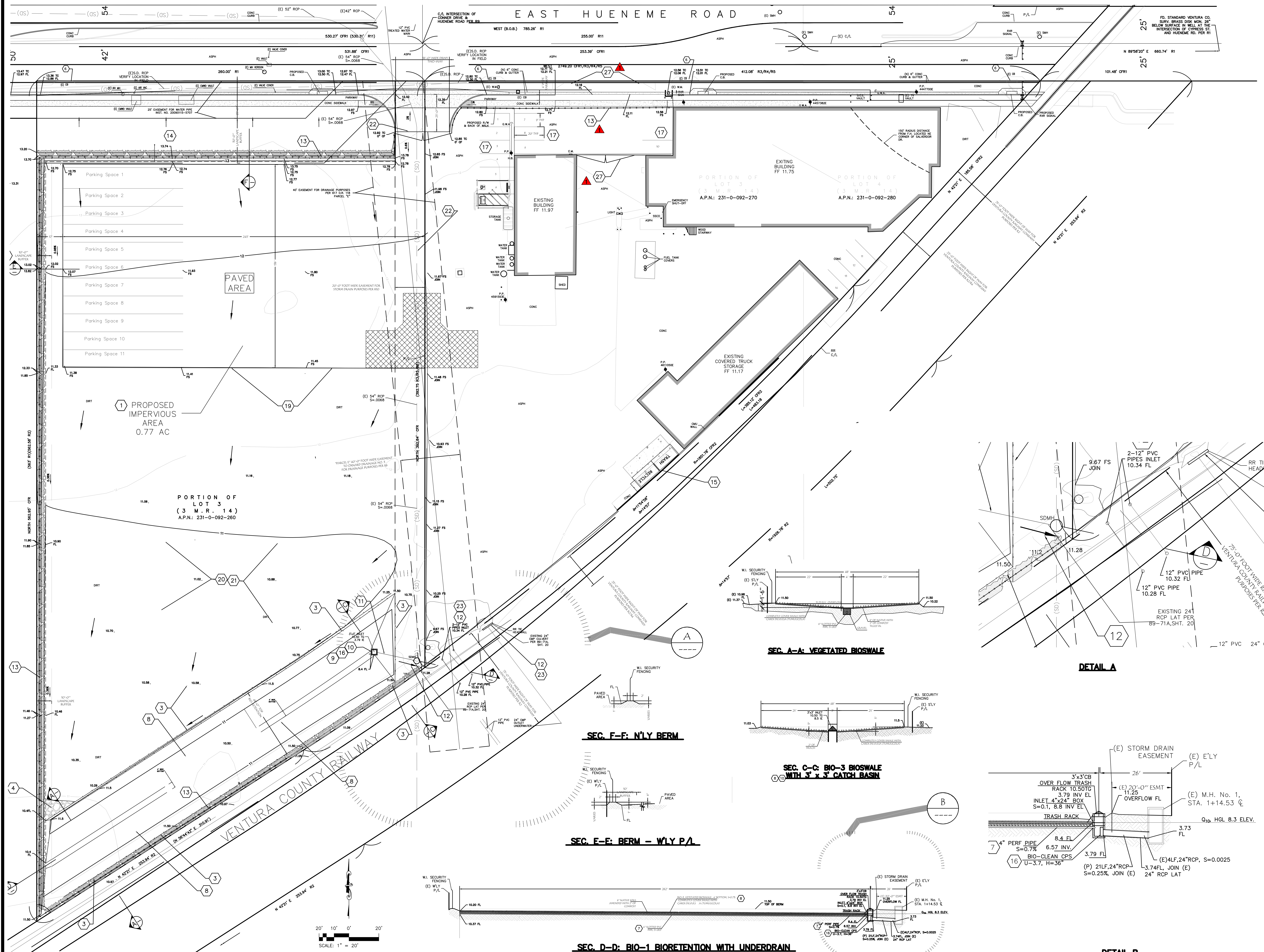
- NEW 8' WROUGHT IRON FENCE AND GATE TO MATCH EXISTING.
- EXISTING 8' WROUGHT IRON FENCE AND GATE SHALL BE REMOVED
- REMOVE EXISTING CHAIN LINK FENCE.

PLANT LEGEND

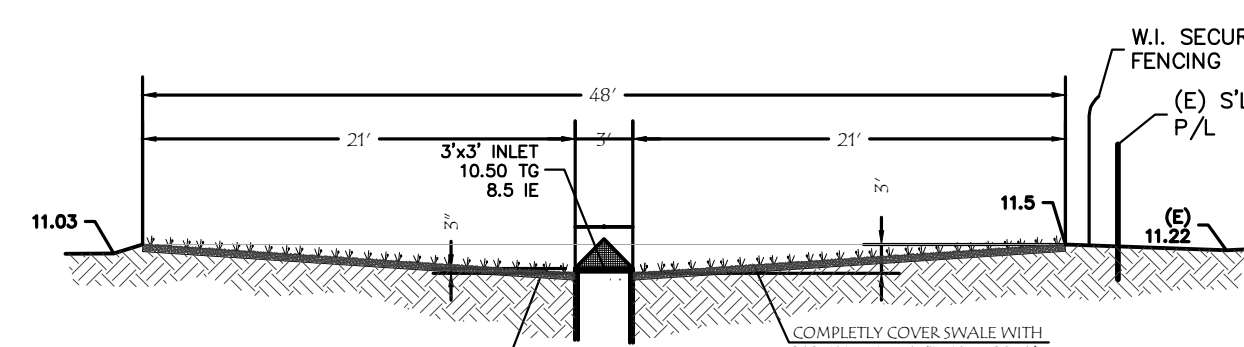
SYMBOL	BOTANICAL NAME COMMON NAME	QNTY.	SIZE	WUCOLS
	GEIJERA PARVIFOLIA AUSTRALIAN WILLOW	8	24" BOX STANDARD	L
	MELALEUCA QUINQUENERVIA PAPERBARK TREE	10	24" BOX	M
	ELEANTHUS PUNGENS SILVERBERRY	16	5GAL.	L
	VIBURNUM TINUS 'SPRING BOUQUET' LAURUSTINUS	43	5GAL.	M
	LANTANA 'SPREADING SUNSHINE' SPREADING SUNSHINE LANTANA	28	5GAL.	L
	ROSMARINUS O. 'HUNTINGTON CARPET' HUNTINGTON CARPET ROSEMARY	18	5GAL.	L
	BOUGAINVILLEA 'SANDIEGO RED'	43	5GAL.	L
	PARTHENOCISSUS TRICUSPIDATA BOSTON IVY	12	1GAL.	M
	CAREX BARBARAE SANTA BARBARA SEDGE	HYDROSEED		L

Mike Gilbert
Landscape Consultant
805-276-5341
mgilbert8642@gmail.com
Landscape Architect Lic# 2302
Landscape Contractors Lic# 93

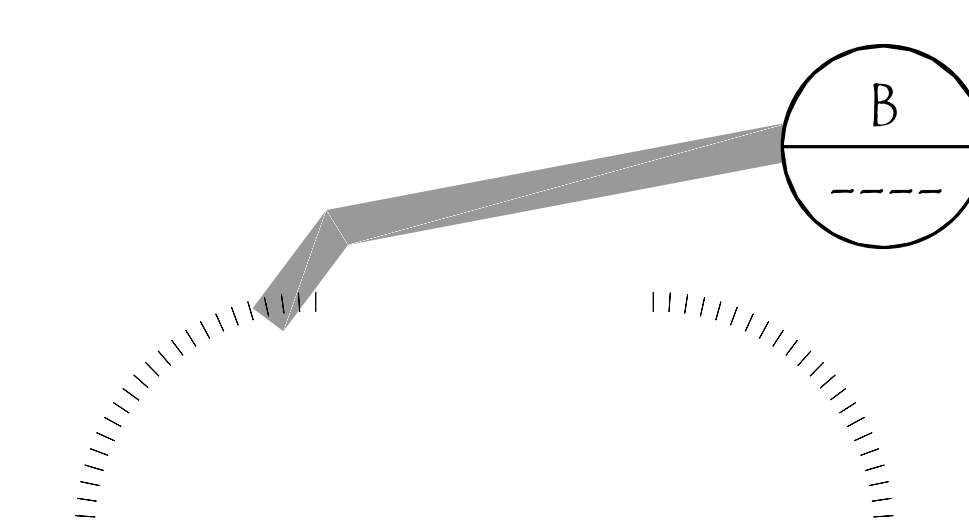
PLATE 3 (P) BMP BIO-1 RETENTION / INFILTRATION



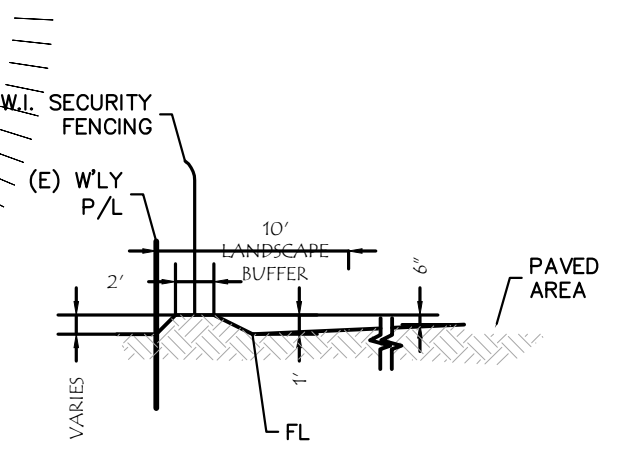
SEC. A-A: VEGETATED BIOSWALE



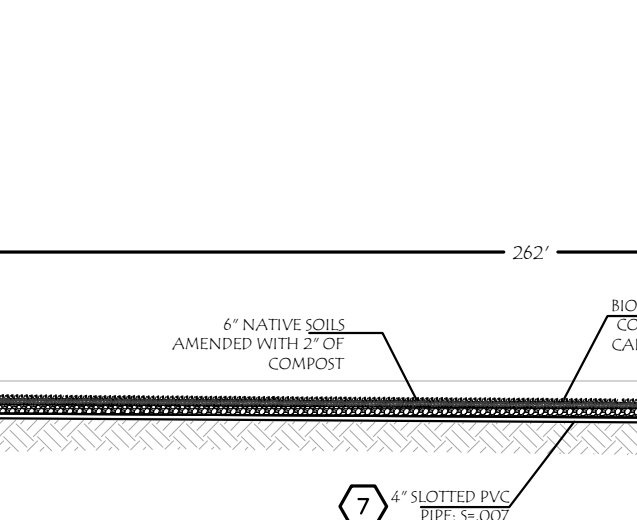
SEC. C-C: BIO-3 BIOSWALE WITH 3' x 3' CATCH BASIN



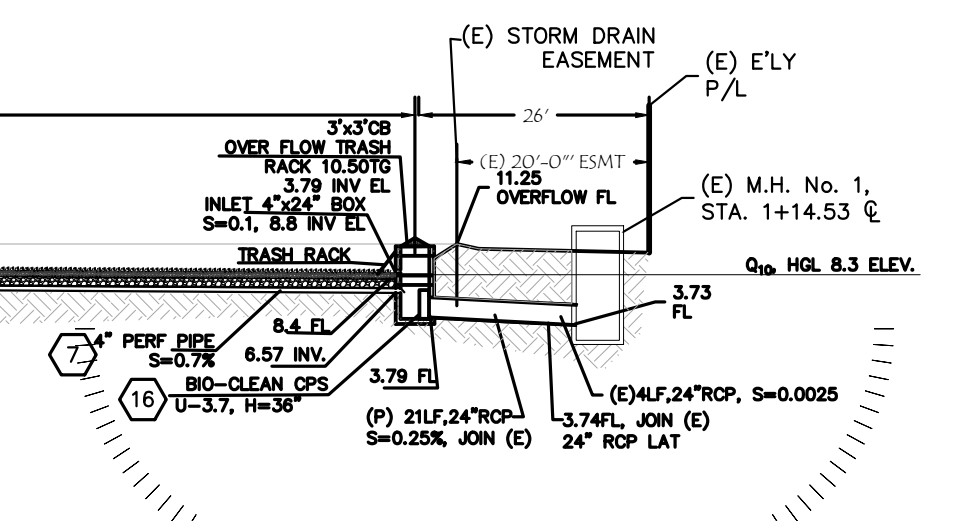
SEC. F-F: N'LY BERM



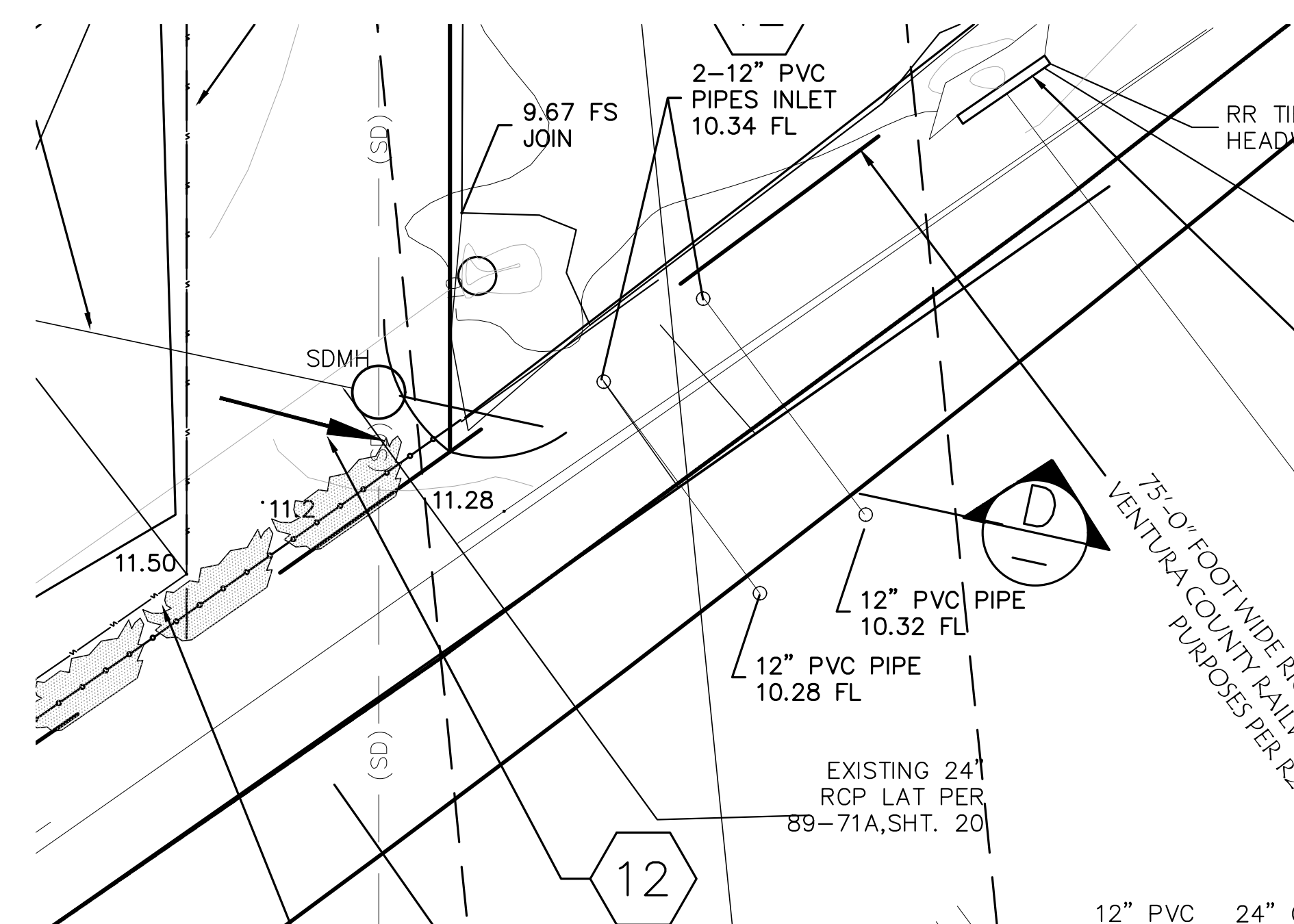
SEC. E-E: BERM - W'LY P/L



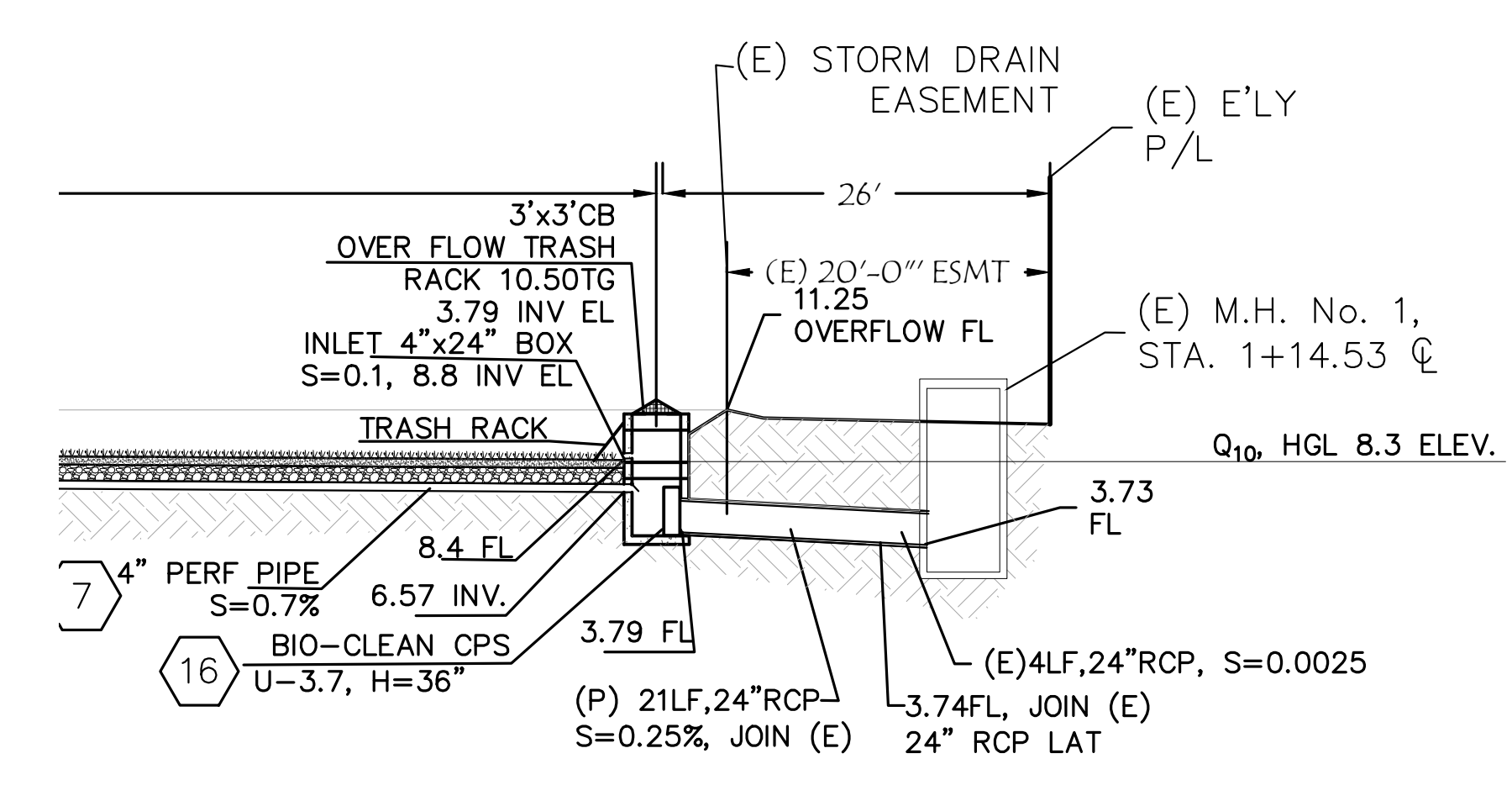
SEC. D-D: BIO-1 BIORETENTION WITH UNDERDRAIN



DETAIL A



DETAIL B



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R.W.G. LLC
SANTA PAULA, CA Lic# 716695
TEL: 805-525-6400

REVISIONS	BY
RELOCATE (E) DWY 24-0422	WL

PANTOJA
320 EAST HUENEME ROAD
OXNARD, CA 93033

BMP SITE PLAN

DRAWN
W.LEWIS
CHECKED
DATE
MARCH 20, 2023
SCALE
1" = 20'
SHEET
BMP

REVISIONS	BY
RELOCATE (E) DWY 24-0422	WL

PANTOJA
320 EAST HUENEME ROAD
OXNARD, CA 93033

SITE LIGHTING AND
PHOTOMETRIC PLAN

Concept Electrical Solutions, Inc.
14127 Enport Lane Poway, California 92064
cell: 858.448.5732 fax: 858.679.0064
e: rraasie@conceptelectricalsolutions.com 1141-002

PANTOJA
LIGHTING PHOTOMETRIC AND LAYOUT

APPROVALS

SHEET TITLE:

SITE LIGHTING AND
PHOTOMETRIC PLAN

Drawn By RCA
Checked By MN
Approved By MN
Issue

Scale AS NOTED

SHEET NUMBER:

E1.0

GENERAL NOTES

- HOMERUN ALL EXTERIOR LIGHTING VIA ASTRONOMICAL TIME CLOCK CONFER WITH OWNER FOR EXACT LOCATION.
- ALL EXTERIOR LIGHTING INSTALLATIONS AND LAMP TYPE SHALL COMPLY WITH LOCAL CITY ADOPTED OUTDOOR LIGHTING REGULATIONS.
- PER IRLC (IC) ALL INSTALLED OUTDOOR LIGHTING SHALL BE CIRCUITED AND INDEPENDENTLY CONTROLLED FROM OTHER ELECTRICAL LOADS BY AN AUTOMATIC SCHEDULING CONTROL.
- ALL BUILDING LIGHTING BRANCH CIRCUITRY SHALL BE #10 AWG MINIMUM WIRE SIZE IN 3/4" CONDUIT.
- PLANNING DEPARTMENT APPROVAL OF EXTERIOR LIGHTING SUPERCDE BUILDING DEPARTMENT.
- ALL POLE LIGHTS ARE NOT TO EXCEED 20' IN HEIGHT.

KEY NOTES

- REPLACE LIGHT FIXTURE WITH NEW LED, MOUNT IN SAME LOCATION AS PREVIOUS FIXTURE.

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
SITE LIGHTING	+	4.0 fc	30.1 fc	0.0 fc	N/A	N/A

PROPOSED LUMINAIRE SCHEDULE

TYPE	MTG	QTY	LAMP(S) CODE WATT/LUMENS COLOR	LUMINAIRE DESCRIPTION	MANUFACTURER & CATALOG NUMBER	INPUT WATTS VOLTS	REFERENCE NOTES
A	POLE 20' AFG	---	LED 41,87LM 4000K	EVERLAST ENCOUNTER SERIES 140LPW, 300W, 120-277V, 4000K, TYPE IV DISTRIBUTION, 1-10V DIMMING	EVERLAST LIGHTING EL-ENC-300-UL-40-IV	300W 120V	OR APPROVED EQUAL
B	AT REPLACE MENT HEIGHT	---	LED 14,627LM 4000K	EVERLAST ENCOUNTER SERIES 140LPW, 100W, 120-277V, 4000K, TYPE IV DISTRIBUTION, 1-10V DIMMING	EVERLAST LIGHTING EL-ENC-100-UL-40-IV	100W 120V	OR APPROVED EQUAL

ENCOUNTER SERIES LED AREA LIGHT OPTICAL & TECHNICAL SPECIFICATIONS

TECHNICAL SPECS	Unit		EPA RATING	
	100w	0.23 ft ²	150w	0.23 ft ²
	185w	0.23 ft ²	300w	0.23 ft ²
	400w	0.23 ft ²	500w	0.23 ft ²
	500w	0.23 ft ²		

DISTRIBUTION TYPES

TYPE III TYPE IV TYPE V

ENCOUNTER SERIES LED AREA LIGHT MOUNTING OPTIONS / ACCESSORIES

MOUNTING OPTIONS

ENR KSF
Knuckle Slip Fitter.
Fits 2.5" pole diameter
180° of rotation.

ENR UARM
Universal Mounting Arm.
Wiring & Mounting hardware access doors.
One person installation.

ENR AUB
Adjustable U-Bracket.
Designed for use on flat surfaces
while still offering angled positioning.

ACCESSORIES

PC
Excluded Standard Item

NEMA Photocell
Provides dusk to dawn automated
controls for street box lights.

PC480V
Provides dusk to dawn automated
controls for 480v street box lights.

BLPC
Blank NEMA Photocell
Shorting cap ensures light is
on whenever power is supplied.

7 PIN
7 pin ANSI C136.41 photocell
necessary for use with
lighting controls systems.

MULTIPLE OCCUPANCY SENSOR OPTIONS

SP10 / SP10-480

SP20 / SP20-480

LRD-SOPSP = On/Off Bi-Level/ Dusklight Harvesting sensor option
HRD-40SP = 480V On/Off Bi-Level/ Dusklight Harvesting sensor option

10KV Surge Protector
Offers protection against voltage spikes
to reduce the chances of fixture damage.

20KV Surge Protector
Offers protection against voltage spikes
to reduce the chances of fixture damage.

Encounter Series
LED AREA LIGHTS

The Encounter Series LED area light offers users an industry leading premium powder coated die cast aluminum housing, dusk-to-dawn and control options, along with several mounting solutions. The Encounter Series design focuses on matching existing site lighting aesthetics with its traditional form factor, ease of installation, and energy reduction in an economically priced package making it ideal for quick turn-around projects.



Backed by EverLast's 10 year limited warranty
Optional 5yr warranty available

SUMMARY

LUMEN OUTPUT:
100W - 14,700* Lumens @5000k
150W - 22,300* Lumens @5000k
185W - 24,400* Lumens @5000k
300W - 44,600* Lumens @5000k
400W - 53,000* Lumens @5000k
500W - 63,600* Lumens @5000k

Dimming: 1-10v Continuous
Lumen Maintenance: L70, 248,000 hrs @ 77°F
Color Rendering Index: 70 CRI
Listings: DLC Premium™ (Type III) - UL1598
Ingress Protection: IP66 Rated
Operating Temperature: -40 to 122°F
Materials: Diecast Aluminum Housing with bronze powdercoat finish.

*Lumen output varies based on ambient temperature. Please visit <http://www.everlastlighting.com> for more information.

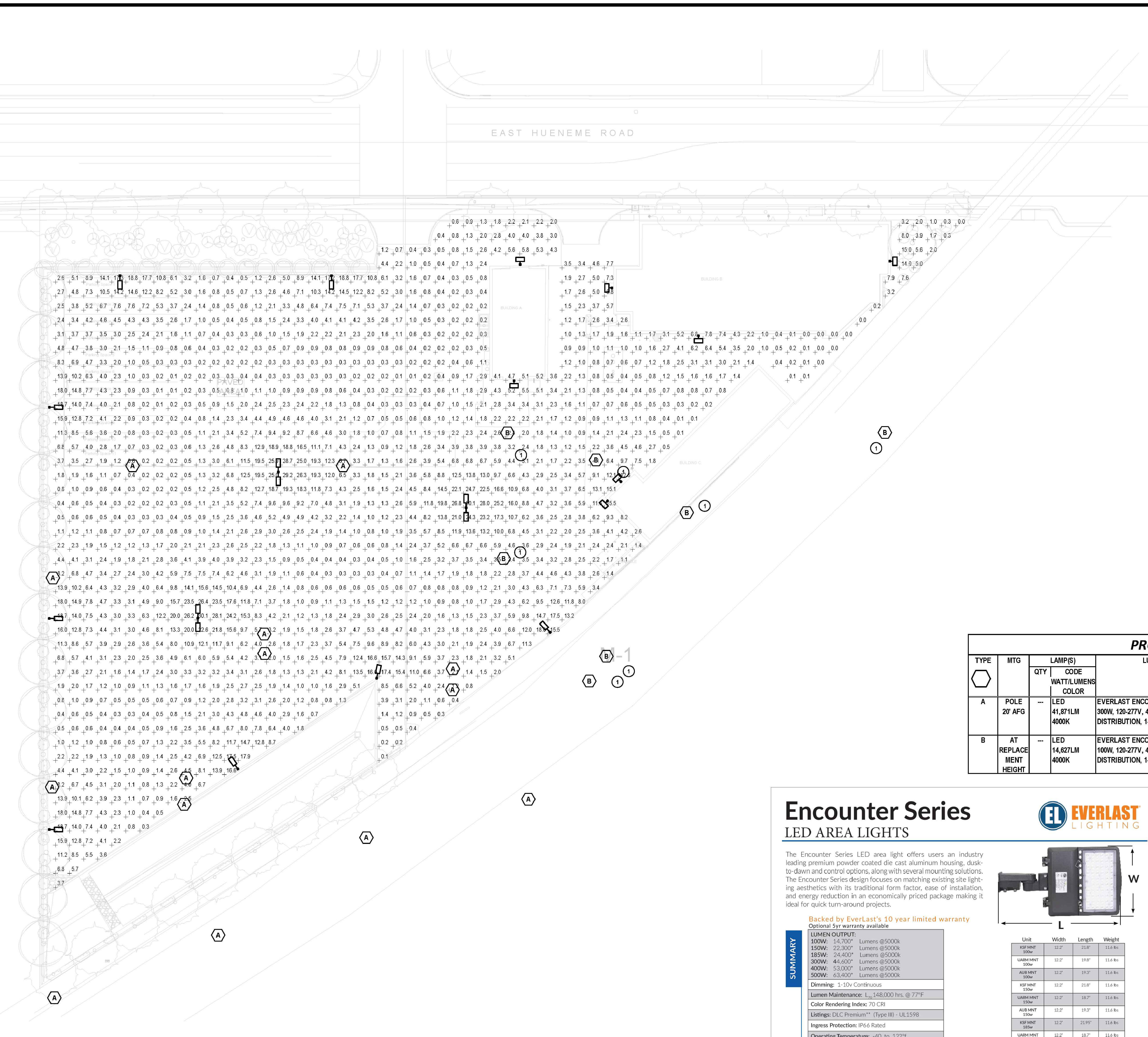
TOTAL CURRENT (amps) / FIXTURE

WATTAGE	300V AC	480V AC	277V AC	480V AC
100w	0.35	0.41	0.36	0.36
150w	0.53	0.63	0.54	0.54
185w	0.54	0.67	0.58	0.58
300w	0.90	1.05	0.90	0.90
400w	1.20	1.40	1.20	1.20
500w	1.50	1.80	1.50	1.50

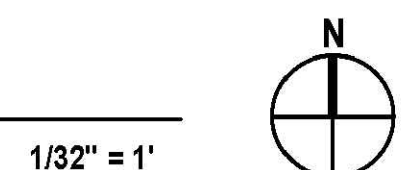
ORDERING INFORMATION

BASE MODULE	EL-ENR14		S	185	UL	
	FIXTURE			WATTAGE	VOLTAGE	
	EL-ENR14		100	150	UL 120-277V AC	840
			185	300	UL 249-528V AC	850
			400	500		

WWW.EVERLASTLIGHT.COM T 1800-333-7970 F 1800-366-4079



SITE LIGHTING AND PHOTOMETRIC PLAN



1/32" = 1'



Pantoja Trucking Project

Final Initial Study – Mitigated Negative Declaration

prepared by

City of Oxnard
Community Development Department
214 South C Street
Oxnard, California 93030
Contact: Jay Dobrowalski, Planning Supervisor

prepared with the assistance of

Rincon Consultants, Inc.
180 North Ashwood Avenue
Ventura, California 93003

May 2025

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Initial Study

1. Project Title

Pantoja Trucking Project

2. Lead Agency Name and Address

City of Oxnard
214 South C Street
Oxnard, California 93030

3. Contact Person and Phone Number

Jay Dobrowalski, Planning Supervisor
Community Development Department
(805) 385-3948

4. Project Location

The project site is located at 210 and 320 East Hueneme Road in the City of Oxnard, Ventura County. The project site encompasses approximately 4.76 acres (207,346 square feet) and includes Assessor Parcel Numbers (APNs) 231-0-092-260, 231-0-092-270, and 231-0-092-280. Figure 1 shows the location of the site in the region and Figure 2 shows the project site in its neighborhood context.

5. Project Sponsor's Name and Address

Pantoja Truckline, Inc.
320 East Hueneme Road
Oxnard, California 93003

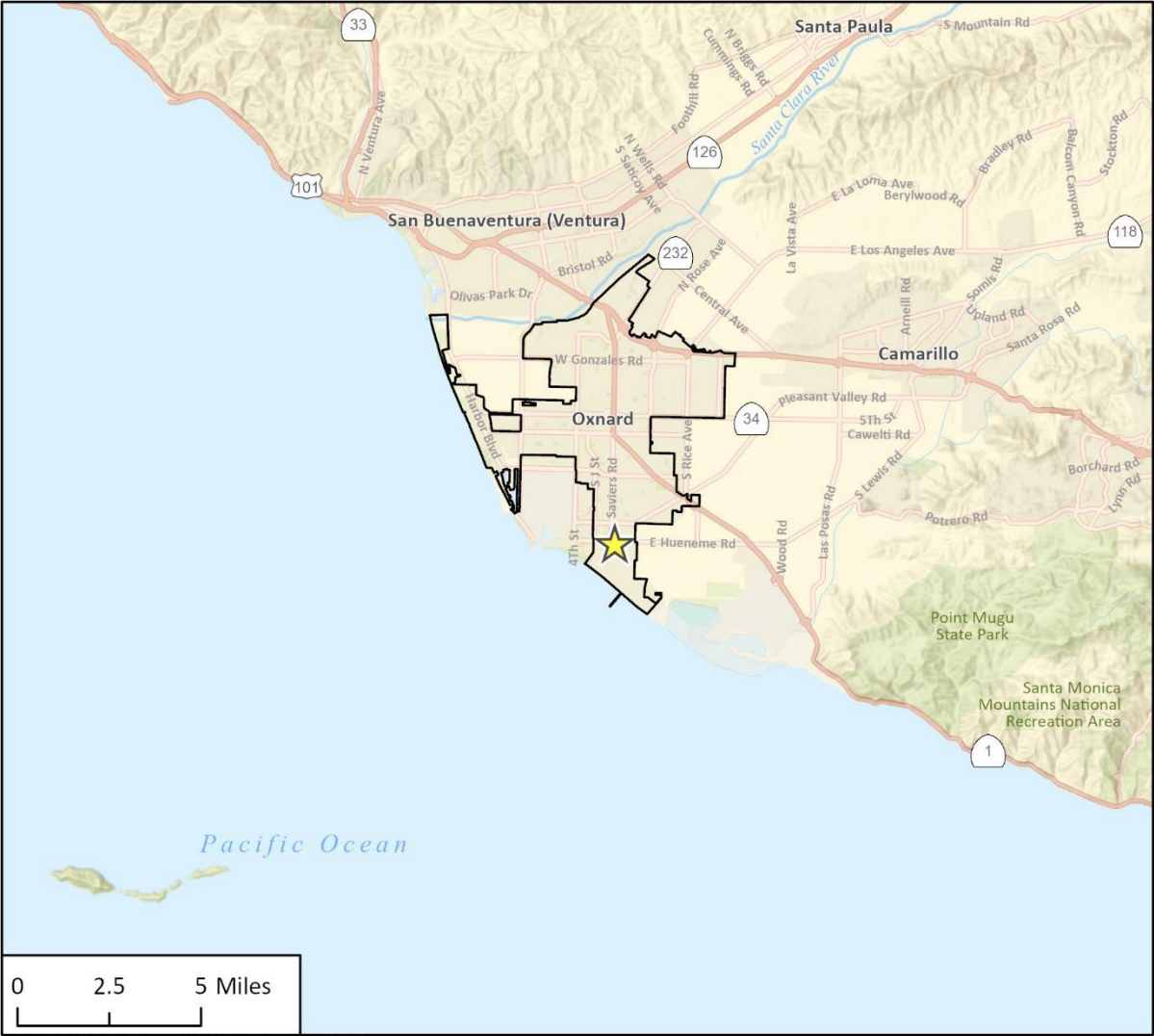
6. General Plan Designation

Light Industrial (ILT)

7. Zoning

Light Manufacturing Planned Development (M-1-PD)

Figure 1 Regional Location



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23-14438 EPS
Fig. 1 Regional Location

- ★ Project Location
- City of Oxnard Boundary

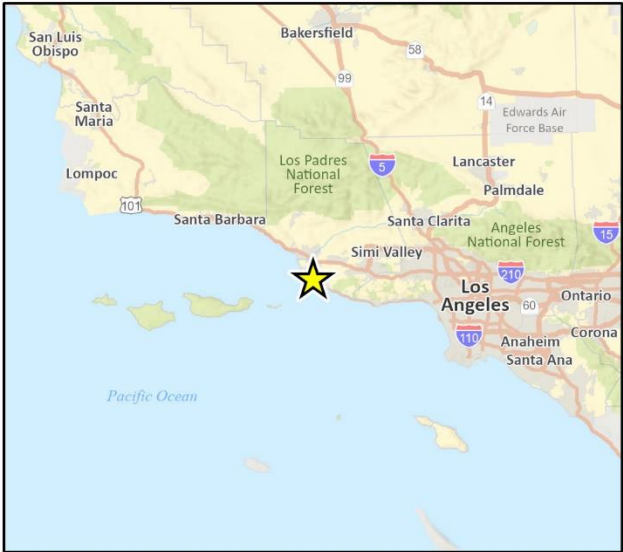


Figure 2 Project Location



Imagery provided by Microsoft Bing and its licensors © 2023.

23-14438 LPS
Fig 2 Project Location

8. Description of Project

The proposed project includes the permitting of un-permitted development (both existing and proposed) on a property on East Hueneme Road with Assessor's Parcel Number (APN) 231-0-092-260, as well as an increase in the applicant's use of the project site. The proposed project would involve construction of an approximately 0.77-acre parking area for trucks, removal of a perimeter chain link fence, and construction of a perimeter wrought iron fence with landscaping, a detention basin (with a vegetated bioswale) to retain on-site drainage flows, and restoration of a portion of this parcel back to vacant undeveloped land. As shown on Figure 3, approximately 28,742 square feet (sf) of landscaping would be installed around the northern and western sides of the project site and along the southeastern side of the parcel within APN 231-0-092-260, but with no additional landscaping proposed for the remainder of the southeastern side of the project site. Three existing industrial buildings totaling 24,313 square-feet, as well as accessory structures with truck parking areas, are present on the two other parcels that make up the project site: APNs 231-0-092-270 and 231-0-092-280, both of which are addressed as 320 East Hueneme Road. No changes to these three buildings or accessory structures are proposed as part of the project. The parcel with APN 231-0-092-260 is currently unaddressed (according to Assessor's records) but would have an address of 210 East Hueneme Road once developed.

The project site has historically operated as a truck and freight transportation storage yard, and the applicant (Pantoja Trucking) intends to continue operating the site as such. The applicant is not proposing to add any buildings to the site. The applicant proposes to reuse the approximately 80 cubic yards of gravel that is currently being used as a parking surface on the westernmost parcel of the project site (APN 231-0-092-260) as road base to pave 0.77-acres of additional parking on this parcel with a chip seal paving. After construction, this parcel will be fenced for security with 8-foot wrought iron fence and gates, screened with landscaping, and utilized as truck overflow parking for trucks that are used to haul freight for the Pantoja Trucking Company. The Pantoja Trucking Company hauls frozen products (such as shrimp and fish) received in containers from the Port of Hueneme, either directly to customers or to the project site. Product stored on the project site is then shipped to customers throughout California during the next several days. The closest vehicular entry point to the Port of Hueneme is at the western terminus of the public portion of Hueneme Road just west of its intersection with Market Street approximately 1.4 miles west of the project site in the City of Port Hueneme. The assumed route for truck traffic between the project site and the Port of Hueneme is therefore entirely along Hueneme Road. The applicant proposes to construct a new vehicular entry point to the project site (referred to as the western entry gate) directly south of the intersection of East Hueneme Road and Conner Drive. The western entry gate would replace the current vehicular entry point, which is a driveway located approximately 125 feet east of the intersection of East Hueneme Road and Conner Drive (from the centerline of each roadway). The applicant also proposes to construct a vegetated bioswale with a 3-foot by 3-foot catch basin and stormwater detention basin near the southern end of the project site to retain stormwater flows on the site and prevent polluted runoff. The proposed improvements described above are shown on the proposed site plan shown on Figure 4.

The applicant proposes to continue to perform the same services at this site necessary to continue transporting product in containers between the Port of Hueneme and various other businesses in California. The applicant engages subhaulers as necessary to provide freight and transportation services during their operation, and anticipates an increase in truck trips and a slight increase in the number of employees. Table 1 presents relevant information about Pantoja Trucking's current and proposed operations at the project site, including hours of operation and typical numbers of daily employees and customers using the project site.

Table 1 Current and Proposed Operations

	Current	Proposed
Office		
Hours of Operation	8am - 5pm	8am - 5pm
Number of Employees	4	4
Number of Customers on an Average Day	1	1
Peak Daily Vehicle Trips	20	20
Peak Hourly Vehicle Trips	5 7:30am-8:30am	5 7:30am-8:30am
Trucking		
Hours of Operation	7 am to 5 pm	7 am to 5 pm
Number of Employees	6	11
Peak Daily Truck Trips	24 Includes Port to Customer	72 Includes Port to Customer
Peak Hourly Truck Trips (Thursday)	12 7:30 am - 8:30 am	12 7:30 am - 8:30 am

The business currently employs six truck drivers and four full-time employees providing office support services to the transportation and freight business. The support services include accounting, scheduling, and human resources. The proposed hours of truck operation would be 7:00 a.m. to 5:00 p.m., and the office staff hours of operation would be 8 a.m. to 5 p.m. The PM peak traffic hour (defined as one peak hour between 4:00 p.m. and 6:00 p.m.) trips consist of employee trips home at the end of the day with no truck trips occurring at that time.

Peak daily truck trips would increase from 24 per day to 72 per day. Office (support personnel) trips would remain the same, at 5 peak hour trips per day and 20 peak daily trips. Currently, the peak hourly truck trip traffic for on-site business operation is 12 trips between 7:30 a.m. to 8:30 a.m. on Thursdays but this depends on when the containers are ready for pickup at the port. The support personnel peak hourly trips consist of five trips from 7:30 a.m. to 8:30 a.m. on Monday through Friday.

The standard operation of the trucking business consists of truck driver employees driving to the Pantoja site, picking up the delivery trucks at the Pantoja site, parking their personal vehicles in the spaces that their trucks occupy when not in use, driving to the port, hooking up cargo containers on chassis at the port, delivering between 10-20% of these containers directly to businesses in California and the remainder to Pantoja's yard to be stored and delivered to customers statewide over the next several days, then driving their personal vehicles home at the end of the day. The containers remain on the same chassis from port to customer, with no transfer of the containers to different chassis in the Pantoja yard. Truck traffic on non-peak days averages approximately 10 in/out a day and consists of trucks hooking up the chassis with containers in Pantoja's yard and delivering to customers statewide then returning to Pantoja's yard, usually the following day. The proposed western entry gate would be open during hours of operation and monitored by security cameras.

The project is anticipated to be built over a period of approximately 6 months. Construction would occur in six phases – demolition, site preparation, grading, construction of proposed improvements¹, paving, and architectural coating.

9. Surrounding Land Uses and Setting

The project site is in a semi-urban area characterized by a mix of industrial and residential development and vacant land. Immediately surrounding uses consist of the following: to the west is a property that was recently developed² as a vehicle storage yard; to the southeast are railroad tracks, industrial warehouses, and vacant land; and to the north are East Hueneme Road and a residential community. A portion of the Ormond Lagoon Waterway is also southeast of the project site, beyond the railroad tracks that immediately border the project site. As shown on Figure 2, this water feature is contained in a concrete channel from East Hueneme Road southwest (downstream) to an at-grade concrete bridge over the channel, but southwest of this bridge it has earthen banks. Water in the Ormond Lagoon Waterway flows to the Pacific Ocean at Ormond Beach, approximately 0.71 miles south of the project site.

10. Required Approvals

The following entitlement is required for development of the proposed project:

- Special Use Permit to allow for the development of a freight classification yard on APNs 231-0-092-260, 231-0-092-270, and 231-0-092-280.

11. Other Public Agencies Whose Approval is Required

The City of Oxnard is the lead agency with responsibility for approving the proposed project. Approval from other public agencies is not anticipated.

12. Have California Native American Tribes Traditionally and Culturally Affiliated with the Project Area Requested Consultation Pursuant to Public Resources Code Section 21080.3.1?

Yes. Pursuant to Public Resources Code Section 21080.3.1, which was added to the CEQA statute as a result of enacting Assembly Bill (AB) 52, the City sent letters (via certified mail) to the following Native American tribes on October 5, 2023.

- Barbareño/Ventureño Band of Mission Indians
- Chumash Council of Bakersfield
- Coastal Band of the Chumash Nation
- Gabrieliño/Tongva San Gabriel Band of Mission Indians

¹ Normally this phase would be referred to as “building construction” but there are no new buildings included in the proposed project.

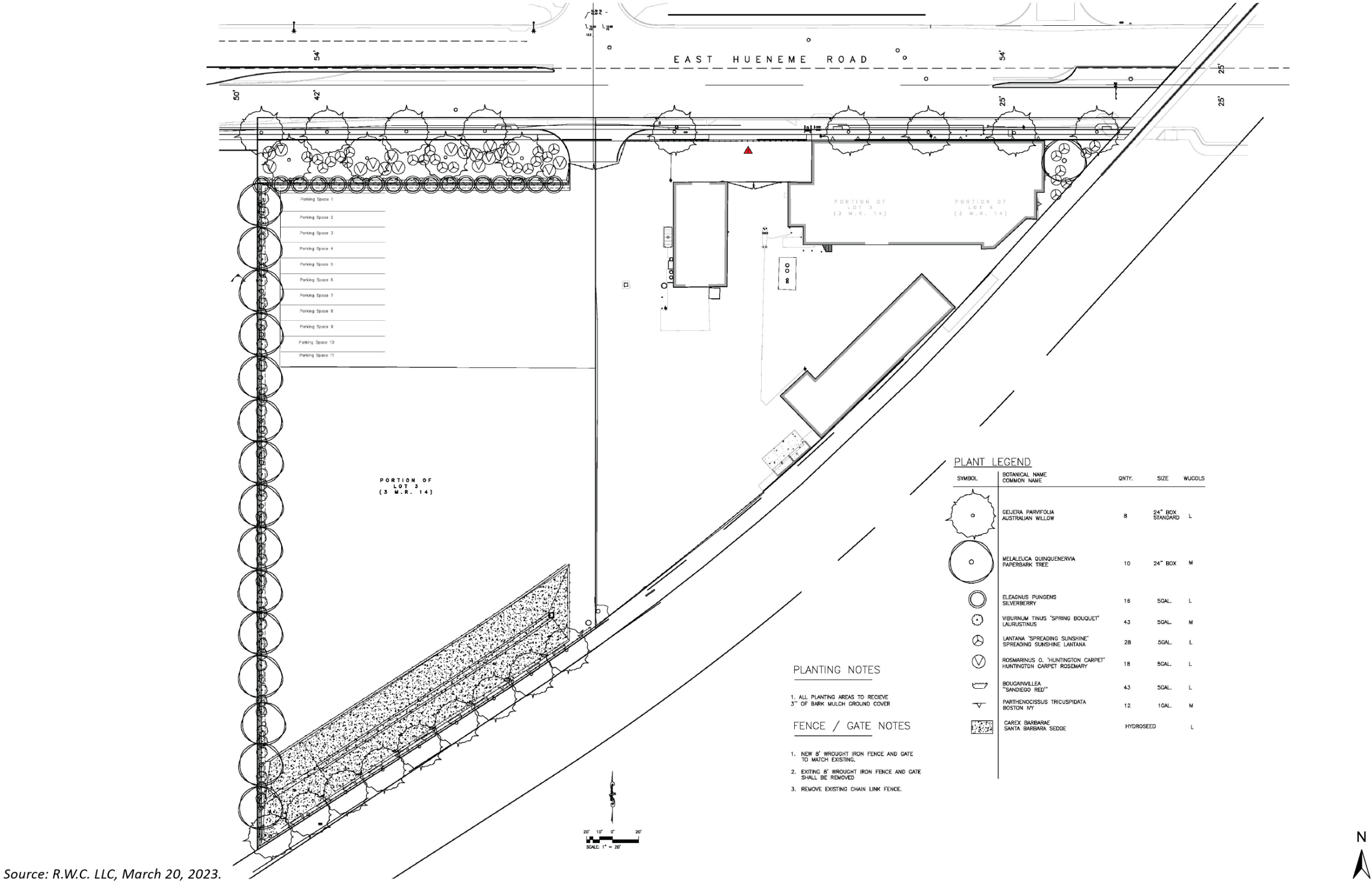
² This land use is not shown on any aerial photography of the site that was available to Rincon Consultants at the time of production of this IS-MND, apparently because it was only recently developed.

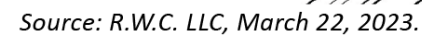
- Gabrieliño/Tongva Nation
- Gabrieliño-Tongva Tribe
- Northern Chumash Tribal Council
- Santa Ynez Band of Chumash Indians

The City requested a response within 30 days of receipt as specified by AB 52. The City received no consultation requests. AB 52 consultation concluded on November 5, 2023.

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Figure 3 Landscape Plan





Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is “Potentially Significant” or “Less than Significant with Mitigation Incorporated” as indicated by the checklist on the following pages.

- | | | |
|--|--|--|
| ☐ Aesthetics and Urban Design | ☐ Agricultural Resources | ☐ Air Quality |
| ☒ Biological Resources | ☐ Climate Change and Greenhouse Gas Emissions | ☒ Cultural Resources |
| ☐ Energy | ☐ Geology and Soils | ☐ Hazards and Hazardous Materials |
| ☐ Hydrology and Water Quality | ☐ Land Use and Planning | ☐ Mineral Resources |
| ☒ Noise | ☐ Population, Education, and Housing | ☐ Public Services and Recreation |
| ☐ Transportation and Circulation | ☐ Tribal Cultural Resources | ☐ Utilities and Service Systems |
| ☐ Wildfire | ☒ Mandatory Findings of Significance | |

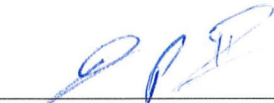
Determination

Based on this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “less than significant with mitigation incorporated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

City of Oxnard
Pantoja Trucking Project

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



Signature

Joe Pearson II

Printed Name

3/21/2025

Date

Planning Manager

Title

Environmental Checklist

1 Aesthetics and Urban Design

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect on a scenic vista such as an ocean or mountain view from an important view corridor or location as identified in the 2030 General Plan or other City Planning documents?	☐	☐	☐	☒
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway, or route identified as scenic by the County of Ventura or City of Oxnard?	☐	☐	☒	☐
c. Substantially degrade the existing visual character or quality of the site or its surroundings such as by creating new development or other physical changes that are visually incompatible with surrounding areas or that conflict with visual resource policies contained in the 2030 General Plan or other City planning documents?	☐	☐	☐	☒
d. Add to or compound an existing negative visual character associated with the project site?	☐	☐	☐	☒
e. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Significance Thresholds

The impact analysis below relies on the impact criteria listed immediately above, where applicable, in determining whether the proposed project would result in an impact, as well as the level of the impact being evaluated.

- a. *Would the project have a substantial adverse effect on a scenic vista such as an ocean or mountain view from an important view corridor or location as identified in the 2030 General Plan or other City Planning documents?*

The project site is located approximately one mile northeast of the Ormond Beach coastline and approximately six miles northwest of the nearest mountains (the Santa Monica Mountains). No new buildings are being proposed as part of the proposed project; therefore, the proposed project would not substantially alter any existing views of the Ormond Beach coastline or nearest mountains. In addition, the City's 2030 General Plan Background Report identifies the project site as being located outside of key aesthetic areas, such as public and conservation lands and agricultural greenbelts (City of Oxnard 2006). Accordingly, the proposed project would have no impact on scenic vistas.

NO IMPACT

- b. *Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway, or route identified as scenic by the County of Ventura or City of Oxnard?*

The project site is on Hueneme Road, which is designated as a Scenic Roadway by the City of Oxnard (City of Oxnard 2024). The project site is located approximately 0.5 miles south of Pleasant Valley Road, the next-nearest City-designated Scenic Roadway. The nearest state scenic highway is Highway 1, which is located approximately 2.3 miles northeast of the project site. Highway 1 is also designated as a Scenic Roadway by the City (City of Oxnard 2024). The project site is not visible from Pleasant Valley Road or Highway 1 due to the distance between these two roadways and the project site, and because of intervening obstructions such as buildings and trees.

There are no scenic resources (such as trees, rock outcroppings, or historic buildings) visible from any of the scenic roadways discussed above that the proposed project would remove or damage. While the proposed project would add development along a City-designated scenic roadway, landscaping will be provided to screen the newly developed parking area from this roadway, minimizing any impacts to the visual corridor. As discussed in Section 6, *Cultural Resources*, the project site does not include any built environment resources which could be considered historic, and the proposed project would not substantially damage any historic buildings. Therefore, the proposed project would have a less than significant impact on scenic resources within a state scenic highway or route identified as scenic by the County of Ventura or the City of Oxnard.

LESS THAN SIGNIFICANT IMPACT

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

The project site is in a semi-urban area and is characterized by a mix of industrial and residential development. Immediately surrounding uses consist of the following: to the west is a vehicle storage yard; to the southeast are railroad tracks, industrial warehouses, and vacant land; and to the north are East Hueneme Road and a residential community. The project site has historically operated as a truck and freight transportation storage yard, and after development of the proposed project it would continue operating as such. The proposed project does not include development of any buildings on the site.

The City's 2030 General Plan Policy ER-6.1 requires the following:

Preserve important public views and viewsheds by ensuring that the scale, bulk and setback of new development does not significantly impede or disrupt them and ensure that important vistas and view corridors are enhanced. Require development to provide physical breaks to allow views into these vistas and view corridors. (City of Oxnard 2011).

The proposed project would not substantially alter public views because there are no scenic vistas within the vicinity of the project site (see also impact discussion 1(b)). Therefore, the proposed project would be consistent with Policy ER-6.1. The City's 2030 General Plan Policy ER-6.3 requires the preservation of significant small-scale aesthetic resources, such as plant communities (City of Oxnard 2011).

The proposed project would add approximately 28,742 sf of landscaping around the northern, western, and southeastern sides of the project site. The project site currently contains no vegetation aside from weeds; the addition of landscaping would enhance the project site. Therefore, the proposed project would not substantially degrade the existing visual character or quality of the site or its surroundings such as by creating new development or other physical changes that are visually incompatible with surrounding areas or that conflict with visual resources policies contained in the 2030 General Plan or other City planning documents. No impact related to visual character and quality would occur.

NO IMPACT

- d. *Would the project add to or compound an existing negative visual character associated with the project site?*

The proposed project would make no changes to the project site's three existing buildings or accessory structures. The proposed project would involve paving an existing vacant lot and adding landscaping on the project site. As a result, the proposed project would introduce features which would add positive visual character to existing vacant land. As discussed under Section 1(a), 1(b), and 1(c), the proposed project would not substantially impair views, damage scenic resources, or degrade the existing visual character of the project site. Therefore, the proposed project would not add to or compound an existing negative visual character, and there would be no impact related to adding or compounding an existing negative visual character associated with the project site.

NO IMPACT

- e. *Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?*

According to the applicant, construction would occur between the hours of 7:00 a.m. and 4:00 p.m. on weekdays and Saturdays, consistent with the permitted hours of construction of 7:00 a.m. to 6:00 p.m. on weekdays and Saturdays pursuant to Section 7-188(D) of the City's Municipal Code. No nighttime construction is proposed. Daytime construction would not require the use of temporary flood lights or other light/glare generating sources. As a result, construction activities would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

The hours of truck operation would range from 7:00 a.m. to 5:00 p.m., and the hours of office staff operation would range from 8:00 a.m. to 5:00 p.m. Currently the peak hourly truck trip traffic for on-site business operation is 12 trips between 7:30 a.m. to 8:30 a.m. on Thursdays. Lighting would

be required to be compliant with California Building Code (CBC) Title 24 standards and Section 16-320 of the City's Municipal Code. The City's Municipal Code prohibits lighting from illuminating surfaces not required to be lit and prohibits lighting from constituting a hazard to vehicular traffic, either on private property or on abutting streets (City of Oxnard 2022a). In addition, the proposed lighting would be required to comply with 2030 General Plan Policy ER-6.5 which requires all outdoor light fixtures including street lighting and externally illuminated signs to use low-energy shielded light fixtures which direct light downward and, where public safety would not be compromised, encourages the use of low-pressure sodium lighting for all outdoor light fixtures (City of Oxnard 2011). The applicant is required to submit an integrated lighting and landscape plan to demonstrate that the proposed project is consistent with the City's Zoning Code. At the time of building permit issuance, City staff would verify that the proposed lighting is consistent with the Zoning Code requirements. Therefore, operation of the proposed project would have a less-than-significant impact related to light and glare.

LESS THAN SIGNIFICANT IMPACT

2 Agricultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use?	☐	☐	☐	■
b. Conflict with existing zoning for agricultural use or an existing Williamson Act contract?	☐	☐	☐	■
c. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of off-site farmland to non-agricultural use?	☐	☐	☐	■

Significance Thresholds

The impact analysis below relies on the impact criteria listed immediately above, where applicable, in determining whether the proposed project would result in an impact, as well as the level of the impact being evaluated.

- Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use?*
- Would the project conflict with existing zoning for agricultural use or an existing Williamson Act contract?*

The project site is zoned M-1-PD (Light Manufacturing Planned Development). While agricultural use is permitted on land zoned as Light Manufacturing, the eastern part of the project site (APNs 231-0-092-270 and 231-0-092-280, shown on Figure 2) is currently occupied by three existing industrial buildings, as well as accessory structures with truck parking areas, and is not used for agriculture. The westernmost parcel of land that makes up the project site is also not used for agriculture but is instead a gravel lot used by the applicant for parking vehicles, as shown in the aerial photo on Figure 2. Before being developed into a gravel lot by the applicant, the westernmost parcel of land was a disked dirt field not used for agriculture. The project site is located on Urban and Built-Up Land, as defined in the California Department of Conservation's (DOC) California Important Farmland Finder (DOC 2018). In addition, the project site is not under an existing Williamson Act contract (DOC 2022). Therefore, the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use or conflict with an existing Williamson Act contract, and therefore no impact to these resources would occur.

NO IMPACT

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

The DOC identifies Farmland of Local Importance directly west of the project site (DOC 2018). However, the City of Oxnard General Plan Background Report identifies the surrounding land as Urban (City of Oxnard 2006), and the site directly west of the project site is zoned Light Manufacturing Planned Development and was recently developed as a vehicle storage yard. Land north of the project site (across Hueneme Road) is zoned Single-Family Planned Development, Garden Apartment Planned Development, and Limited Manufacturing Planned Development, and land south and southeast of the project site is zoned Coastal Resource Protection and Light Manufacturing. Based on the City's zoning map, site visits, and aerial images on Google Earth, the surrounding lands are not currently used for agriculture and are not planned for agricultural use in the future. The introduction of the proposed project would therefore have no impact related to changes in the existing environment that, due to their location or nature, could result in conversion of off-site farmland to non-agricultural use.

NO IMPACT

3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with population or other growth forecasts contained in the Ventura County AQMP or otherwise obstruct implementation of the Ventura County AQMP?	☐	☐	☐	☒
b. Violate any federal or state air quality standard or contribute substantially to an existing or projected air quality standard violation?	☐	☐	☒	☐
c. Result in a net increase of any criteria pollutant in excess of quantitative thresholds recommended by the VCAPCD?	☐	☐	☒	☐
d. Expose sensitive receptors to pollutant concentrations exceeding state or federal standards or in excess of applicable health risk criteria for toxic air contaminants?	☐	☐	☒	☐
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Overview of Air Pollution

The federal and state Clean Air Acts (CAA) mandate the control and reduction of certain air pollutants. Under these laws, the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS) for “criteria pollutants” and other pollutants. Some pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere, including carbon monoxide, volatile organic compounds (VOC)/reactive organic gases (ROG),³ nitrogen oxides (NO_x), particulate matter with diameters of ten microns or less (PM₁₀), 2.5 microns or less (PM_{2.5}), sulfur dioxide, and lead. Other pollutants are created indirectly through chemical reactions in the atmosphere, such as ozone, which is created by atmospheric chemical and photochemical reactions primarily between ROG and NO_x. Secondary

³ CARB defines VOC and ROG similarly as, “any compound of carbon excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate,” with the exception that VOC are compounds that participate in atmospheric photochemical reactions. For the purposes of this analysis, ROG and VOC are considered comparable in terms of mass emissions, and the term ROG is used in this IS-MND.

pollutants include oxidants, ozone, sulfate, and nitrate particulates (smog). Air pollutants can be generated by the natural environment, such as when high winds suspend fine dust particles.

Air pollutant emissions are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories:

- Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat.
- Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products.

Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and can also be divided into two major subcategories:

- On-road sources that may be legally operated on roadways and highways.
- Off-road sources include aircraft, ships, trains, and self-propelled construction equipment.

The human health effects associated with these criteria pollutants, as presented in Table 2, already occur in Ventura County as part of the environmental baseline condition.

Table 2 Health Effects Associated with Non-Attainment Criteria Pollutants

Pollutant	Adverse Effects
Ozone	(1) Short-term exposures: pulmonary function decrements and localized lung edema in humans and animals, and risk to public health implied by alterations in pulmonary morphology and host defense in animals; (2) long-term exposures: risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures, and pulmonary function decrements in chronically exposed humans; (3) vegetation damage; and (4) property damage.
Carbon monoxide (CO)	Reduces oxygen delivery leading to: aggravation of chest pain (angina pectoris) and other aspects of coronary heart disease; decreased exercise tolerance in persons with peripheral vascular disease and lung disease; impairment of central nervous system functions; and possible increased risk to fetuses.
Nitrogen dioxide (NO ₂)	(1) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (2) risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; and (3) contribution to atmospheric discoloration.
Sulfur dioxide (SO ₂)	Bronchoconstriction accompanied by symptoms that may include wheezing, shortness of breath, and chest tightness during exercise or physical activity in persons with asthma.
Suspended particulate matter (PM ₁₀ and PM _{2.5})	(1) Excess deaths from short- and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes, including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease, including asthma).
Lead	(1) Short-term lead poisoning overexposures can cause anemia, weakness, kidney damage, and brain damage; (2) long-term exposures to lead increases risk for high blood pressure, heart disease, kidney failure, and reduced fertility.

Source: U.S. EPA 2023a

Air Quality Standards and Attainment

The project site is in the South Central Coast Air Basin (SCCAB), in the part of the SCCAB under the jurisdiction of the Ventura County Air Pollution Control District (VCAPCD). VCAPCD is required to monitor air pollutant levels to ensure the NAAQS and CAAQS are met. If the standards are met, the SCCAB is classified as being in “attainment.” If the standards are not met, the SCCAB is classified as being in “nonattainment” and VCAPCD is required to develop strategies to meet the standards. The attainment status for the Ventura County portion of the SCCAB is included below in Table 3.

Table 3 Attainment Status of Criteria Pollutants in Ventura County portion of SCCAB

Pollutant	State Designation	Federal Designation
Ozone	Nonattainment	Nonattainment
Particulate matter with diameters of ten microns or less (PM ₁₀)	Nonattainment	Attainment
Particulate matter with diameters of 2.5 microns or less (PM _{2.5})	Attainment	Nonattainment
Carbon Dioxide (CO)	Attainment	Attainment
Nitrogen dioxide (NO ₂)	Attainment	Attainment
Sulfur dioxide (SO ₂)	Attainment	Attainment

Sources: CARB 2022, U.S. EPA 2023b

Significance Thresholds

VCAPCD’s Ventura County Air Quality Assessment Guidelines (2003) recommend specific air criteria pollutant emission thresholds for determining whether a project may have a significant adverse impact on air quality within the SCCAB. VCAPCD identifies separate ozone significance thresholds for (1) the Ojai Planning Area, (2) the City of Simi Valley, and (3) the remainder of Ventura County. The proposed project is within the City of Oxnard and would be subject to significant thresholds for “the remainder of Ventura County.”

VCAPCD recommends using a 25 pounds (lbs.) per day significance threshold for ozone precursor emissions (ROG and NO_x) in all areas of Ventura County outside of the Ojai Planning Area and the City of Simi Valley. Exceedance of the thresholds would indicate that a development project could jeopardize the attainment of the ozone standard. Therefore, impacts would be considered significant if the proposed project’s emissions exceed 25 lbs. per day for ozone precursors. VCAPCD Best Management Practices (BMPs) are required if project emissions exceed the ozone precursor thresholds. The VCAPCD guidelines do not include thresholds for CO, SO₂, PM₁₀, or PM_{2.5}.

VCAPCD has not established quantitative thresholds for particulate matter for either operation or construction. VCAPCD indicates a project generating fugitive dust emissions in such quantities as to cause injury, detriment, nuisance, or annoyance to any considerable number of persons, or which may endanger the comfort, repose, health, or safety of any such person, or which may cause or have a natural tendency to cause injury or damage to business or property, would have a significant air quality impact. This threshold is applicable to the generation of fugitive dust during grading and excavation activities. The 2003 VCAPCD guidelines require fugitive dust mitigation measures be applied to all dust-generating activities. Such measures include minimizing a project’s disturbance area, watering a site prior to commencement of ground-disturbing activities, covering all truck loads, and limiting on-site vehicle speeds to 15 miles per hour or less on unpaved surfaces.

Current Air Quality

VCAPCD operates a network of air quality monitoring stations throughout the Ventura County portion of the SCCAB. The monitoring stations measure ambient concentrations of pollutants to help VCAPCD determine if ambient air quality meets the California and federal standards. Current air quality information is obtained from the closest monitoring station to the project site. The closest air monitoring station to the project site is the El Rio-Rio Mesa School #2 station, located at 545 Central Avenue in Oxnard, approximately 7.5 miles northeast of the project site. This station collects 8-hour ozone, hourly O₃, NO₂, PM_{2.5}, and PM₁₀ measurements. Table 4 indicates the number of days each federal and state standard was exceeded at El Rio-Rio Mesa School #2 station during the 2020 to 2022 period. As shown in Table 4, 8-hour and hourly ozone measurements exceeded the federal and state standards in 2020. PM₁₀ measurements exceeded the federal standard in 2020, 2021, and 2022, and exceeded the state standard in 2020 and 2021. In addition, PM_{2.5} measurements exceeded the federal standards in 2020. No other state or federal standards were exceeded at these monitoring stations. SO₂ and CO are not monitored at any representative air monitoring station near the project site; therefore, SO₂ and CO are not reported for this pollutant.

Table 4 Ambient Air Quality at the Nearest Monitoring Stations

Pollutant	2020	2021	2022
8-Hour Ozone (ppm), 8-Hour Average	0.086	0.059	0.063
Number of Days of State exceedances (>0.070 ppm)	3	0	0
Number of days of federal exceedances (>0.070 ppm)	3	0	0
Ozone (ppm), Worst Hour	0.104	0.073	0.077
Number of days of State exceedances (>0.09 ppm)	2	0	0
Nitrogen Dioxide (ppm) - Worst Hour	0.031	0.033	0.032
Number of days of State exceedances (>0.18 ppm)	0	0	0
Number of days of federal exceedances (>0.10 ppm)	0	0	0
Particulate Matter 10 microns, µg/m³, Worst 24 Hours	200.7	377.8	57.9
Number of days of State exceedances (>50 µg/m ³)	21	12	3
Number of days above federal standard (>150 µg/m ³)	2	1	0
Particulate Matter <2.5 microns, µg/m³, Worst 24 Hours	58.7	31.7	18.5
Number of days above federal standard (>35 µg/m ³)	3	0	0

Measurements were taken from Oxnard's -El Rio-Rio Mesa School #2 station.

Source: CARB 2023

Air Quality Management

The 2022 Air Quality Management Plan (AQMP) is the most recent attainment plan adopted by VCAPCD in 2022. The 2022 AQMP presents a combined local and state clean air strategy based on concurrent ROG and NO_x emission reductions to bring Ventura County into attainment of the 2015 federal 8-hour ozone standard. The 2022 AQMP control strategy consists of a local component implemented by the VCAPCD and a combined state and federal component implemented by the CARB and EPA. The local strategy includes emission control measures carried forward from previous Ventura County clean air plans plus new and further study emission control measures. It also includes a transportation conformity budget that sets the maximum amount of on-road motor vehicle emissions produced while continuing to demonstrate progress towards attainment (VCAPCD 2022).

According to the VCAPCD guidelines, in addition to the assessment of criteria pollutants, a lead agency should consider San Joaquin Valley Fever factors that are applicable to the proposed project or the project site. Based on these or other factors, if a lead agency determines that a project may create a significant Valley Fever impact, the VCAPCD recommends that the lead agency consider the Valley Fever mitigation measures listed in the VCAPCD guidelines to minimize fugitive dust as well as minimizing worker exposure. The VCAPCD guidelines provides the following list of standard construction measures to be considered if the lead agency determines a project site poses a risk of San Joaquin Valley Fever:

1. Restrict employment to persons with positive coccidioid in skin tests (since those with positive tests can be considered immune to reinfection).
2. Hire crews from local populations where possible, since it is more likely that they have been previously exposed to the fungus and are therefore immune.
3. Require crews to use respirators during project clearing, grading, and excavation operations in accordance with California Division of Occupational Safety and Health regulations.
4. Require that the cabs of grading and construction equipment be air-conditioned.
5. Require crews to work upwind from excavation sites.
6. Pave construction roads.
7. Where acceptable to the fire department, control weed growth by mowing instead of discing, thereby leaving the ground undisturbed and with a mulch covering.

Methodology

Air pollutant emissions generated by proposed project construction and operation were estimated using the California Emissions Estimator Model (CalEEMod), version 2022.1. CalEEMod uses project-specific information, including the project's land uses, square footage for different uses (e.g., parking), and location, to model a project's construction and operational emissions. The analysis reflects the construction and operation of the proposed project as described in Initial Study Section 8, *Description of Project*.

Construction emissions modeled include emissions generated by construction equipment used on the project site and vehicle trips associated with construction, such as worker and vendor trips. The proposed project is assumed to begin construction activities in February 2026.⁴ The phases of construction and construction equipment list were provided by the applicant. In addition, according to the applicant, the construction equipment would be equipped with Tier 3 engines. CalEEMod default assumptions for worker trips and vendor trips were used for the model. During the demolition phase, approximately five peak truck trips are anticipated to export material from the project site approximately 12 miles to Vulcan Materials Company Saticoy Portable Asphalt and Recycle facility (located at 6029 East Vineyard Avenue in Oxnard). Approximately 120 cubic yards of material during grading would be exported from the site to local farms (within approximately four miles of the project site, according to the applicant) for topsoil replenishment. It is assumed that all construction equipment used would be diesel-powered and the proposed project would comply with all applicable regulatory standards, including VCAPCD Rule 55 for fugitive dust control

⁴ This assumed construction start date is an estimate and is based on average processing and approval times for various future entitlements associated with the proposed project. The assumed construction start date at the time of modeling emissions for the proposed project in CalEEMod was July 2024. Construction activities with a later start date than 2024 would generate lower emissions, due to CalEEMod emissions factors accounting for the state's initiative for cleaner equipment fleet (i.e., each subsequent year assumes lower emission factors for each construction equipment). Therefore, because construction would occur at a later date than 2024, this analysis and the CalEEMod modeling upon which it is based provide a conservative assumption.

measures. In addition, construction equipment and vehicles would be restricted to five minutes of idling or less.

Operational emissions modeled include mobile source emissions, area source emissions, and energy source emissions. Mobile source emissions are generated by vehicle trips to and from the project site. The proposed project would generate approximately 72 peak daily truck trips. The trip generation rates and vehicle fleet mix in CalEEMod were adjusted to assume all 72 daily truck trips would be heavy-heavy trucks⁵. Area source emissions for the proposed project would be generated by landscape maintenance equipment and architectural coatings used to repaint/restripe paved surfaces. The proposed parking land use does not include features that would consume natural gas; therefore, energy emissions are excluded in the air quality analysis section.

- a. *Would the project conflict with population or other growth forecasts contained in the Ventura County AQMP or otherwise obstruct implementation of the Ventura County AQMP?*

According to the 2003 Ventura County Air Quality Pollution Control District (VCAPCD) Ventura County Air Quality Assessment Guidelines (Guidelines), a project's consistency with the Ventura County AQMP can be determined by comparing population growth expected to occur due to that project to population growth forecasts used in the AQMP. The 2022 Ventura AQMP relies on the Southern California Association of Governments' (SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) forecasts of regional population growth in its projections for managing Ventura County's air quality. Therefore, a demonstration of consistency with the population forecasts used in the most recently adopted AQMP is used for assessing the proposed project's consistency with the AQMP.

The proposed project would not include new residential development but would add approximately five new truck employees. Oxnard had a household size of 3.57 persons per household in 2024 according to the California Department of Finance (DOF) (DOF 2024). If the new truck drivers relocated from outside Oxnard, the proposed project would generate approximately 18 new residents in Oxnard. Oxnard's population is anticipated to increase by 32,100 residents by 2045 (SCAG 2020). Potential growth from the proposed project would be well within this growth forecast. Accordingly, the proposed project would not conflict with population or other growth forecasts contained in the Ventura County AQMP or otherwise obstruct implementation of the Ventura County AQMP and would have no impact in this regard.

NO IMPACT

- b. *Would the project violate any federal or state air quality standard or contribute substantially to an existing or projected air quality standard violation?*
- c. *Would the project result in a net increase of any criteria pollutant in excess of quantitative thresholds recommended by the VCAPCD?*

Primary criteria pollutants are emitted directly from a source (e.g., a vehicle tailpipe or an exhaust stack of a factory) into the atmosphere. Primary criteria pollutants include CO, NO₂, fine particulate matter (PM₁₀ and PM_{2.5}), and SO₂. O₃ is considered a secondary criteria pollutant because it is created by atmospheric chemical and photochemical reactions between ROG and NO_x. These pollutants can have adverse impacts on human health at certain levels of exposure.

⁵ Trucks with an estimated weight between 33,000 to 60,000 lbs. Heavy-heavy duty trucks have the highest emission factors; therefore, these emissions estimates are conservative.

Construction Emissions

Proposed project construction would generate temporary air pollutant emissions associated with fugitive dust (PM₁₀ and PM_{2.5}), exhaust emissions from heavy construction equipment and construction vehicles, and ROG emissions released during the drying of architectural coating and paving phases. Table 5 summarizes the estimated maximum daily emissions of pollutants during construction of the proposed project. As shown therein, construction-related emissions would not exceed VCAPCD thresholds. Therefore, construction-related emissions would be less than significant.

Table 5 Project Construction Emissions

	Maximum Daily Emissions (Lbs./Day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Construction Year						
2024	1	8	10	<1	1	<1
Maximum Daily Emissions	1	8	10	<1	1	<1
VCAPCD Thresholds	25	25	–	–	–	–
Threshold Exceeded?	No	No				

VCAPCD = Ventura County Air Pollution Control District; ROG = reactive organic gases; NO_x = nitrogen oxides; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = particulate matter 10 microns or less in diameter; PM_{2.5} = particulate matter 2.5 microns or less in diameter

Notes: Some totals may not add up due to rounding. Emissions data is sourced from “mitigated” results, which incorporate emissions reductions from measures that would be implemented during proposed project construction (such as watering of soils during construction) as required under VCAPCD Rule 55.

Source: See Appendix A for CalEEMod calculations.

Operational Emissions

Operation of the proposed project would generate criteria air pollutant emissions associated with mobile sources (i.e., vehicle trips to and from the project site) and area sources (e.g., architectural coatings, consumer products, and landscaping equipment). Table 6 summarizes the proposed project’s maximum daily operational emissions by emission source. As shown therein, operational emissions would not exceed VCAPCD regional thresholds for criteria pollutants. Therefore, proposed project operation would not result in a considerable net increase of any criteria pollutant in excess of VCAPCD thresholds, and therefore the proposed project would have a less than significant impact in this regard.

Table 6 Project Operational Emissions

Emission Source	Maximum Daily Emissions (Lbs./Day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area	<1	0	0	0	0	0
Mobile	<1	4	1	<1	1	<1
Project Emissions	<1	4	1	<1	1	<1
VCAPCD Regional Thresholds	25	25	-	-	-	-
Threshold Exceeded?	No	No	No	No	No	No

ROG = reactive organic gases; NO_x = nitrogen oxide; CO = carbon monoxide; PM₁₀ = particulate matter with a diameter no more than 10 microns; PM_{2.5} = particulate matter with a diameter no more than 2.5 microns; SO_x = sulfur oxide

Notes: Some numbers may not add up precisely due to rounding considerations.

Source: See Appendix A for CalEEMod calculations.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project expose sensitive receptors to pollutant concentrations exceeding state or federal standards or in excess of applicable health risk criteria for toxic air contaminants?*

The closest sensitive receptors to the project site are single-family homes approximately 110 feet north of the project site. Toxic Air Contaminant (TAC) and San Joaquin Valley Fever impacts to sensitive receptors are discussed in the following subsections.

Toxic Air Contaminants

A TAC is an air pollutant that may cause or contribute to an increase in mortality or serious illness, or which may pose a present or potential hazard to human health. TACs may result in long-term health effects such as cancer, birth defects, neurological damage, asthma, or genetic damage, or short-term acute effects such as eye watering, respiratory irritation, runny nose, throat pain, and headaches. TACs include both organic and inorganic chemical substances. One of the main sources of TACs in California is diesel engines that emit exhaust containing solid material known as diesel particulate matter (DPM); however, TACs may be emitted from a variety of common sources, including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities.

Construction Impacts

Construction-related activities would result in temporary project-generated DPM exhaust emissions from off-road, heavy-duty diesel equipment for site preparation, building construction, and other construction activities. Generation of DPM, which was identified as a TAC by CARB in 1998, from construction projects typically occurs in a single area for a short period. The proposed project's construction would occur in phases over approximately six months. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has to the substance. Dose is positively correlated with time, and a more extended exposure period would result in a higher exposure level for the maximally exposed individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a more extended period.

The proposed project would be consistent with the applicable AQMP requirements and control strategies intended to reduce emissions from construction equipment and activities. The proposed project would comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than five minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these measures and regulations would minimize emissions of TACs during construction. In addition, the proposed project's construction period of six months would not expose sensitive receptors to a large dose of TACs due to the temporary nature of the work. Therefore, construction activities would not create a significant impact from TAC exposure.

Operational Impacts

CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (2005) provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities). CARB guidelines recommend siting distances both

for the development of sensitive land uses in proximity to TAC sources and for the addition of new TAC sources in proximity to existing sensitive land uses. Parking land uses are not considered land uses that generate substantial TAC emissions based on review of the air toxic sources listed in CARB's guidelines. Based on guidance from the CARB's Air Quality and Land Use Handbook, CARB recommends a buffer of at least 1,000 feet between land uses that will have 100 or more trucks per day and sensitive land uses. The proposed project would include 72 peak daily truck trips, which would not exceed the 100 or more trucks per day guidance from CARB. Therefore, the proposed project would be consistent with CARB's guidelines and would not include substantial TAC sources. Therefore, operation of the proposed project would not create a significant impact from TAC exposure.

San Joaquin Valley Fever

San Joaquin Valley Fever is an airborne fungal infection caused by the fungus *Coccidioides immitis*. The fungal spores responsible for the disease generally grow in undisturbed soil and have affected residents of Ventura County. Ground disturbance during proposed project construction may release fungal spores if they are present on the project site. However, standard construction measures in accordance with VCAPCD rules (which are discussed under the heading of *Air Quality Management* in this *Air Quality* section of the IS-MND) would reduce fugitive dust generation, thus minimizing the potential risk of infection if San Joaquin Valley Fever is present on the project site. Therefore, with compliance with standard construction measures required by the VCAPCD, construction of the proposed project would not substantially increase the risk to public health above existing conditions. In addition, given the temporary nature of construction emissions, as well as incorporation of fugitive dust reduction measures through required compliance with VCAPCD Rule 55⁶, the potential impact associated with San Joaquin Valley Fever would be less than significant.

LESS THAN SIGNIFICANT IMPACT

e. Would the project create objectionable odors affecting a substantial number of people?

Odor sensitive receptors near the site include single-family residences approximately 110 feet north of the project site boundary on East Hueneme Road. The proposed project would generate oil and diesel fuel odors during construction from equipment use, but these odors would be limited to the construction period (estimated to be six months) and would be intermittent and temporary. Furthermore, these odors would dissipate rapidly with distance from in-use construction equipment. Accordingly, proposed project construction would not result in other emissions, such as those leading to odors, that would adversely affect a substantial number of people.

CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (2005) provides recommendations regarding the siting of new sensitive land uses near potential sources of odors (e.g., sewage treatment plants, landfills, recycling facilities, biomass operations, autobody shops, fiberglass manufacturing, and livestock operations). A parking lot/trucking operation is not identified on this list as a potential odor source.

For the reasons discussed above, the proposed project would have a less than significant impact related to the creation of objectionable odors.

LESS THAN SIGNIFICANT IMPACT

⁶ Fugitive dust measures include watering site, control on-site vehicle speeds, and earth moving activity restrictions based on winds speed.

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4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c. Have a substantial adverse effect on federally protected waters of the U.S. as defined by Section 404 of the federal Clean Water Act or protected waters of the state as defined by Section 1600 et seq. of the California Fish and Game Code (including, but not limited to, marshes vernal pools, and coastal wetlands) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e. Conflict with any local policies or ordinances protecting biological resources?	☐	☐	☒	☐
f. Conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

The biological analysis presented in this section is based on the results of a desktop and database review of the project region and a reconnaissance-level field survey completed within the biological study area on September 11, 2023. For purpose of this report, the biological study area is defined by the project site and a 100-foot buffer radius, where feasible. Binoculars (10x42) were used to aid in observation of the 500-foot buffer radius.

The field survey was conducted between 7 a.m. and 8:30 a.m. Weather conditions included temperatures between 65 and 67 degrees Fahrenheit, partially cloudy skies, and a slight breeze. The purpose of the field survey was to document the existing biological conditions, including all plant and wildlife species, vegetation communities, land cover types, potentially suitable habitat for regionally occurring wildlife, and aquatic resources. Vegetation communities were classified using the systems provided in *A Manual of California Vegetation, Second Edition* (MCV2; Sawyer et al. 2009), in conjunction with the CDFW California Sensitive Natural Communities List (CDFW 2023c).

The following resources were analyzed in the desktop/database review: United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation system (USFWS 2023b), USFWS Critical Habitat Portal (USFWS 2023a), USFWS National Wetland Inventory (USFWS 2023c), United States Geological Survey (USGS) National Hydrography Dataset (USGS 2023), California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDDB) (CDFW 2023a), CDFW Biogeographic Information and Observation System (BIOS) (CDFW 2023b) and California Native Plant Society (CNPS) Online Inventory of Rare, Threatened and Endangered Plants of California (CNPS 2023). The CNDDDB review focused on a query of biological resources previously documented within a two-mile radius around the project site. The query of the CNPS and CNDDDB databases included six quadrangles surrounding the project site, including the following USGS 7.5-minute topographic quadrangles: *Camarillo, Point Mugu, Ventura, Oxnard, Saticoy, and Santa Paula, California*. A two-mile radius was used to further determine the potential for occurrence of plants and wildlife in similar habitat communities in the immediate vicinity. This radius limits most beach habitats (which do not occur on the project site) but does include any beach habitats within the immediate vicinity, such as Ormond Beach to the south of the site where species may locally migrate within or adjacent to the project site. The review also analyzed available historical aerial imagery via Google Earth Pro and digitally available historical topographic imagery. The desktop/database review evaluated the potential for the project site to support special-status species, aquatic resources, and sensitive natural vegetation communities, and assessed the potential for the proposed project to result in significant impacts to these resources.

Existing Biological Resource Setting

The project site can generally be described as a developed 4.76-acre lot in a semi-urban area characterized by a mix of industrial and residential development. The project site is currently in operation as a trucking service that moves and transports business property containers between the Port of Hueneme and various other businesses in California. The project site is generally flat and includes paved roads, driveways, a gravel lot, and three large structures. The westernmost parcel of the project site was a maintained, undeveloped field which was regularly disked prior to being converted to a gravel lot by the applicant. However, the conversion to the gravel lot was done without permits and has therefore been included as part of the development included in the proposed project. The project site is currently surrounded by chain link fencing. Elevations within the biological study area range from approximately 8 to 14 feet above mean sea level. While minimal vegetation was present prior to the unpermitted work, no vegetation communities currently occur on-site.

To the north of the project site (past East Hueneme Road) are commercial and residential developments, to the west is a property that was recently developed as a vehicle storage yard⁷, and to the east is the Ventura County Railway. To the south is the Ormond Lagoon Waterway, previously called the Oxnard Industrial Drain, followed by land that is currently in the planning stages for future wetland restoration, and is owned by The Nature Conservancy (TNC).

The Ormond Beach Restoration and Public Access Project (OBRAP) is designed to enhance and restore existing habitat, increase public access to Ormond Beach and allow for habitat changes in response to sea-level rise and shore migration. Part of the OBRAP property includes the entirety of the land owned by TNC south of the project site. The OBRAP will be implemented in five phases. The first two phases have been completed with the development of a Preliminary Restoration Plan completed in May of 2019 and a Preferred Alternative and Preliminary Design Plan completed in September 2021. The next three phases (Phase 3, 4, and 5) are anticipated to be completed between 2025 to 2028 or later, and include final design, environmental review, permitting, adaptive restoration, and monitoring for vegetation and water management.

The project site occurs within the McGrath Lake-Frontal Pacific Ocean Hydrological Unit (Code 180701030202). The Ormond Lagoon Waterway passes the southeastern portion of the project site, draining to the Pacific Ocean at Ormond Beach, approximately 0.7 mile to the south. No signs of flooding or inundation of the project site were observed, indicating that the raised railway line cuts-off hydrological connection to waters to the south of the project site.

Because of the surrounding developed areas, nearby railway tracks, and the fencing around the project site, the project site is not likely to support significant wildlife movement. The project site is not located in any essential connectivity areas or natural lands site blocks (Spencer et al. 2023), or in an area zoned by the County of Ventura as a Habitat Connectivity Wildlife Corridor (County of Ventura Resource Management Agency 2019). However, the Ormond Lagoon Waterway adjacent to the project site may support common wildlife movement as it is a linear corridor that provides wildlife access to the open space south of the project site.

The Ormond Lagoon Waterway is concrete-lined southeast of the project site, and directly south of the project site where TNC land begins, the Ormond Lagoon Waterway transitions into riparian vegetated banks. While this area was not closely surveyed, the banks of the drain are vegetated by California bulrush (*Schoenoplectus californicus*) and pampas grass (*Cortaderia selloana*) with scattered trees. Two portions of the Ormond Lagoon Waterway south and southeast of the project site have bridge crossovers, one for Hueneme Road and one for the railway tracks. These bridges, the southern riparian vegetated banks, and the TNC's open space could support nesting birds and other wildlife.

Nesting bird behavior, such as courtship displays, copulation, vegetation or food carries, presence of fledglings or territorial displays (e.g. singing or aggression) was not observed during the survey. Telephone poles, bridges, shrubbery and trees adjacent to the project site (within the study area), and existing structures within the project site, may also provide suitable nesting habitat for some common bird species, and protected raptors. It is also expected that other common wildlife may occur within the project site, including but not limited to western side blotched lizard (*Uta stansburiana elegans*) and California ground squirrel (*Otospermophilus beecheyi*).

Wildlife species observed during the survey included snowy egret (*Egretta thula*), black phoebe (*Sayornis nigricans*), California towhee (*Melospiza crissalis*), song sparrow (*Melospiza melodia*),

⁷ At the time of the September 11, 2023, reconnaissance-level field survey, this property to the west was not yet developed as a vehicle storage yard. At that time, it was a disturbed vacant plot of land.

Cassin's kingbird (*Tyrannus vociferans*), savannah sparrow (*Passerculus sandwichensis*), house finch (*Haemorrhous mexicanus*), hooded oriole (*Icterus cucullatus*), Allen's hummingbird (*Selasphorus sasin*), lesser goldfinch (*Spinus psaltria*), red-tailed hawk (*Buteo jamaicensis*), American crow (*Corvus brachyrhynchos*), barn swallow (*Hirundo rustica*), bushtit (*Psaltriparus minimus*), Coopers hawk (*Accipiter cooperii*), and American goldfinch (*Spinus tristis*).

The nearest USFWS designated Critical Habitat, located approximately 0.5 mile to the southwest along Ormond Beach, is habitat for the federally listed tidewater goby (*Eucyclogobius newberryi*) and western snowy plover (*Charadrius nivosus nivosus*) (USFWS 2023b). The project site does not overlap these delineated protected habitat areas or other wildlife habitats suitable for these protected species.

Special-Status Species

A total of four special-status plant species were identified in the desktop/database review as occurring within 0.5 mile of the project site. Specifically, the CDFW CNDDDB documents two special-status plant species between 0.36 and 0.42 mile south of the project site, including Coulter's goldfields (*Lasthenia glabrata* ssp. *coulteri*) observed in 2015 and salt marsh birds-beak (*Chloropyron maritimum* ssp. *maritimum*) observed in 2016, 2018 and 2019. Blochman's dudleya (*Dudleya blochmaniae* ssp. *blochmaniae*) was also documented in May of 2015 approximately 0.36 mile south of the project site, as well as Conejo buckwheat (*Eriogonum crocatum*) in April of 2017 approximately 450 feet west of the project site (iNaturalist 2023). None of these species were observed during the field visit and are not expected to occur within the project site based on the absence of suitable habitat, and the highly disturbed and developed nature of the site.

Five special-status wildlife species were identified in the desktop/database review as occurring within two-miles of the project site and are discussed below.

Belding's savannah sparrow (*Passerculus sandwichensis beldingi*), a USFWS Bird of Conservation Concern and California Endangered species, has been documented 0.42 mile south of the study area on TNC land as recently as 2016 (CDFW 2023b) and along Ormond Beach wetlands as recently as 2022 (eBird 2023). One savannah sparrow was seen foraging 50 to 75 feet south of the project site during the reconnaissance-level survey, but identification down to subspecies was not obtained. However, the project site does not provide suitable nesting or foraging habitat for Belding's savannah sparrows, such as pickleweed (*Salicornia virginica*) and saltgrass (*Distichlis spicata*) marshes or wetland habitats, and therefore the species is not expected to occur within the project site.

Monarch butterfly (*Danaus plexippus plexippus*) was documented within the CNDDDB (CDFW 2023a) and Xerces Society (2022) 1.75 miles northeast of the study area in 2022. The study area does not provide any suitable habitat for monarchs and the species was not observed during the survey.

Mimic tryonia (*Tryonia imitator*) was documented approximately half a mile west of the study area in 2006 (CDFW 2023a). This species is not expected to occur on the project site and was not observed during the survey. However, this species could occur within the Ormond Lagoon Waterway adjacent to the project site.

Western snowy plover (*Charadrius nivosus nivosus*) and California least tern (*Sternula antillarum browni*) were both documented approximately half a mile south of the study area in 2015 and 2016 along Ormond Beach (CDFW 2023a). These bird species are not expected to occur within the study area as the study area does not provide suitable sand for nesting or foraging habitat for either species, and the project site is both graveled and paved.

American peregrine falcon (*Falco peregrinus anatum*) observations have been recorded throughout the region (CDFW 2023a). This species was previously listed as endangered both by the Federal Endangered Species Act and the California Endangered Species Act but was delisted in 2006 due to diligent conservation and recovery efforts (CDFW 2023d). No suitable habitat for the falcon is present within the project site, but the species may forage in the adjacent open space.

Significance Thresholds

The impact analysis below relies on the impact criteria listed at the beginning of this *Biological Resources* section of the IS-MND, where applicable, in determining whether the proposed project would result in an impact, as well as the level of the impact being evaluated.

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

Based on the desktop/database review, field observations, and evaluation of potentially suitable habitat within the survey area, no special-status plants are expected to occur on the project site based on the lack of suitable habitat and the developed nature of the site. TNC wetlands located just south of the Ormond Lagoon Waterway have the potential to support special-status plants but are not anticipated to be impacted by proposed project activity.

Similarly, due to the developed nature of the site, the project site provides minimal habitat for wildlife; therefore, no special-status wildlife is expected to occur within the project site.

Several common bird species protected by the federal Migratory Bird Treaty Act (MBTA) and Section 3503 of the California Fish and Game Code (CFGF) may nest on the existing structures within the project site and on trees, shrubbery, under bridges, and on telephone poles adjacent to the project site. The proposed project may indirectly disturb nesting birds through construction noise, dust, and other human disturbances that can cause nest failure. Therefore, implementation of Mitigation Measure BIO-1 is required to ensure compliance with the MBTA and CFGF Section 3503 through pre-construction nesting bird surveys and avoidance of active nests within the project site and surrounding areas. This mitigation measure would address potential indirect impacts to Belding's savannah sparrow found on TNC property located approximately 100 feet south of the project site.

Mitigation Measures

BIO-1 Nesting Bird Avoidance and Minimization Measures

The following avoidance and minimization measures shall be implemented during project construction activities:

- To avoid the disturbance of nesting and special-status birds, including raptor species protected by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGF), initial ground disturbance activities related to the project including, but not limited to, vegetation removal, ground disturbance, demolition, and construction shall occur outside of the bird breeding season (February 1 through August 31), if feasible.
- If construction must begin within the general avian nesting season indicated above, a qualified biologist shall conduct a pre-construction nesting bird survey no more than 7 days prior to initial disturbances in the work area. The pre-construction nesting bird survey shall be conducted on

foot inside the project site, including a 100-foot buffer and in inaccessible areas (e.g., private lands) from afar using binoculars, to the extent practicable. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in southern California.

- If active nests are discovered, a qualified biologist shall establish a species-specific avoidance buffer around the nest where no construction activity is allowed until they have determined that the nest is no longer active. The buffer shall be a minimum of 100 feet for non-raptor bird species and 300 feet for raptor species. Larger buffers may be required and/or smaller buffers may be established depending upon the species, status of the nest, and construction activities occurring in the vicinity of the nest. The buffer area(s) shall be closed to all construction personnel and equipment until the adults and young are no longer reliant on the nest site. Encroachment into the buffer shall only occur at the discretion of a qualified biological monitor.
- If construction activities in a given work area cease for more than 7 days, additional surveys shall be conducted for the work area if suitable nesting habitat is present. If active nests are located, the buffer zone measures shall be implemented.

Significance After Mitigation

Implementation of Mitigation Measure BIO-1 would ensure compliance with the California Fish and Game Code Section 3503 and the federal Migratory Bird Treaty Act with respect to nesting birds by requiring pre-construction nesting bird surveys and avoidance of active nests to reduce potential impact to nesting birds. With implementation of Mitigation Measure BIO-1, impacts to nesting birds would be reduced to a less than significant level.

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- b. *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*
- c. *Would the project have a substantial adverse effect on federally protected waters of the U.S. as defined by Section 404 of the federal Clean Water Act or protected waters of the state as defined by Section 1600 et seq. of the California Fish and Game Code (including, but not limited to, marshes vernal pools, and coastal wetlands) through direct removal, filling, hydrological interruption, or other means?*

No sensitive natural communities or critical habitat occur within the project site; therefore, no adverse effects to natural communities would occur as a result of the proposed project. The proposed project would provide a detention basin with a vegetated bioswale for drainage and restore part of the project site to vacant undeveloped land, all north of the Ormond Lagoon Waterway. As explained in impact discussion 10(a) of Section 10, *Hydrology and Water Quality*, the vegetated bioswale would connect to an existing 24" corrugated metal pipe (CMP) culvert that drains to the County channel (Ormond Lagoon Waterway). However, the bioswale would reduce stormwater flows and provide filtration, preventing discharge of pollutants during storm events in accordance with the requirements of the *Waste Discharge Requirements and National Pollutant Discharge Elimination System (NPDES) Permit for Municipal Separate Storm Sewer (MS4) Discharges within the Coastal Watershed of Los Angeles and Ventura Counties* (MS4 Permit; Order No. R4-2021-0105) and the *Ventura County Technical Guidance Manual for Stormwater Quality Control Measures* (Ventura County Technical Guidance Manual) (County of Ventura 2018), throughout both construction and operation of the project. Therefore, the proposed project would have a less than

significant impact on any sensitive natural communities including riparian habitat, or to federally protected waters of the United States.

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- d. *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

As shown on Figure 2, land uses immediately surrounding the project site consist of the following: a property to the west that was recently developed as a vehicle storage yard; railroad tracks, industrial warehouses, and vacant land to the southeast; and East Hueneme Road and a residential community to the north. A portion of the Ormond Lagoon Waterway is southeast of the project site, beyond the railroad tracks immediately bordering the project site, and undeveloped TNC land is south of the project site beyond that. The project site does not function as a wildlife movement corridor or habitat linkage, nor does it impede the use of native wildlife nursery sites. Wildlife activity within the project site is minimal, with potential occurrences of ground squirrels and birds temporarily perching on fencing and buildings, and no wildlife movement through the site is expected.

The adjacent Ormond Lagoon Waterway may function as a nursery site, or a wildlife corridor for common fish species. Wildlife may also utilize TNC land south of the project site to travel to and from the Pacific Ocean. As noted in impact discussions 4(b) and 4(c), a detention basin with a bioswale will connect to an existing 24" CMP culvert that drains to the county channel (Ormond Lagoon Waterway) on the south side of the project site. The bioswale would provide filtration, preventing discharge of pollutants in accordance with the MS4 Permit and Ventura County Technical Guidance Manual (County of Ventura 2018), avoiding any significant impacts to nursery sites, or movement of fish or other wildlife within the Ormond Lagoon Waterway.

Given the nearby location of the Ormond Lagoon Waterway and TNC to the south, proposed project activities that result in continual noise from proposed project operations and any proposed night lighting may indirectly affect wildlife movement in the adjacent waterway by disturbing passage behaviors. Existing conditions include lighting from sources such as streetlights, headlights from vehicles, and adjacent residences and site operations. As outlined in the applicant's Lighting and Security Plan's General Operation Notes, all exterior lighting installations and lamp types shall comply with local City-adopted outdoor lighting regulations, all exterior lighting shall be on an astronomical time clock (automatic timer that adjusts to dawn and dusk lighting in the region), and all outdoor lighting shall be circuited and independently controlled by an automatic scheduling control. Lighting would be required to be compliant with California Building Code (CBC) Title 24 standards and Section 16-320 of the City's Municipal Code. The City's Municipal Code prohibits lighting from illuminating surfaces not required to be lit and prohibits lighting from constituting a hazard to vehicular traffic, either on private property or on abutting streets (City of Oxnard 2022a). In addition, the proposed lighting would be required to comply with 2030 General Plan Policy ER-6.5 which requires all outdoor light fixtures including street lighting and externally illuminated signs to use low-energy shielded light fixtures which direct light downward and, where public safety would not be compromised, encourages the use of low-pressure sodium lighting for all outdoor light fixtures (City of Oxnard 2011). The applicant is required to submit an integrated lighting and landscape plan to demonstrate that the proposed project is consistent with the City's Zoning Code. At the time of building permit issuance, City staff would verify that the proposed lighting is consistent with the Zoning Code requirements. Also, based on public comments received on the

Draft IS-MND, the City has added Mitigation Measure BIO-2 to the Final IS-MND to further reduce potential lighting impacts on nearby sensitive species.

Mitigation Measures

BIO-2 Operational Light Reduction Measures

The following light reduction measures shall be incorporated into the proposed project's design and implementation:

- All perimeter lighting shall include motion detectors set for 10 minutes or less
- All exterior lighting shall include "Dark Sky Friendly" fixtures, as determined by the City of Oxnard

The City of Oxnard Building & Engineering Division shall confirm that the features required by this mitigation measure have been incorporated into the final plans for the proposed project before final plan approval; and shall perform a final inspection after they are built to confirm that these features have been built and are properly operational, as determined by the City.

Significance After Mitigation

For the reasons described above, the proposed project, with incorporation Mitigation Measure BIO-2, would not substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites, and this impact would be less than significant.

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e. Would the project conflict with any local policies or ordinances protecting biological resources?

There are no biological resources on the project site (such as protected trees, creeks, waters, wetlands, or other environmentally sensitive habitat) that are subject to local policies or ordinances within the project site. The development of OBRAP is anticipated to be south of the Ormond Lagoon Waterway and will include the creation of a primary walking trail, minor grading, cut and fill, creation of a bioswale and realigning the Ormond Lagoon Waterway to allow engagement with floodplain and brackish marsh. Although OBRAP restoration activities are anticipated to occur in close proximity of the project site (within and south of the Ormond Lagoon Waterway), proposed project activities (such as development of the bioswale that connects to the Ormond Lagoon Waterway) would not conflict with the OBRAP Preliminary Restoration Plan or the Preferred Alternative and Preliminary Design Plan. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, and this impact would be less than significant.

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- f. Would the project conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

The project site is not located within a Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan, and the proposed project would therefore have no impact in this regard.

NO IMPACT

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5 Climate Change and Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases or otherwise conflict with state goals for reducing GHG emissions in California?	☐	☐	☒	☐
c. Contribute or be subject to potential secondary effects of climate change (e.g., sea level rise, increase fire hazard)?	☐	☐	☒	☐

Climate Change and Greenhouse Gases

Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. Climate change is the result of numerous, cumulative sources of greenhouse gases (GHG) emissions contributing to the "greenhouse effect," a natural occurrence which takes place in Earth's atmosphere and helps regulate the temperature of the planet. The majority of radiation from the sun hits Earth's surface and warms it. The surface, in turn, radiates heat back towards the atmosphere in the form of infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping into space and re-radiate it in all directions.

GHG emissions occur both naturally and from human activities, such as fossil fuel burning, decomposition of landfill wastes, raising livestock, deforestation, and some agricultural practices. GHGs produced by human activities include carbon dioxide (CO₂), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Different types of GHGs have varying global warming potentials (GWP). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO₂) is used to relate the amount of heat absorbed to the amount of the gas emitted, referred to as "carbon dioxide equivalent" (CO₂e), which is the amount of a specific GHG emitted multiplied by its GWP. Carbon dioxide has a 100-year GWP of one. By contrast, methane has a GWP of 30, meaning its global warming effect is 30 times

greater than CO₂ on a molecule per molecule basis (Intergovernmental Panel on Climate Change [IPCC] 2021).

The United Nations IPCC's Sixth Assessment Report (2021) states that the rise and continued growth of atmospheric CO₂ concentrations is unequivocally due to human activities. Human influence has warmed the atmosphere, ocean, and land, which has led the climate to warm at an unprecedented rate in the last 2,000 years. It is estimated that between 1850 and 2019 a total of 2,390 gigatons of anthropogenic CO₂ was emitted. It is likely that anthropogenic activities have increased the global surface temperature by approximately 1.07 degrees Celsius between 2010 and 2019 (IPCC 2021). Emissions resulting from human activities are thereby contributing to an average increase in Earth's temperature. Potential climate change impacts in California may include loss of snowpack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (California Natural Resource Agency 2019).

Significance Thresholds

According to the City of Oxnard *CEQA Guidelines* (City of Oxnard 2024), projects can tier from a qualified GHG reduction plan, which allows for project-level evaluation of GHG emissions through the comparison of a project's consistency with the GHG reduction policies included in a qualified GHG reduction plan. The City of Oxnard has not adopted a numerical significance threshold for assessing impacts related to GHG emissions but has an adopted Climate Adaptation and Action Plan (CAAP) for reduction of GHG emissions. Neither the VCAPCD, California Office of Planning and Research, CARB, California Air Pollution Control Officers Associated, nor any other state or applicable regional agency has adopted a numerical significance threshold for assessing GHG emissions that is applicable to the proposed project.

In the absence of any adopted numeric threshold, the significance of the proposed project's GHG emissions is evaluated consistent with *CEQA Guidelines* Section 15064.4(b) by considering whether the proposed project complies with applicable plans, policies, regulations, and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Therefore, the significance of the proposed project's potential impacts regarding GHG emissions and climate change is evaluated based on consistency with plans and policies adopted for the purposes of reducing GHG emissions and mitigating the effects of climate change. The most directly applicable adopted regulatory plans to reduce GHG emissions are the State of California's 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan), SCAG's 2024-2050 RTP/SCS, the City of Oxnard General Plan, and the City of Oxnard CAAP. These regulatory plans are described in the *Consistency with Applicable Plans and Policies* section below. GHG emissions from the construction and operation of the proposed project are provided for informational purposes.

Methodology

Calculations of CO₂, CH₄, and N₂O emissions are provided for informational purposes. The analysis focuses on CO₂, CH₄, and N₂O because these make up 98 percent of all GHG emissions by volume and are the GHG emissions the proposed project would emit in the largest quantities (IPCC 2014). Emissions of all GHGs are converted into their equivalent GWP in terms of CO₂ (i.e., CO₂e). Minimal amounts of other GHGs (such as chlorofluorocarbons) would be emitted; however, these other GHG emissions would not substantially add to the total GHG emissions. GHG emissions associated with proposed project construction and operation were estimated using CalEEMod, version 2022.1, with the assumptions described under Section 3, *Air Quality*, in addition to the following:

- The analysis uses CalEEMod default assumptions for water and energy sources for parking lot uses and landscaping.
 - In accordance with Association of Environmental Professionals (AEP's) recommendation, GHG emissions from construction of the proposed project were amortized over a 30-year period and added to annual operational emissions to determine the proposed project's total annual GHG emissions (AEP 2016).
- a. Would the project generate greenhouse emissions, either directly or indirectly, that may have a significant impact on the environment?*
- b. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases or otherwise conflict with state goals for reducing GHG emissions in California?*

Consistency with Applicable Plans and Policies

2022 Scoping Plan

California's principal legislation regulating GHG emissions is Assembly Bill (AB) 32, Senate Bill (SB) 32, and AB 1279. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020; the goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030; and the goal of AB 1279 is to achieve net zero greenhouse gas emissions no later than 2045 and reduce GHG emissions by 85 percent below 1990 levels no later than 2045. The 2022 Scoping Plan expands upon earlier plans to include the AB 1279 targets. The 2022 Scoping Plan's strategies include reducing fossil fuel use and vehicle miles traveled; decarbonizing the electricity sector, maximizing recycling and diversion from landfills; and increasing water conservation. The proposed project's truck parking/storage yard would not be a use that would have components that would conflict with the goals of the 2022 Scoping Plan that are more focused on building development.

2024-2050 Regional Transportation Plan/Sustainable Communities Strategy

On April 4, 2024, SCAG's Regional Council formally adopted the 2024-2050 RTP/SCS (titled Connect SoCal). The 2024-2050 RTP/SCS is forecast to help California reach its GHG reduction goals by reducing GHG emissions from passenger cars in the SCAG region by eight percent below 2005 levels by 2020 and 19 percent by 2035 in accordance with the CARB targets adopted in March 2018. The 2024-2050 RTP/SCS includes four goals with corresponding policies: 1) Mobility: build and maintain an integrated multimodal transportation network; 2) Communities: develop, connect and sustain livable and thriving communities; 3) Environment: create a healthy region for the people of today and tomorrow; and 4) Economy: support a sustainable, efficient and productive regional economic environment that provides opportunities for all people in the region. The proposed project's parking lot use is planned to satisfy existing vehicle transportation demand and is inherently not oriented towards achieving RTP/SCS policies such as pursuing efficient use of the transportation system or promoting equitable use of and access to clean transportation technologies. Therefore, while the proposed project would not help achieve the goals of the 2024-2050 RTP/SCS it would also not conflict with them.

City of Oxnard General Plan & Climate Adaption and Action Plan

In October 2011, the City of Oxnard adopted the City of Oxnard 2030 General Plan to provide the city with a consistent framework for land use decisions. In December 2022, the City of Oxnard adopted a resolution approving the City’s CAAP. The City of Oxnard CAAP outlines goals, strategies, and actions for reducing emissions and increasing community resilience to climate change. The proposed project would be consistent with the 2030 General Plan’s Policy ICS-11.7: Water Wise Landscapes, which would promote water conservation in landscaping. The proposed project would comply with the latest water conservation measures in the California Green Building Standards. The CAAP ensures Oxnard does its part to contribute to the goals of AB 32 and its successor legislation, SB 32, while remaining consistent with the City’s General Plan vision for future growth. As mentioned above, a parking lot use is planned to satisfy existing vehicle transportation demand and is inherently not oriented towards achieving other General Plan or CAAP goals such as increasing sustainable transportation uses. Therefore, the proposed project would not conflict with the City’s 2030 General Plan and CAAP.

Summary

The proposed project would generate GHG emissions during construction and operation. However, the proposed project would implement design features, such as hardscape lighting and irrigation features consistent with Title 24 standards, consistent with the guidance and requirements of applicable GHG-reduction plans and policies. Therefore, the proposed project would have a less than significant impact related to the generation of GHG emissions and would be consistent with applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions.

Greenhouse Gas Generation

Construction of the proposed project would generate temporary GHG emissions primarily from the operation of construction equipment as well as from vehicles transporting construction workers to and from the project site and heavy trucks to transport building materials. Consistent with guidance from the AEP, GHG emissions from construction have been amortized over a 30-year period. Table 7 shows the proposed project’s estimated GHG emissions from construction. Amortized over a 30-year period, proposed project construction would generate an estimated 2 metric tons (MT) CO₂e per year.

Table 7 Estimated Greenhouse Gas Emissions from Construction

Construction	Project Emissions MT CO ₂ e
Construction Year	
2024	46
Amortized over 30 Years	2
MT CO ₂ e = metric tons of carbon dioxide equivalent	
Source: See Appendix A for CalEEMod calculations	

Operation of the proposed project would generate GHG emissions associated with mobile sources, energy and water usage. Table 8 combines the estimated construction and operational GHG emissions associated with development of the proposed project. As shown therein, annual emissions from the proposed project would be approximately 304 MT CO₂e per year.

Table 8 Combined Annual Greenhouse Gas Emissions

Emission Source	Annual Emissions (MT CO ₂ e)
Construction ¹	2
Operational	302
Mobile	297
Energy	5
Water	<1
Total	304

MT CO₂e = metric tons of carbon dioxide equivalent

¹Amortized construction related GHG emissions over 30 years.

Source: See Appendix A for CalEEMod calculations

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- c. *Would the project contribute or be subject to potential secondary effects of climate change (e.g., sea level rise, increase fire hazard)?*

Climate change may result in a number of secondary effects, including an unpredictability in the quality and supply of water from the Sierra snowpack, increased risk of large wildfires, reductions in the quality and quantity of certain agricultural products, exacerbation of air quality problems, increase in temperature and extreme weather events, and a decrease in the health and productivity of California's forests.

An individual project could potentially be vulnerable to secondary effects of climate change because of its site location, or it could increase secondary effects to the surrounding area because of its presence. To determine if the proposed project would contribute or be subject to potential secondary effects of climate change, Table 9 evaluates the consequences of climate change in California as they relate to the proposed project. As described in Table 9, the proposed project would have a less than significant impact related to potential secondary effects of climate change.

LESS THAN SIGNIFICANT IMPACT

Table 9 Secondary Effects of Climate Change

Consequences of Climate Change in California	Project Evaluation
Unpredictability in the quality and supply of water from the Sierra snowpack. If heat-trapping emissions continue unabated, more precipitation would fall as rain instead of snow, and the snow that does fall would melt earlier, reducing the Sierra Nevada spring snowpack by as much as 70 to 90 percent. This can lead to challenges in securing adequate water supplies. It can also lead to a potential reduction in hydropower.	The proposed project would not contribute to or be subject to this potential secondary effect of climate change. According to the City of Oxnard Urban Water Management Plan (UWMP), the City anticipates it will be able to manage its water supply portfolio to provide adequate water to meet demand in normal, single-dry, and multiple dry years through the year 2045 (City of Oxnard 2021). The proposed project's annual demand of 1.1 AFY (acre feet per year) ⁸ would account for 0.0038 percent of the projected 28,819 AFY demand in 2025 and 0.0033 percent of the projected 33,349 AFY demand in 2045 (City of Oxnard 2021). The proposed project would account for a minimal portion of total demand anticipated by the City and would not substantially contribute to the reduction of the snowpack.

⁸The project would consume approximately 371,564 gallons per year, as shown in the CalEEMod output in Appendix A of this IS-MND. One gallon equals 3.0688×10^{-6} AFY, so 371,564 gallons equals 1.1 AFY.

Consequences of Climate Change in California	Project Evaluation
Increased risk of large wildfires. If rain increases as temperatures rise, wildfires in the grasslands and chaparral ecosystems of southern California are estimated to increase by approximately 30 percent toward the end of the 21st century because more winter rain would stimulate the growth of more plant “fuel” available to burn in the fall. In contrast, a hotter, drier climate could promote up to 90 percent more northern California fires by the end of the century by drying out and increasing the flammability of forest vegetation.	The proposed project would not contribute to or be subject to this potential secondary effect of climate change. The project site is approximately 4.76-acres. While the project site is undeveloped, it is surrounded by urban development and vacant lots that are mostly unvegetated and is not in or near a forested area. As a result, it would not cause surrounding development to be subject to wildfire or itself be subject to wildfire. The proposed project would not contribute to or be subject to an increased risk of large wildfires; related impacts would be less than significant.
Reductions in the quality and quantity of certain agricultural products. The crops and products likely to be adversely affected include wine grapes, fruit, nuts, and milk.	The proposed project would not contribute to or be subject to this potential secondary effect of climate change. The project site is currently used as a commercial business and is not under agricultural production. The westernmost parcel of the project site, which was a vacant dirt lot before the applicant converted it to a gravel parking lot, was not under agricultural production before that action. The proposed project would continue the use of the project site for these purposes, would not engage in the production of agricultural products, and would not interfere with agricultural production (see Section 2, <i>Agricultural Resources</i>).
A rise in sea levels resulting in the displacement of coastal businesses and residences. During the past century, sea levels along California’s coast have risen about seven inches. If emissions continue unabated and temperatures rise into the higher anticipated warming range, sea level is expected to rise an additional 22 to 35 inches by the end of the century. Elevations of this magnitude would inundate coastal areas with saltwater, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats	The proposed project would not contribute to or be subject to this potential secondary effect of climate change. The project site is approximately 17 feet (204 inches) above local mean sea level. In addition, the project site is approximately 0.75 miles inland from the Pacific Ocean. The proposed project would involve construction and operation of a parking lot that would not result in the displacement of coastal businesses and residences or be displaced due to a rise in sea levels.
Increased temperature and extreme weather events. Climate change is expected to lead to increases in the frequency, intensity, and duration of extreme heat events and heat waves in California. More heat waves can exacerbate chronic disease or heat-related illness.	The proposed project would not contribute to or be subject to this potential secondary effect of climate change. Development of the proposed project would not directly contribute to an increase in temperature or extreme weather events. It would also not include any new residences or induce substantial population growth (see Section 14, <i>Population, Education, and Housing</i>) and would not expose new residents to extreme heat events.
A decrease in the health and productivity of California’s forests. Climate change can cause an increase in wildfires, an enhanced insect population, and establishment of non-native species.	The proposed project would not contribute to or be subject to this potential secondary effect of climate change. The project site is not forested, and development of the site would not contribute to a change in the health and productivity of forested land. Development and operations of the proposed project would not result in an increase in wildfire, nor would it enhance insect populations or establish non-native species, resulting in a decrease in the health or productivity of California’s forests.
Source of Consequences of Climate Change in California: CCCC 2006; and Moser et al. 2009.	

6 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of an historical resource as defined in State CEQA Guidelines Section 15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to State CEQA Guidelines Section 15064.5?	☐	☒	☐	☐
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Significance Thresholds and Overview of Cultural Resources

The impact analysis below relies on the impact criteria listed immediately above, where applicable, in determining whether the proposed project would result in an impact, as well as the level of the impact being evaluated.

Broadly defined, any trace of past human activity greater than 50 years old may be an important cultural resource. For the purposes of this CEQA analysis, Cultural Resources include historical resources, archaeological resources, paleontological resources, and human remains.

Impact criteria 6.a in the environmental checklist above asks if the proposed project would cause a substantial adverse change in the significance of an historical resource as defined in State CEQA Guidelines Section 15064.5. CEQA Guidelines Section 15064.5(a) defines historical resources as follows:

- (a) For purposes of this section, the term “historical resources” shall include the following:
 - 1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 14 CCR, Section 4850 et seq.).
 - 2) A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must

treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

- 3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code, § 5024.1, Title 14 CCR, Section 14 CCR, Section 4852) including the following:
 - A. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
 - B. Is associated with the lives of persons important in our past;
 - C. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
 - D. Has yielded, or may be likely to yield, information important in prehistory or history.
- 4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.

Impact criteria 6.b in the environmental checklist above asks if the proposed project would cause a substantial adverse change in the significance of a unique archaeological resource pursuant to State CEQA Guidelines Section 15064.5. CEQA Guidelines Section 15064.5(c) states the following regarding archaeological resources:

(c) CEQA applies to effects on archaeological sites.

- 1) When a project will impact an archaeological site, a lead agency shall first determine whether the site is an historical resource, as defined in subdivision (a).
- 2) If a lead agency determines that the archaeological site is an historical resource, it shall refer to the provisions of Section 21084.1 of the Public Resources Code, and this section, Section 15126.4 of the Guidelines, and the limits contained in Section 21083.2 of the Public Resources Code do not apply.
- 3) If an archaeological site does not meet the criteria defined in subdivision (a), but does meet the definition of a unique archeological resource in Section 21083.2 of the Public Resources Code, the site shall be treated in accordance with the provisions of section 21083.2. The time and cost limitations described in Public Resources Code Section 21083.2 (c-f) do not apply to surveys and site evaluation activities intended to determine whether the project location contains unique archaeological resources.

- 4) If an archaeological resource is neither a unique archaeological nor an historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment. It shall be sufficient that both the resource and the effect on it are noted in the Initial Study or EIR, if one is prepared to address impacts on other resources, but they need not be considered further in the CEQA process.

Section 21084.1(g) of the Public Resources Code defines “unique archaeological resources” as follows:

- a) As used in this section, “unique archaeological resource” means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:
 - 1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
 - 2) Has a special and particular quality such as being the oldest of its type or the best available example of its type.
 - 3) Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Paleontological resources, or fossils, are the evidence of once-living organisms preserved in the rock record. They include both the fossilized remains of ancient plants and animals and the traces thereof (e.g., trackways, imprints, burrows, etc.). Paleontological resources are not found in “soil” but are contained within the geologic deposits or bedrock that underly the soil layer. Typically, fossils are greater than 5,000 years old (i.e., older than middle Holocene in age) and are typically preserved in sedimentary rocks. Although rare, fossils can also be preserved in volcanic rocks and low-grade metamorphic rocks under certain conditions (Society of Vertebrate Paleontology [SVP] 2010). Fossils occur in a non-continuous and often unpredictable distribution within some sedimentary units, and the potential for fossils to occur within sedimentary units depends on several factors. It is possible to evaluate the potential for geologic units to contain scientifically important paleontological resources, thereby evaluating the potential for impacts to those resources, and provide mitigation for paleontological resources if they are discovered during construction of a development project.

A Cultural Resources Assessment for the proposed project was completed in February 2024, which informs the analysis of potential impacts to cultural and tribal cultural resources. The Cultural Resources Assessment consists of information gathered from a California Historical Resources Information System (CHRIS) records search, a Sacred Lands File (SLF) search, a pedestrian survey, and desktop analysis (Appendix B).

- a. *Would the project cause a substantial adverse change in the significance of an historical resource as defined in State CEQA Guidelines Section 15064.5?*

According to the CHRIS records search, one cultural resource was identified within 0.5-mile of the project site. The resource is building debris and habitation debris including cut bone, shell, glass, and dishware from farm buildings built in the early 20th century (P-56-000664), which is not considered a historical resource as defined in *CEQA Guidelines* Section 15064.5. In addition, no historical resources were identified during the pedestrian survey of the project site conducted on February 13, 2024. Therefore, the proposed project would not cause a substantial adverse change in the significance of a historical resource as defined in *CEQA Guidelines* Section 15064.5. No impact to historical resources would occur.

NO IMPACT

- b. Would the project cause a substantial adverse change in the significance of a unique archaeological resource pursuant to State CEQA Guidelines Section 15064.5?*

There are no known archaeological resources or archaeological deposits at the project site, and there is also an absence of substantial prehistoric or historic-period archaeological remains. However, the project site lies within an area with increased sensitivity for the presence of archaeological resources based on the presence of the present-day Ormond Lagoon Waterway, a watercourse that once traversed the project site and would have provided a variety of subsistence resources for prehistoric and historic period occupants of the area. In addition, the identification of burials within the surrounding area, as identified by Maki in 2007, suggests that the project site and surrounding area is sensitive for buried archaeological resources. Although resources have been identified within 0.5-mile of the project site, the project site has already been developed and/or its ground surface has been disturbed. Furthermore, as described in Section 8, *Project Description* of the *Initial Study* section of this IS-MND, ground disturbance involved with development of the proposed project would be limited due to the scope of improvements proposed. For these reasons, there is a low potential for encountering intact subsurface archaeological deposits. However, the potential for encountering previously undiscovered subsurface archaeological deposits cannot be ruled out.

Based on the analysis above, the proposed project could potentially cause a substantial adverse change in the significance of a unique archaeological resource pursuant to *CEQA Guidelines* Section 15064.5 and Mitigation Measure CUL-1 is required to reduce impacts.

Mitigation Measure

CUL-1 Unanticipated Discovery of Cultural Resources

In the event archaeological resources are unexpectedly encountered during ground-disturbing activities, work within 50 feet of the find shall halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983) shall be contacted immediately to evaluate the resource. If the resource is determined by the qualified archaeologist to be prehistoric, then a Native American representative shall also be contacted to participate in the evaluation of the resource. If the qualified archaeologist and/or Native American representative determine it to be appropriate, archaeological testing for California Register of Historic Resources eligibility shall be completed. If the resource proves to be eligible for the California Register of Historic Resources and significant impacts to the resource cannot be avoided via project redesign, a qualified archaeologist shall prepare a data recovery plan tailored to the physical nature and characteristics of the resource, per the requirements of California Code of Regulations Guidelines Section 15126.4(b)(3)(C). The data recovery plan shall identify data recovery excavation methods, measurable objectives, and data thresholds to reduce any significant impacts to cultural resources related to the resource. Pursuant to the data recovery plan, the qualified archaeologist and Native American representative, as appropriate, shall recover and document the scientifically consequential information that justifies the resource's significance. The City shall review and approve the treatment plan and archaeological testing, and the resulting documentation shall be submitted to the regional repository of the California Historical Resources Information System, per California Code of Regulations Guidelines Section 15126.4(b)(3)(C).

Significance After Mitigation

Implementation of Mitigation Measure CUL-1 would provide a standard procedure following the unanticipated discovery of an archaeological resource, including evaluation, consultation with Native American representatives, avoidance, and data recovery, if applicable. With implementation of Mitigation Measure CUL-1, the proposed project would not cause a substantial adverse change in the significance of a unique archaeological resource pursuant to *CEQA Guidelines* Section 15064.5, and impacts would be less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- c. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

The project site is in the Transverse Ranges geomorphic province, one of the eleven geomorphic provinces of California (California Geological Survey 2002). The Transverse Ranges extend approximately 275 miles west-east from Point Arguello in Santa Barbara County, east to the San Bernardino Mountains, and south to the Anacapa-Santa Monica-Hollywood-Raymond-Cucamonga fault zone. The Transverse Ranges are composed of Proterozoic to Mesozoic intrusive crystalline igneous and metamorphic rocks overlain by Cenozoic marine and terrestrial sedimentary deposits and volcanic rock. More specifically, the project site is in the Oxnard Plain, a large coastal alluvial plain located south of the Santa Susana Mountains and west of the Santa Monica Mountains.

The geology of the region surrounding the project site was mapped by Clahan (2003), who identified one geologic unit, fine-grained alluvial fan deposits, underlying the project site. Fine-grained alluvial fan deposits consist of primarily clay with occasional sand and gravel lenses that are Holocene in age (Clahan 2003). Given their young age, these sediments are likely too young (i.e., less than 5,000 years old) to preserve paleontological resources (SVP 2010) and, therefore, have low paleontological sensitivity. As a result, potential impacts to paleontological resources from construction of the proposed project would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

No human remains are known to be present within the project site. However, it is possible to discover human remains during ground disturbing activities. Pursuant to California Health and Safety Code Section 7050.5, if human remains are found the County Coroner shall be contacted immediately and no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. If human remains are determined to be of Native American origin, the County Coroner shall notify the Native American Heritage Commission (NAHC) which would identify and notify a Most Likely Descendant (MLD). The MLD has 48 hours from being granted access to the project site to make recommendations for the disposition of the remains. If the MLD does not make a recommendation within the 48 hours, the landowner shall reinter the remains in an area of the property secure from subsequent disturbance. With adherence to procedures required through California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, impacts to human remains, including those interred outside of formal cemeteries, would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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7 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Significance Thresholds

The impact analysis below relies on the impact criteria listed immediately above, where applicable, in determining whether the proposed project would result in an impact, as well as the level of the impact being evaluated.

- Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*
- Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

Energy use during construction activities would be in the form of fuel consumption (e.g., gasoline and diesel fuel) to operate heavy equipment, light-duty vehicles, and other machinery. Energy use during construction would be temporary in nature. The construction contractor would be required to demonstrate compliance with California Code of Regulations Title 13 Sections 2449 and 2485 which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes. In addition, heavy equipment would be subject to the United States Environmental Protection Agency Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. Furthermore, in the interest of both environmental awareness and cost efficiency, construction contractors would reasonably be expected to utilize fuel in a manner that is not wasteful, inefficient, or unnecessary. The proposed project has no unusual characteristics or construction processes that would be more energy-intensive than are used for comparable activities. Therefore, no construction impacts would occur related to wasteful, inefficient, or unnecessary consumption of energy or conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

The proposed project would be subject to the energy conservation requirements of the California Energy Code (Title 24, Part 6 of the California Code of Regulations, California's Energy Efficiency Standards for Residential and Nonresidential Buildings) and the California Green Building Standards

Code (Title 24, Part 11 of the California Code of Regulations). The California Energy Code provides energy conservation standards for all new and renovated buildings constructed in California. The California Energy Code applies to the building envelope, space-conditioning systems, and water heating and lighting systems of buildings and appliances and provides guidance on construction techniques to maximize energy conservation (California Energy Commission [CEC] 2022). Minimum efficiency standards are given for a variety of building elements including appliances, water and space heating and cooling equipment, and insulation for doors, pipes, walls, and ceilings. The CEC emphasizes saving energy at peak periods and seasons and improving the quality of installation of energy efficiency measures. The proposed project would adhere to these energy-saving regulations, such as mandatory requirements for lighting controls (Section 110.9) in the California Energy Code and light pollution reduction (Section 5.106.8) and Outdoor Water Use (Section 5.304) in the California Green Building Standards Code.

In addition, in the interest of both environmental awareness and cost efficiency, the proposed project would reasonably be expected to not utilize fuel in a manner that is wasteful, inefficient, or unnecessary. As a result, the proposed project would promote the use of energy conservation on the project site, consistent with the City's Energy Action Plan (City of Oxnard 2013). In addition, as discussed in Section 5, *Climate Change and Greenhouse Gas Emissions*, the proposed project would be consistent with the goals outlined in the CAAP. Therefore, proposed project operation would not result in wasteful, inefficient, or unnecessary consumption of energy or conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

For the reasons described above, the proposed project would have a less than significant impact related to wasteful, inefficient, or unnecessary consumption of energy, or potential conflicts with or obstruction of a state or local plan for renewable energy or energy efficiency.

LESS THAN SIGNIFICANT IMPACT

8 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☐	☒
2. Strong seismic groundshaking that cannot be addressed through compliance with standard Code requirements?	☐	☐	☐	☒
b. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse that cannot be addressed through compliance with standard Code requirements?	☐	☐	☐	☒
c. Be located on expansive soil, creating substantial risks to life or property that cannot be addressed through compliance with standard Code requirements?	☐	☐	☒	☐
d. Expose people or structures to inundation by seiche or tsunami?	☐	☐	☐	☒
e. Rely on dredging or other maintenance activity by another agency that is not guaranteed to continue?	☐	☐	☐	☒

Significance Thresholds

The impact analysis below relies on the impact criteria listed immediately above, where applicable, in determining whether the proposed project would result in an impact, as well as the level of the impact being evaluated.

- a.1. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?*

According to California Geological Survey's Earthquake Zones of Required Investigation map, the project site is not located on an active fault or within a mapped Alquist-Priolo Earthquake Fault Zone (CGS 2022). To experience direct effects from rupture of an earthquake fault (rather than strong seismic ground shaking, discussed in Impact 8a.2 below), a site would have to be directly on an active fault. As shown on Figure 5, the nearest active fault to the project site is the Bailey fault, which is approximately 5.9 miles east of the project site. Because there are no known faults located on the project site, the proposed project would have no impact related to directly or indirectly exposing people or structures to substantial adverse effects related to rupture of a known earthquake fault.

NO IMPACT

- a.2. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic groundshaking that cannot be addressed through compliance with standard Code requirements?*

The project site is in a seismically active area of southern California and is expected to experience moderate to severe ground shaking during the lifetime of the proposed project. This risk is not considered substantially different than that of other similar properties in southern California. Additionally, no new structures would be built on the site. The proposed project would include minor grading, paving, and landscaping for a truck storage yard. As a result, the proposed project would have no impact related to directly or indirectly exposing people or structures to substantial adverse effects, including loss, injury, or death, involving seismic ground shaking.

NO IMPACT

- b. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse that cannot be addressed through compliance with standard Code requirements?*

Landslides (or slope failure) refer to the dislodging and falling of a mass of soil or rocks along a sloped surface. The project site is flat and does not have steep topography conducive to landslides. Therefore, impacts related to landslides would not occur.

Figure 5 Nearby Faults



A majority of the City of Oxnard is susceptible to liquefaction as a result of underlying thick alluvial deposits and high groundwater levels. In addition, the City of Oxnard is in a Seismic Hazard Area for liquefaction according to seismic hazard mapping conducted by the California Geological Survey. According to California Geological Survey's Earthquake Zones of Required Investigation map, the project site is within a liquefaction zone (CGS 2022). However, no new structures would be built on the site. The proposed project would include minor grading, paving, and landscaping for a truck storage yard. Grading and paving would be completed in accordance with City Building Division code requirements. Therefore, no impact would occur with respect to construction on potentially unstable soils resulting in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

NO IMPACT

- c. *Would the project be located on expansive soil, creating substantial risks to life or property that cannot be addressed through compliance with standard Code requirements?*

As shown on Figure 6, according to the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey, the project site is underlain with Camarillo sandy loam, 0 to 2 percent slopes (Cc).

Expansive soils are characterized by the presence of swelling clay minerals that can absorb a significant amount of water molecules and are susceptible to large volume changes of swelling and shrinking that are directly related to changes in the water content. Expansive soils are typically very fine grained with a high to very high percentage of clay. The on-site soils (Camarillo sandy loam and Camarillo loam) are characterized as hydric soils, not expansive soils. Therefore, the proposed project would not create a risk to life or property related to expansive soil, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project expose people or structures to inundation by seiche or tsunami?*

There are no large bodies of water near the project site which would provide conditions for potential inundation by seiche or tsunami. The project site is approximately 2.8 miles southeast of the City's Channel Islands Harbor, which is the nearest area which could be affected by a seiche (City of Oxnard 2006). The southern boundary of the project site borders Ormond Lagoon Waterway, which is the nearest tsunami hazard area, but the project site itself is not located in a tsunami hazard area (DOC 2022b). Because the project site is located outside of the nearest seiche and tsunami hazard areas, the proposed project would have no impact related to exposure of people or structures to inundation by seiche or tsunami.

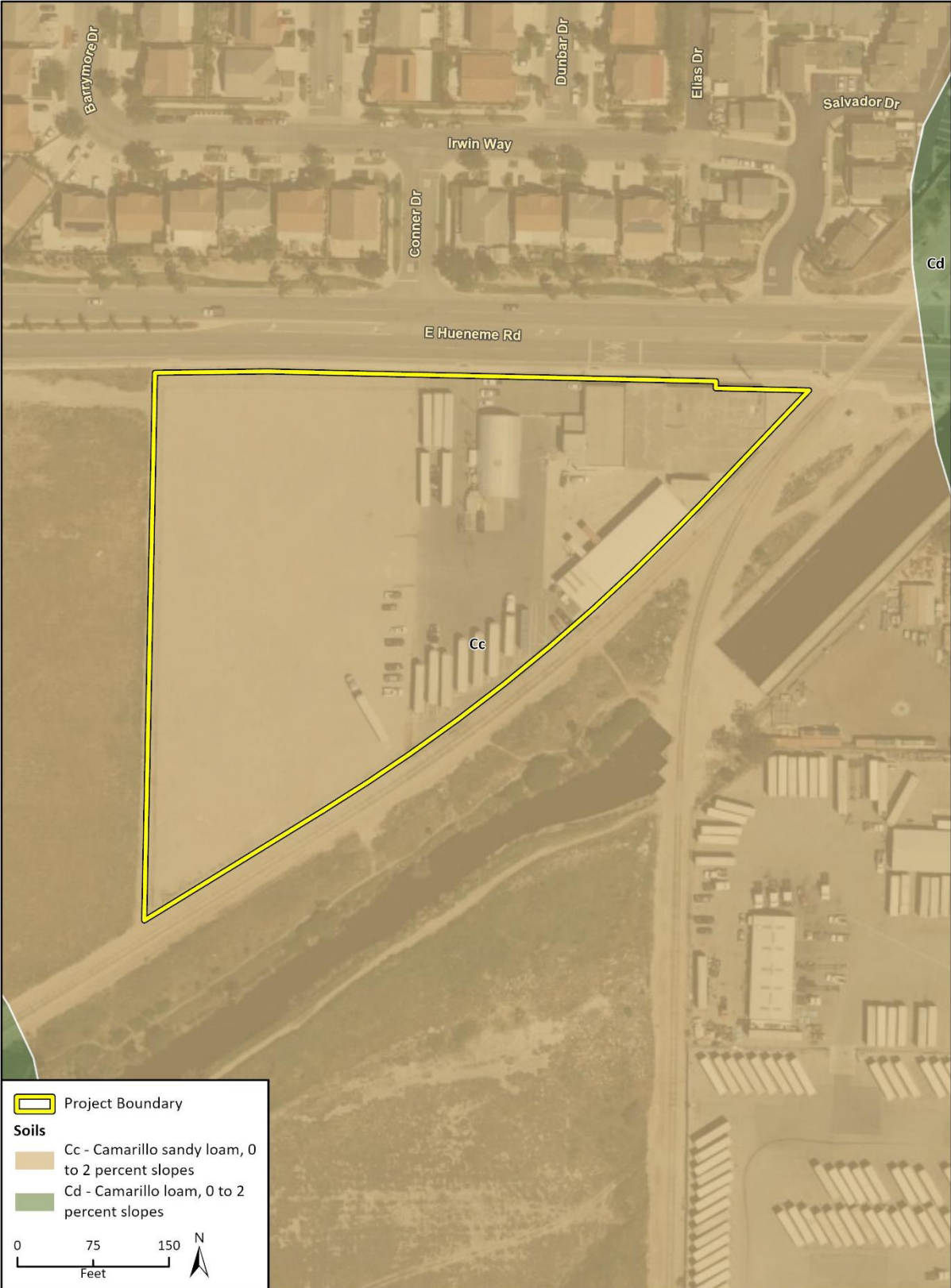
NO IMPACT

- e. *Would the project rely on dredging or other maintenance activity by another agency that is not guaranteed to continue?*

The proposed project does not include dredging or maintenance activities and would therefore not rely on, and would have no impact related to, dredging or other maintenance activity by another agency that is not guaranteed to continue.

NO IMPACT

Figure 6 Project Site Soils



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9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials that cannot be addressed through compliance with standard regulatory requirements?	☐	☐	☒	☐
b. Create a substantial hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c. Emit hazardous emissions or involve handling hazardous or acutely hazardous substances or waste within one-quarter mile of an existing or proposed school, in quantities or a manner that would create a substantial hazard?	☐	☐	☐	☒
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a substantial hazard to the public or the environment?	☐	☐	☐	☒
e. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

Significance Thresholds

The impact analysis below relies on the impact criteria listed immediately above, where applicable, in determining whether the proposed project would result in an impact, as well as the level of the impact being evaluated.

- a. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials that cannot be addressed through compliance with standard regulatory requirements?*

Proposed project construction would involve the temporary use of potentially hazardous materials, such as vehicle fuels and fluids that could be released should an accidental leak or spill occur. However, standard construction Best Management Practices (BMPs) for the use and handling of such materials would avoid or reduce the potential for such conditions to occur. Any use of potentially hazardous materials during construction of the proposed project would comply with all local, state, and federal regulations regarding the handling of potentially hazardous materials, including Title 49 of the Code of Federal Regulations, Title 13 of the California Code of Regulations, and Title 22, Division 4.5 of the California Code of Regulations. The risk of construction-related spills would cease after construction is completed.

Once operational, the proposed project would involve very limited use, storage, or transport of hazardous materials because the proposed use of the site as a truck storage/parking area would not include the transport, use, or disposal of any substantive quantities of hazardous materials or wastes outside of the fuel, oils, and coolant contained within each truck and employee vehicle as part of their operation. Land uses that use, create, or dispose of hazardous materials are regulated and monitored by federal, state, and local regulations and policies. Specifically, the proposed project would be subject to compliance with the programs administered by the Oxnard City Fire Department, the Certified Unified Program Agency (CUPA) for all projects within the jurisdiction of the City of Oxnard (County of Ventura, 2025). ~~nearby agencies, including the County of Ventura.~~ Businesses that handle or store hazardous materials equal to or above the reportable quantities are subject to compliance with these regulatory agencies and applicable regulations around the transport, storage, and disposal of hazardous materials. These programs, as well as other federal, state, and local regulations and policies, provide a high level of protection to the public and the environment. As a result, the proposed project would have a less than significant impact related to the routine transport, use, or storage of hazardous materials or wastes.

LESS THAN SIGNIFICANT IMPACT

- b. *Would the project create a substantial hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment?*

During construction, hazardous materials such as fuels, oils, and lubricants would be transported to the project site and used in construction vehicles and equipment. If not managed appropriately, these hazardous materials could be unintentionally released resulting in adverse effects to workers, the public and/or the environment. However, the potential for accidental releases would be minimized through adherence to existing regulatory requirements because the contractor and construction crews for the proposed project would be required to comply with all applicable regulations governing the storage, handling, and disposal of hazardous materials and waste. Adherence to applicable hazardous materials and waste regulations would minimize the risk of the release of hazardous materials to the public and environment to less than significant levels.

Similarly, compliance with applicable regulations involving hazardous materials and waste during operation, including Title 49 of the Code of Federal Regulations and Title 13 of the California Code of Regulations, would ensure that such materials are transported, used, stored, and disposed of in a manner that minimizes the potential for upset and accidental conditions resulting in the release of hazardous materials into the environment. The proposed use of the site as a truck parking and

storage area would not include the storage of substantial quantities of hazardous materials. With compliance with existing regulations, the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, the proposed project's potential impacts related to reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project emit hazardous emissions or involve handling hazardous or acutely hazardous substances or waste within one-quarter mile of an existing or proposed school, in quantities or a manner that would create a substantial hazard?*

There are no existing or proposed schools within 0.25-mile of the project site. The nearest school is Art Haycox Elementary School, located at 544 Perkins Road, approximately 0.3-mile northwest of the project site. Therefore, the proposed project would not have a significant effect in emitting hazardous emissions nor handle hazardous or acutely hazardous materials, substances, or waste within 0.25-mile of an existing or proposed school. Furthermore, as discussed in Section 9(a) and 9(b), operational use of hazardous materials would be carried out in accordance with all applicable regulations including Title 49 of the Code of Federal Regulations and Title 13 of the California Code of Regulations. As required by Chapter 6.95 of the California Health and Safety Code, hazardous materials storage and use during operation of the proposed project would be carried out in accordance with a Hazardous Materials Business Plan (HMBP) for the proposed project, which would establish emergency response procedures for the release or threatened release of a hazardous material. The HMBP and subsequent prevention and emergency response plans would require certification from the Oxnard Fire Department prior to operation. Implementation of the HMBP would reduce the risk of release of hazardous materials within 0.25 mile of a school. The proposed project would have no impact related to hazardous emissions or handling of hazardous or acutely hazardous substances or waste within one-quarter mile of an existing or proposed school.

NO IMPACT

- d. *Would the project be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a substantial hazard to the public or the environment?*

The following databases were reviewed on October 30, 2023, as part of the Hazardous Materials Evaluation, to determine if a hazardous material site listed pursuant to Government Code Section 65962.5 is present on the project site:

- California Department of Toxic Substances Control (DTSC) EnviroStor (DTSC 2023)
- State Water Resources Control Board (SWRCB) GeoTracker (SWRCB 2023a)
- SWRCB Cease and Desist Orders and Cleanup Abatement Orders (SWRCB 2023b)

The database search did not identify any hazardous material sites listed pursuant to Government Code 65962.5 on the project site (DTSC 2023; SWRCB 2023a and 2023b). According to GeoTracker, there are five Leaking Underground Storage Tank cleanup sites and three cleanup program sites within 2,000 feet of the project site, all of which have statuses of "Completed – Case Closed." Therefore, the proposed project would have no impact related to creation of a substantial hazard to the public or environment from being listed on hazardous materials sites compiled pursuant to Government Code Section 65962.5.

NO IMPACT

- e. *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

The project site does not contain any emergency facilities, nor does it serve as an emergency evacuation route. The proposed project would not interfere with implementation of the Ventura County Multi-Hazard Mitigation Plan because the proposed project would not preclude the County from fulfilling overarching goals in the plan (County of Ventura 2022). As part of standard development procedures, the proposed project's development plans would be submitted to the City for review and approval to ensure all new development has adequate emergency access in compliance with the Oxnard Fire Department's standards. Furthermore, implementation of the proposed project would not introduce new features that would preclude implementation of or alter the City's emergency access standards. Therefore, the proposed project would have a less than significant impact related to impairing implementation of or physically interfering with an adopted emergency response plan or emergency evacuation plan.

LESS THAN SIGNIFICANT IMPACT

10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a violation of any adopted water quality standards or waste discharge or treatment requirements?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in on- or off-site flooding or exceed the capacity of existing or planned stormwater drainage systems?	☐	☐	☒	☐
d. Place new structures within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
e. Impede or redirect flood flows such that it would increase on- or off-site flood potential?	☐	☐	☐	☒
f. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
g. Be exposed to a substantial risk related to inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

A Preliminary Drainage Report by Wade E. Lewis, RCE, was completed in December 2022 which informs this analysis of potential impacts related to hydrology and water quality (Appendix D).

Significance Thresholds

The impact analysis below relies on the impact criteria listed immediately above, where applicable, in determining whether the proposed project would result in an impact, as well as the level of the impact being evaluated.

- a. *Would the project cause a violation of any adopted water quality standards or waste discharge or treatment requirements?*

The proposed project would involve construction of a 0.77-acre parking lot with a perimeter fence, detention basin (with vegetated bioswale) for drainage, and restoration of a portion of a parcel back to vacant undeveloped land.

Construction activities could impact water quality due to increased erosion and sedimentation resulting from exposed soils and the generation of water pollutants, including trash, construction materials, and equipment fluids. The federal Clean Water Act requires compliance with the SWRCB's *National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities* (Construction General Permit; Order No. 2009-0009-DWQ) for projects disturbing more than one acre of soil during construction. This standard is not applicable to the proposed project because the proposed project would only disturb 0.77 acres of soil. Therefore, the City would not be subject to the Construction General Permit for this project prior to construction. The City's Stormwater Quality Management Ordinance, codified in Municipal Code Chapter 22, Article XII, also implements the provisions of the federal Clean Water Act. The proposed project would be required to adhere to Municipal Code requirements, including prohibiting leaving trash or other discarded objects on site; maintaining structures within or adjacent to a storm drain system to prevent hazards to the storm drain system; and prohibiting the alteration or modification of a storm drain system without a permit (City of Oxnard 2022a).

As discussed in the Supplemental Stormwater Infiltration Test Report (Appendix C) conducted by Workman Geotechnical in October 2022, it is unlikely high groundwater levels would be encountered during proposed project construction. Mapping of historically shallowest groundwater indicates the depth to historical groundwater is approximately five feet below grade (Workman 2022). If groundwater is encountered during excavation, dewatering (pumping out subsurface groundwater) would be required to lower the on-site groundwater level to the point that it would allow subsurface construction activities to be performed in a dry condition. Disposal of dewatered groundwater to the storm drain system can introduce total dissolved solids and other constituents to surface waters. Any groundwater dewatering during excavation would be conducted in accordance with the *Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties* (NPDES Permit No. CAG94004) which would require testing and treatment, as necessary, of groundwater encountered during dewatering prior to release to the City's storm drain system (Los Angeles Regional Water Quality Control Board [RWQCB] 2024). Compliance with RWQCB and City regulations would ensure BMPs are implemented during construction to minimize potential impacts to water quality standards, as well as ensure compliance with waste discharge and treatment requirements.

Municipal Code Section 22-223 requires a Post Construction Storm Water Management Plan be implemented to describe the design, placement, and implementation of stormwater retention and stormwater treatment BMPs for post-construction urban runoff in accordance with the requirements of the *Waste Discharge Requirements and National Pollutant Discharge Elimination System (NPDES) Permit for Municipal Separate Storm Sewer (MS4) Discharges within the Coastal Watershed of Los Angeles and Ventura Counties* (MS4 Permit; Order No. R4-2021-0105) and the *Ventura County Technical Guidance Manual for Stormwater Quality Control Measures* (Ventura County Technical Guidance Manual) (County of Ventura 2018). To control pollutants during operation, the proposed project would be required to implement BMPs to prevent and/or reduce pollutants in stormwater runoff (County of Ventura 2018). The proposed project would comply with stormwater requirements through construction of a bioswale which would be designed and installed to reduce stormwater flows and reduce discharge of pollutants during storm events. BMPs would also include, but not be limited to, using plant materials tolerant of drought and saturated soil conditions, and periodically inspecting flow entrances, ponding areas, and surface overflow areas (County of Ventura 2018). Implementation of post-construction stormwater BMPs would ensure impacts to water quality are minimized. Adherence to regulatory requirements would ensure proposed project operation would result in less than significant impacts related to violation of water quality standards or waste discharge or treatment requirements.

LESS THAN SIGNIFICANT IMPACT

- b. *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?*

As discussed in Section 10(a), groundwater dewatering may be required during construction. However, groundwater dewatering would be minimal and temporary, and would not substantially change the groundwater level on the project site or interfere with groundwater recharge. The City extracts groundwater from the Oxnard Basin, which is under the management of the Fox Canyon Groundwater Management Agency (FCGMA) (City of Oxnard 2021a). To achieve sustainability and prevent seawater intrusion after 2040 the FCGMA has imposed allocation cutbacks for the City, and as a result the City is required to reduce groundwater extractions by 45 percent by 2040 (City of Oxnard 2021b).

The City's UWMP anticipates the City will be able to manage its water supply portfolio to provide adequate water to meet demand through the year 2045, taking into account FCGMA management requirements (City of Oxnard 2021b). The City would provide water to the proposed project in accordance with the management requirements of the FCGMA. Therefore, water supplied to the proposed project would not substantially decrease groundwater supplies. The proposed project does not propose any new buildings and would not require on-site pumping of groundwater; therefore, the proposed project would not impact production rates or groundwater levels of pre-existing nearby wells. Although the proposed project would result in the introduction of impervious surfaces on the project site, the proposed project would implement a bioswale which would allow stormwater to infiltrate into pervious areas rather than entirely leading to the City's storm drain system. Therefore, the proposed project would result in a less than significant impact to groundwater supplies and groundwater recharge.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in on- or off-site flooding or exceed the capacity of existing or planned stormwater drainage systems?*

The project site is already developed and/or disturbed and is predominantly paved. The project site does not contain any streams or rivers. The proposed project would add 0.77 acres of impervious area to the 4.67-acre project site. The increased amount of impervious surfaces on the project site would increase stormwater runoff from the project site. However, the proposed project design includes stormwater BMPs, including a vegetated bioswale with underdrain which would accommodate peak stormwater flows in accordance with the requirements of the MS4 Permit and Ventura County Technical Guidance Manual (County of Ventura 2018). According to the Preliminary Drainage Report (Appendix D) prepared for the proposed project, the required detention volume for a 100-year storm event is 2,866 cubic feet. The bioswale would provide a detention volume of 5,292 cubic feet, which exceeds the required detention volume. Therefore, the bioswale would be sufficient to mitigate the increase of peak runoff due to the proposed increase in impervious area of the project site. The proposed project would be consistent with the MS4 Permit and Ventura County Technical Guidance Manual requirements and impacts related to alteration of the existing drainage pattern of the site in a manner that would result in on- or off-site flooding or exceedance of the capacity of existing or planned stormwater drainage systems would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project place new structures within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*
- e. *Would the project impede or redirect flood flows such that it would increase on- or off-site flood potential?*

The project site is not in the 100-year flood plain but is in a special flood hazard area (SFHA) with a 0.2 percent annual chance flood hazard (500-year flood) as defined by the Federal Emergency Management Agency (FEMA) (FEMA 2021). The proposed project does not include the construction of any substantial above-ground improvements or place new structures in a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. Therefore, the proposed project would not impede or redirect flood flows, and no impact related to flooding would occur.

NO IMPACT

- f. *Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?*

As discussed in impact 10(f), the project site is not in a 100-year flood hazard zone and therefore the project site is not at risk from inundation from flooding during a storm event. However, several dams, including the Santa Felicia Dam, the Castaic Lake Dam, and the Pyramid Lake Dam, are located at least 35 miles east and northeast of Oxnard (City of Oxnard 2006). The entire city of Oxnard, including the project site, is in a Dam Inundation Zone (City of Oxnard 2006). However, according to the Oxnard General Plan Background Report, the potential for dam failure is low as all dams have been constructed to the specifications set forth by State and federal agencies (City of Oxnard 2006). In addition, the California Department of Water Resources (DWR) inspects dams on

an annual basis to identify any issues and ensure the continued safety of a dam's operation (DWR 2023). The proposed project does not include any features which would preclude the routine inspection of dams or otherwise increase the risk for dam failure and inundation. As a result, the proposed project would not expose additional people to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam. While the proposed project would be placed within a dam inundation zone, the risk of inundation from dam failure is low as the dams are properly constructed and maintained. Given the low likelihood of dam failure combined with the characteristics of the proposed project, the potential impact from flooding due to levee or dam failure would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- g. Would the project be exposed to a substantial risk related to inundation by seiche, tsunami, or mudflow?*

The project site is approximately 2.8 miles southeast of the City's Channel Islands Harbor, which is the nearest area that could be affected by seiche (City of Oxnard 2006). As detailed in Section 8, *Geology and Soils*, there are no large bodies of water near the project site that would facilitate conditions for potential inundation by seiche. The southern boundary of the project site borders the nearest tsunami hazard area, but the project site itself is not located in a tsunami hazard area and thus would not be at substantial risk of a tsunami (DOC 2022). The project site is flat and does not have steep topography conducive to conditions for mudflows. Therefore, the proposed project would have no impact related to exposure to a substantial risk related to inundation by seiche, tsunami, or mudflow.

NO IMPACT

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11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with an applicable land use plan, policy, or regulation of the City or other agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating a significant environmental effect?	☐	☐	☐	☒
b. Involve land uses that are not allowed under an applicable airport land use compatibility plan?	☐	☐	☐	☒
c. Conflict with an applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
d. Physically divide an established community?	☐	☐	☐	☒

Significance Thresholds

The impact analysis below relies on the impact criteria listed immediately above, where applicable, in determining whether the proposed project would result in an impact, as well as the level of the impact being evaluated.

- a. *Would the project conflict with an applicable land use plan, policy, or regulation of the City or other agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating a significant environmental effect?*

The entire project site is designated as Light Industrial (ILT) in the City's General Plan and zoned Light Manufacturing Planned Development (M1-PD) (City of Oxnard 2023). The proposed project involves the development of a freight classification yard which includes truck parking, which would be consistent with the existing General Plan land use designation and Zoning Code. The environmental impacts of the proposed project are evaluated throughout this IS-MND, and all impacts would be reduced to a less than significant level with adherence to applicable regulations and/or incorporation of mitigation measures. Therefore, the proposed project would have no impact related to conflicts with an applicable land use plan, policy, or regulation of the City adopted for the purpose of avoiding or mitigating a significant environmental effect.

NO IMPACT

- b. *Would the project involve land uses that are not allowed under an applicable airport land use compatibility plan?*

The closest public airport to the project site is Oxnard Airport, approximately 3.7 miles northwest of the project site. The project site is not located within the airport land use plan for Oxnard Airport and the project site is not within two miles of Naval Base Ventura County (NBVC) Point Mugu, which is approximately 3.3 miles southeast of the project site. The project site is not located in an area covered by an airport land use compatibility plan. Therefore, the proposed project would not be subject to land use restrictions under an applicable airport land use compatibility plan. For the reasons discussed above, the proposed project would have no impact related to having land uses that are not allowed under an applicable airport land use compatibility plan.

NO IMPACT

- c. *Would the project conflict with an applicable habitat conservation plan or natural community conservation plan?*

As discussed in Section 4(f), the project site is not within any habitat conservation plan or natural community conservation plan and would therefore have no impact related to conflicting with any such plan.

NO IMPACT

- d. *Would the project physically divide an established community?*

The proposed project involves the development of a freight classification yard which includes truck parking on a 4.76-acre property. The project site is in a semi-urban area characterized by a mix of industrial and residential development and vacant land. Immediate surrounding uses consist of the following: to the west is a property that was recently developed as a vehicle storage yard; to the southeast are railroad tracks, industrial warehouses, and vacant land; and to the north are East Hueneme Road and a residential community. A portion of the Ormond Lagoon Waterway is also southeast of the project site, beyond the railroad tracks that immediately border the project site. The proposed project would not include any features which would physically divide an established community. Therefore, the proposed project would have no impact related to physically dividing an established community.

NO IMPACT

12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource of value to the region or state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally important mineral resource recovery site delineated in the 2030 General Plan or other adopted land use plan?	☐	☐	☐	☒

Significance Thresholds

The impact analysis below relies on the impact criteria listed immediately above, where applicable, in determining whether the proposed project would result in an impact, as well as the level of the impact being evaluated.

- a. *Would the project result in the loss of availability of a known mineral resource of value to the region or state?*
- b. *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated in the 2030 General Plan or other adopted land use plan?*

According to the DOC, the project site is within Mineral Resources Zone-1 (MRZ) which indicates an area containing little or no mineral deposits (CGS 2022). Additionally, the City does not designate the project site as an area containing mineral resources (City of Oxnard 2006). Therefore, the proposed project would not result in, and would have no impact related to, the loss of availability of a known mineral resource of value to the region or state, or a locally important mineral resource recovery site delineated in the 2030 General Plan.

NO IMPACT

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13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Generate or expose persons to noise levels exceeding standards established in the Oxnard 2030 General Plan or Noise Ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b. Generate or expose persons to excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. Generate a substantial temporary or periodic increase in ambient noise in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d. Generate a substantial permanent increase in ambient noise in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e. For a project located within the airport land use plan for Oxnard Airport or within two miles of Naval Base, Ventura County at Point Mugu, would the project expose people residing or working in the area to excessive noise levels?	☐	☐	☐	☒
f. Expose non-human species to excessive noise?	☐	☒	☐	☐

Overview of Noise

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment. Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels so that they are consistent with the human hearing response, which is most sensitive to frequencies around 4,000 Hertz and less sensitive to frequencies around and below 100 Hertz. Decibels are measured on a logarithmic scale that

quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes, which is also logarithmic. In logarithmic scales, each value is a multiple of some base value raised to a power (such as to the power of 10). On the logarithmic decibel scale, a doubling of the energy of a noise source, such as doubling of traffic volume, increases the noise level by 3 dBA; dividing the energy in half results in a 3 dBA decrease. It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA, increase or decrease (i.e., twice the sound energy); that a change of 5 dBA is readily perceptible; and that an increase (or decrease) of 10 dBA sounds twice (or half) as loud.

The impact of noise is not a function of loudness alone. The time of day when noise occurs, and the duration of the noise are also important factors of a project’s noise impact. Most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed. One of the most frequently used noise metrics is the equivalent noise level (L_{eq}); it considers both duration and sound power level. L_{eq} is defined as the single steady A-weighted level equivalent to the same amount of energy as that contained in the actual fluctuating levels over time.

The City of Oxnard *CEQA Guidelines* (City of Oxnard 2024) define noise sensitive uses as residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks. Noise sensitive receptors near the site include single-family residences approximately 110 feet north of the project site boundary on East Hueneme Road. An existing concrete wall separates the nearest residences from the project site, which contributes to the attenuation of noise originating on the project site.

Ambient Noise Levels

The primary noise source in the immediate vicinity of the proposed project site is vehicular traffic on East Hueneme Road. To determine the average ambient noise levels at nearby sensitive receptors, Rincon Consultants collected two 15-minute noise measurements using an ANSI Type II integrating sound level meter (Appendix F). These noise measurements were taken between 3:12 p.m. and 3:53 p.m. on October 26, 2023. Figure 7 shows the noise measurement locations and Table 10 summarizes the results of sound level monitoring. As shown in Table 10, the 15-minute ambient sound level at the project site ranges between approximately 51 and 73 L_{eq} , with measured noise levels being much higher near East Hueneme Road.

Table 10 Sound Level Monitoring Results

Measurement Location	Sample Time	Primary Noise Source	Approximate Distance to Primary Noise Source (feet)	Leq (dBA)	Lmin (dBA)	Lmax (dBA)
ST-1	3:38 p.m.-3:53 p.m.	Traffic on East Hueneme Road	Approximately 45 feet from the centerline of East Hueneme Road	73	56	89
ST-2	3:12 p.m.-3:27 p.m.	Traffic on East Hueneme Road	Approximately 410 feet from the centerline of East Hueneme Road	51	45	60

Source: Appendix F

Figure 7 Noise Monitoring Locations



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Fig X Noise Measurement Locations

Significance Thresholds

Construction Noise

As stated in the City of Oxnard *CEQA Guidelines* (2017), activities associated with construction are exempt from specific quantitative noise limitations in the City’s Noise Ordinance but are restricted to the hours between 7:00 a.m. and 6:00 p.m. on weekdays and Saturdays pursuant to Section 7-188(D) of the City’s Noise Ordinance. According to the guidelines, construction related impacts would normally be less than significant if construction activity occurs within the timing restrictions specified in the Noise Ordinance. The guidelines also state that if construction would occur within 500 feet of a noise sensitive use, it may be appropriate to consider measures to minimize noise effects. Although construction-related noise impacts would normally be less than significant, if construction activity occurs within the timing restrictions specified in the Noise Ordinance, for purposes of this analysis, the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment (2018) criteria will be used as a quantitative threshold to determine if it would be appropriate to consider measures to minimize noise effects. The FTA provides criteria for assessing construction noise impacts based on the potential for adverse community reaction. For residential uses, the daytime noise threshold is 80 dBA *L_{eq}* for an 8-hour period.

On-site Stationary Operational Noise

The City has adopted exterior noise standards in the Oxnard Municipal Code regulating operational noise sources in the city. The proposed project would result in a significant impact if noise from the proposed project’s stationary operational and recreational noise sources at the receptor exceeds the City’s Municipal Code standards shown in Table 11.

Table 11 Exterior Noise Standards

Sound Zone	Type of Land Use	Allowable Exterior Sound Level (dBA)	
		7:00 a.m. to 10:00 p.m.	10:00 p.m. to 7:00 a.m.
I	Residential	55	50
II	Commercial	65	60
III	Industrial	70	70
IV	As identified on Figure IX-2 of the 2020 General Plan		

dBA = A-weighted decibel

Source: City of Oxnard Municipal Code Section 7-185, 2023.

Traffic Noise

A project would normally have a significant effect on the environment related to noise if it would substantially increase the ambient noise levels for adjoining areas. The thresholds of significance provided in Table 12 are used to assess whether or not traffic noise impacts at sensitive receptor locations are substantial; these thresholds are included in the City of Oxnard *CEQA Guidelines* and recommended by the FTA.

Table 12 Significance of Changes in Operational Roadway Noise Exposure

Existing Noise Exposure (dBA L _{dn} or L _{eq})	Allowable Noise Exposure Increase (dBA L _{dn} or L _{eq})
45-49	7
50-54	5
55-59	3
60-64	2
65-74	1
75+	0

Source: FTA 2018

- a. *Would the project generate or expose persons to noise levels exceeding standards established in the Oxnard 2030 General Plan or Noise Ordinance, or applicable standards of other agencies?*
- c. *Would the project generate a substantial temporary or periodic increase in ambient noise in the project vicinity above levels existing without the project?*
- d. *Would the project generate a substantial permanent increase in ambient noise in the project vicinity above levels existing without the project?*

Construction Noise

Over the course of a typical construction day, construction equipment activity would occur as close as 110 feet to the nearest sensitive single-family residential receptor to the north but would typically be located further away as equipment is mobile throughout the site during the day. As part of this noise and vibration analysis (the technical output of which is shown in Appendix F), construction noise was estimated using the Federal Highway Administration Roadway Construction Noise Model (RCNM). Per applicant-provided information, the most intensive construction phase would have a dozer, excavator, and grader operating at the same time. Noise levels from these activities would be 84 dBA at 50 feet, which would be 77 dBA at the residences located 110 feet to the north, which in turn would be below the FTA's 80 dBA (8-hour) daytime construction noise threshold for residential uses. Construction would occur further away from other sensitive receptors and would therefore be less than 80 dBA L_{eq} at all other sensitive receptors. These estimates also conservatively did not account for the existing concrete wall that separates the nearest residences from the project site, which would be expected to attenuate noise further.

According to the applicant, construction would occur between the hours of 7:00 a.m. and 4:00 p.m. on weekdays and Saturdays, which is within the permitted hours of construction of 7:00 a.m. to 6:00 p.m. on weekdays and Saturdays pursuant to Section 7-188(D) of the City's Municipal Code. According to the City of Oxnard *CEQA Guidelines*, when construction would occur within 500 feet of a noise sensitive use, it may be appropriate to consider measures to minimize noise effects. However, since the proposed project is below FTA construction noise thresholds and would also comply with the City's allowed construction noise hours, noise effects would not be substantial at the nearest noise-sensitive uses. Therefore, construction noise impacts would be less than significant.

According to the City of Oxnard *CEQA Guidelines*, when construction occurs within 500 feet of a noise sensitive use, noise minimization measures are prudent. Therefore, if uncontrolled, proposed

project construction noise may be considered significant. However, as explained in this impact analysis, construction noise from the proposed project would not be uncontrolled; rather, it would be governed by applicable regulations and attenuated at the nearest sensitive receptors by existing barriers.

On-Site Operational Stationary Source Noise

The primary noise source on the project site during operation would be truck parking lot noise. Proposed project operational activities would occur during Pantoja Trucking's normal business hours as shown in Table 1, from 7:00 a.m. to 5:00 p.m., Monday through Friday, consistent with the hours designated in the City's Municipal Code Section 7-185 (7:00 a.m. to 10:00 p.m) as the hours during which noise would qualify as "daytime noise." According to information provided by the applicant, no activities are proposed after 5:00 p.m. and therefore the proposed project would not generate nighttime noise. According to the applicant, the number of truck drivers employed by the company would go from its current level of six to 11 after development of the proposed project. For purposes of this analysis, a reference noise level for one truck with a sound level of 40 dBA at 50 feet was analyzed (Placeworks 2012). Using this reference noise level, a conservative approach of using the cumulative noise level of all 11 trucks being in the parking lot at once was used, as shown in Table 13. As shown in Table 13, noise generated by the proposed project would not exceed the City's most stringent daytime exterior noise level limit of 55 dBA. Therefore, the proposed project would have a less than significant impact on operational stationary noise.

Table 13 On-Site Stationary Operational Noise Levels, dBA

Source	Single-Family Residential to the North 340 feet ¹ (dBA)
Cumulative Noise Level (11 trucks)	34
Source: Placeworks, 2012	
¹ As measured from the approximate center of the project site	

Off-Site Traffic Noise

The proposed project would generate up to 58 new daily peak vehicle trips that would increase noise levels on nearby roadways. The proposed project would not make substantial alterations to roadway alignments or substantially change the vehicle classifications mix on local roadways. Therefore, the primary factor affecting off-site noise levels would be increased traffic volumes. The increase in roadway traffic noise was estimated by adding the proposed project's daily trip generation, provided by the applicant, to the existing average daily traffic (ADT) volume on the surrounding roadways analyzed in the City of Oxnard Traffic Circulation Study (City of Oxnard 2008).

The existing ADT on Hueneme Road, between Oxnard Boulevard/Saviers Road to Rose Boulevard, is 15,900. This addition of 58 daily vehicle trips would result in an increase in traffic noise that would be less than 0.1 dBA Leq. For traffic-related noise, impacts would be considered significant if proposed project-generated traffic would result in exposure of sensitive receptors to an unacceptable increase in noise levels, which, for purposes of this analysis, would occur if proposed project-related traffic increases the measured 73 dBA ambient noise environment of noise-sensitive locations by 1 dB or more (see Table 12). The proposed project would result in a traffic noise increase of less than 0.1 dBA.

Additionally, proposed project-related traffic would not increase the ambient noise environment of noise-sensitive locations by 3 dB or more, which is the level of human perception for an increase in

noise. The proposed project would result in a traffic noise increase of less than 0.1 dBA on the segment of Hueneme Boulevard from Oxnard Boulevard/Saviers Road to Rose Avenue. Therefore, the proposed project's traffic noise increase would not exceed 3 dBA or more, and off-site traffic noise impacts would be imperceptible at the nearest sensitive receptors.

As described throughout this impact analysis, the proposed project would generate construction noise, on-site operational noise, and off-site traffic noise, but project-related noise from these sources would be below applicable significance thresholds. The proposed project would therefore not generate or expose persons to noise levels exceeding standards established in the Oxnard 2030 General Plan or Noise Ordinance or applicable standards of other agencies; generate a substantial temporary or periodic increase in ambient noise in the project vicinity above levels existing without the project; or generate a substantial permanent increase in ambient noise in the project vicinity above levels existing without the project, and the proposed project would have a less than significant impact related to all these impact criteria.

LESS THAN SIGNIFICANT IMPACT

- b. Would the project generate or expose persons to excessive groundborne vibration or groundborne noise levels?*

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent structures. While people have varying sensitivities to vibrations at different frequencies, in general people are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle.

Vibration sensitive receptors are similar to noise sensitive receptors and include residences and institutional uses such as schools, churches, and hospitals. However, vibration sensitive receptors also include buildings where vibrations may interfere with vibration-sensitive equipment. Vibration sensitive receptors near the site include single-family residences 110 feet to the north of the proposed project site.

Threshold of Significance

Vibration limits used in this analysis to determine a potential impact to local land uses from construction activities, such as, vibratory compaction or excavation, are based on information contained in the 2018 FTA *Transit Noise and Vibration Impact Assessment Manual*. Groundborne vibration levels that could induce potential architectural damage to buildings are identified in Table 14. Based on FTA recommendations, limiting vibration levels to below 0.2 in/sec peak particle velocity (PPV) at non-engineered timber and masonry buildings (which would apply to the nearby residential structures) would prevent architectural damage.

Table 14 Groundborne Vibration Architectural Damage Criteria

Building Category	PPV (in/sec)
I. Reinforced concrete, steel, or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12
in/sec = inches per second; PPV = peak particle velocity	
Source: FTA 2018	

Groundborne Vibration

Construction activities have the greatest potential to generate ground-borne vibration affecting nearby receptors, especially during grading and paving of the project site. Construction activities known to generate excessive groundborne vibration, such as pile driving and blasting, would not be needed to construct the proposed project. The greatest vibratory source during construction in the project vicinity would be a roller used during paving. Construction vibration estimates are based on vibration levels reported by the FTA. Table 15 shows typical vibration levels for various pieces of construction equipment used in the assessment of construction vibration.

Table 15 Construction Vibration Levels

Equipment	in/sec PPV	
	Reference Level 25 Feet	Single Family Residential to the North 110 Feet
Large Bulldozer	0.089	0.010
Loaded Trucks	0.076	0.008
Small Bulldozer	0.003	<0.001
Threshold for Structural Damage to Building		0.2
Threshold Exceeded?		No
Source: FTA 2018		
PPV = peak particle velocity; in/sec = inches per second		
Notes: Vibration analysis worksheets are included in Appendix F.		

Based on the recommendations of the FTA, limiting vibration levels to below 0.2 in/sec PPV at residential structures would prevent architectural damage regardless of building construction type. According to information provided by the applicant, the greatest anticipated source of vibration during the proposed project's construction activities would be from a large bulldozer/front end loader, which would be used during site preparation and grading. Based on the proposed project site plan, it is assumed the large bulldozer may be used within 110 feet of the nearest off-site residential structures to the north of the proposed project site during paving activities. A large bulldozer generates approximately 0.010 in/sec PPV at 110 feet, which would not exceed the significance threshold of 0.2 inches per second PPV. Therefore, proposed project construction activities would have a less than significant impact on the generation or exposure of persons to excessive groundborne vibration.

Operation of the proposed project would not include substantial sources of vibration. Therefore, operation of the proposed project would have no impact related to exposure to excessive groundborne vibration or groundborne noise levels.

Because the proposed project's construction vibration impacts would be less than significant and it would have no operational vibration impacts, overall vibration impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- e. *For a project located within the airport land use plan for Oxnard Airport or within two miles of Naval Base, Ventura County at Point Mugu, would the project expose people residing or working in the area to excessive noise levels?*

Oxnard Airport is located approximately 3.7 miles northwest of the project site, and NBVC Point Mugu is approximately 3.3 miles southeast of the project site. The project site is not located within the airport land use plan for Oxnard Airport and is not within two miles of NBVC. Therefore, the proposed project would not expose people working in the project area to excessive noise levels related to airports or NBVC Point Mugu, and no impact would occur.

NO IMPACT

- f. *Would the project expose non-human species to excessive noise?*

As discussed in Section 4, *Biological Resources*, based on the desktop/database review, field observations, and evaluation of potentially suitable habitat within the survey area, no special-status plants are expected to occur on the project site or in the vicinity based on the lack of suitable habitat and the developed nature of the site.

Similarly, due to the developed nature of the site, the project site provides minimal habitat for wildlife; therefore, no special-status wildlife is expected to occur within the project site.

Several common bird species protected by the federal Migratory Bird Treaty Act (MBTA) and Section 3503 of the California Fish and Game Code (CFGF), may nest on the existing infrastructure within the project site and on trees, shrubbery, under bridges, and on telephone poles adjacent to the project site. The proposed project may indirectly disturb nesting birds through construction noise, dust, and other human disturbances that can cause nest failure. Therefore, implementation of Mitigation Measure BIO-1 is required for compliance with the MBTA and CFGF Section 3503 through pre-construction nesting bird surveys and avoidance of active nests within the project site and surrounding areas. Mitigation Measure BIO-1 would address potential indirect impacts to nesting birds in the adjacent open space in the TNC property south of the project site.

Mitigation Measures

Implement Mitigation Measure BIO-1, as described in Section 4, *Biological Resources*.

Significance After Mitigation

Implementation of Mitigation Measure BIO-1 would require preconstruction surveys and establishment of buffer zones if construction would occur during the bird breeding season. This would minimize noise impacts during construction to nesting birds, and this impact would be less than significant with mitigation incorporated.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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14 Population, Education, and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Involve a General Plan amendment that could result in an increase in population beyond that projected in the 2030 General Plan that may result in one or more significant physical environmental effects?	☐	☐	☐	☒
b. Induce substantial growth on the project site or surrounding area, resulting in one or more significant environmental effects?	☐	☐	☐	☒
c. Result in a substantial (15 single-family or 25 multi-family dwelling units – about one-half block) net loss of housing units through demolition, conversion, or other means that may necessitate the development of replacement housing?	☐	☐	☐	☒
d. Result in a net loss of existing housing units affordable to very low- or low-income households (as defined by federal and/or City standards), through demolition, conversion, or other means that may necessitate the development of replacement housing?	☐	☐	☐	☒
e. Cause an increase in enrollment at local public schools that would exceed capacity and necessitate the construction of new or expanded facilities?	☐	☐	☐	☒
f. Directly or indirectly interfere with the operation of an existing or planned school?	☐	☐	☐	☒

Significance Thresholds

The impact analysis below relies on the impact criteria listed immediately above, where applicable, in determining whether the proposed project would result in an impact, as well as the level of the impact being evaluated.

- a. *Would the project involve a General Plan amendment that could result in an increase in population beyond that projected in the 2030 General Plan that may result in one or more significant physical environmental effects?*

The proposed project would not involve a General Plan amendment. Therefore, no impact from a General Plan amendment resulting in a population increase would occur.

NO IMPACT

- b. *Would the project induce substantial growth on the project site or surrounding area, resulting in one or more significant environmental effects?*

The proposed project does not include residential development and therefore would not directly cause population growth resulting in one or more significant environmental effects. The proposed project would be utilized by four office employees (under both existing and proposed conditions) and 11 truck driver employees, five more than the current level of six truck driver employees. Therefore, after development of the proposed project, the total number of employees would increase from its current level of 10 employees to 15 employees. While the proposed project would increase the total number of employees at the site by five, the proposed project's operational activities would not substantially increase as compared to its current use and the five employees are expected to be drawn from the local population and existing workforce in the area; therefore, there would be no new substantial growth on the project site or surrounding area. The proposed project would neither result in direct population growth nor result in substantial indirect population growth. Therefore, the proposed project would have no impact related to inducing substantial growth on the project site or surrounding areas that would result in one or more significant environmental effects.

NO IMPACT

- c. *Would the project result in a substantial (15 single-family or 25 multi-family dwelling units – about one-half block) net loss of housing units through demolition, conversion, or other means that may necessitate the development of replacement housing?*
- d. *Would the project result in a net loss of existing housing units affordable to very low- or low-income households (as defined by federal and/or City standards), through demolition, conversion, or other means that may necessitate the development of replacement housing?*

The proposed project does not involve the demolition, conversion, or other means of reduction of housing which may necessitate the development of replacement housing. Therefore, the proposed project would have no impact related to net loss of housing.

NO IMPACT

- e. *Would the project cause an increase in enrollment at local public schools that would exceed capacity and necessitate the construction of new or expanded facilities?*

The proposed project would not construct residences or otherwise induce substantial population growth that could cause an increase in enrollment at local public schools. Therefore, no impact would occur.

NO IMPACT

- f. Would the project directly or indirectly interfere with the operation of an existing or planned school?*

The school closest to the project site is Art Haycox Elementary School, 0.3 miles northwest of the project site. However, construction and operation of the proposed project would not require a major reorganization of students or classrooms, major revisions to the school calendar, or other actions which would create temporary or permanent impacts at this or any other school. Therefore, no impact would occur.

NO IMPACT

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15 Public Services and Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Increase demand for fire protection service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?	☐	☐	☒	☐
b. Increase demand for law enforcement service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?	☐	☐	☒	☐
c. Increase the use of existing park facilities such that substantial physical deterioration of the facilities would occur or be accelerated or that new or expanded park facilities would be needed to maintain acceptable service levels?	☐	☐	☒	☐
d. Increase the need for or use of existing library or other community facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☐	☐	☒	☐

Significance Thresholds

The impact analysis below relies on the impact criteria listed immediately above, where applicable, in determining whether the proposed project would result in an impact, as well as the level of the impact being evaluated.

- a. *Would the project increase demand for fire protection service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?*

The Oxnard Fire Department provides emergency and non-emergency services to the community. Station 2 located at 531 East Pleasant Valley Road is the closest fire station to the project site. This station is approximately 0.5 miles northeast of the project site when measured in a straight line between the two locations, but along the most logical driving route from the station to the project

site (west on East Pleasant Valley Road, then south on Saviers Road, then east on East Hueneme Road), it is approximately 0.9 miles from the project site. The Oxnard Fire Department has a service goal of four minutes for first response travel time (Oxnard Fire Department 2023). Based on the project site's proximity to Oxnard Fire Station 2, the proposed project is expected to be adequately served by the existing fire station and no new or expanded facilities would be required.

The proposed project does not include construction of any new structures. As discussed in Section 14, *Population, Education, and Housing*, the proposed project would not generate new residents. While the proposed project would increase the total number of employees at the site by five, the proposed project's operational activities would not substantially increase compared to its current use, and the five employees are expected to be drawn from the local population and existing workforce in the area. Therefore, there would be no new substantial demand on existing fire protection services such that new or expanded facilities would be needed to maintain acceptable service levels, and this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- b. Would the project increase demand for law enforcement service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?*

The project site is within the Oxnard Police Department's District 4, Beat 42 (Oxnard Police Department 2023) and is located approximately 0.3-mile southeast of an Oxnard police administrative facility within Southwinds Park, located at 300 West Clara Street. Based on the project site's proximity to the Oxnard police facility in Southwinds Park, the proposed project is expected to be adequately served by the existing police station and no new or expanded facilities would be required.

As discussed in Section 14, *Population, Education, and Housing*, the proposed project would not induce substantial population growth. Therefore, it also would not significantly increase demand for law enforcement or reduce the officer per capita service ratio. Furthermore, the proposed project would incorporate security features, such as surveillance cameras and security lighting, to minimize trespassing, vandalism, and other activities which could cause additional demand for police services. Therefore, the proposed project would not increase demand for law enforcement service such that new or expanded facilities would be needed to maintain acceptable service levels, and this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- c. Would the project increase the use of existing park facilities such that substantial physical deterioration of the facilities would occur or be accelerated or that new or expanded park facilities would be needed to maintain acceptable service levels?*

The proposed project involves the development of a truck storage yard and includes no new residential uses or recreational facilities. As discussed in Section 14, *Population, Education, and Housing*, the proposed project would not generate new residents but would increase the total number of employees at the site by five. It is not anticipated that the five new employees associated with the proposed project would result in a significant increase in the use of the existing City parks and recreational facilities, as the employees would likely be from the local population and existing workforce in the area. Thus, the proposed project would not have a significant impact on the use of existing park facilities such that substantial physical deterioration of the facilities would occur or be

accelerated or that new or expanded park facilities would be needed to maintain acceptable service levels, and this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project increase the need for or use of existing library or other community facilities such that substantial physical deterioration of the facilities would occur or be accelerated?*

As discussed in Section 14, *Population, Education, and Housing*, the proposed project would not generate new residents. While the proposed project would increase the total number of truck driver employees at the site by five, the proposed project's operational activities would not substantially increase compared to the site's current use and the five employees are expected to be drawn from the local population and existing workforce in the area. The proposed project would therefore not increase the need for, or use of, existing library or other community facilities such that substantial physical deterioration of the facilities would occur or be accelerated, and this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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16 Transportation and Circulation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
b. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	☐	☐	☒	☐
d. Result in inadequate emergency access?	☐	☐	☒	☐
e. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒

A transportation study titled *Traffic Study and Vehicle Miles Traveled Analysis* (Appendix E) was completed for the proposed project in January 2024, which informs the entire analysis of potential impacts to transportation and circulation below.

Significance Thresholds

The impact analysis below relies on the impact criteria listed immediately above, where applicable, in determining whether the proposed project would result in an impact, as well as the level of the impact being evaluated.

- a. *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

Pursuant to Senate Bill 743, vehicle miles traveled (VMT) has replaced level of service (LOS) as the appropriate metric for evaluating environmental transportation impacts in accordance with CEQA. While LOS measures automobile delay, VMT measures the amount of travel on roadways by all types of motorized vehicles carrying passengers or cargo. Each mile traveled is counted as one vehicle mile regardless of the number of people in a vehicle. The Technical Advisory on Transportation (published by the Governor's Office of Planning and Research (OPR)), provides screening tools to determine when a project may have a significant VMT impact as follows:

Many agencies use “screening thresholds” to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study. (See e.g., CEQA Guidelines, §§ 15063(c)(3)(C), 15128, and Appendix G.) As explained below, this technical advisory suggests that lead agencies may screen out VMT impacts using project size, maps, transit availability, and provision of affordable housing.

Screening Threshold for Small Projects

Many local agencies have developed screening thresholds to indicate when detailed analysis is needed. Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than significant transportation impact.

Trip generation estimates were calculated for the proposed project based on operational data provided by the applicant. Table 16 presents the proposed project’s estimated trip generation. The business currently employs 6 truck drivers and 4 full-time office employees providing office support services to the transportation and freight business. As shown in Table 1 (which shows relevant information about Pantoja Trucking’s current and proposed operations at the project site), Pantoja Trucking is expected to employ 11 truck drivers and 4 full-time office employees at the project site after completion of the proposed project. The support services include accounting, scheduling, and human resources. The hours of truck operation range from 7:00 a.m. to 4:00 p.m., and the office staff hours of operation would range from 8:00 a.m. to 5:00 p.m. Miscellaneous and customer trips occur during off-peak hours.

The peak hourly truck trip traffic for on-site business operation is 12 trips between 7:30 a.m. to 8:30 a.m. on Thursdays but this depends on when the containers are ready for pickup at the Port. The office support personnel peak trips occur from 7:30 a.m. to 8:30 a.m. on Monday through Friday. The standard operation of the trucking business consists of hooking up cargo containers on chassis at the Port of Hueneme and delivering between 10 to 20 percent directly to businesses in California and the remainder to Pantoja's yard to be stored then delivered to customers statewide over the next several days. The containers remain on the same chassis from Port to customer, with no transfer of the containers to different chassis in the Pantoja yard. Truck traffic on non-peak days averages approximately 20 (10 in/10 out) trips per day and consists of trucks hooking up the chassis with containers in Pantoja's yard and delivering to customers statewide, then returning to Pantoja's yard, usually the following day.

As shown in Table 16, the proposed project would result in a net increase of 58 average daily trips (ADT) compared to existing conditions, which would be less than the Small Project screening criteria of 110 ADT. Therefore, the proposed project would have a less than significant VMT impact.

LESS THAN SIGNIFICANT IMPACT

Table 16 Project Trip Generation Estimates

Land Use	Employee	ADT	AM Peak Hour	PM Peak Hour
			Trips (Entering/Exiting)	Trips (Entering/Exiting)
Existing Trucking Operation:		-	-	-
Office Employees	4	16	4 (4/0)	4(0/4)
Customer/Miscellaneous	2	4	0 (0/0)	0 (0/0)
Truck Drivers	6	12	6 (6/0)	6 (0/6)
Truck Deliveries	-	24 ^(a)	12 (6/6)	6 (6/0)
Total Trip Generation		56	22 (16/6)	16 (6/10)
Proposed Trucking Operation:		-	-	-
Office Employees	4	20	4 (4/0)	4 (0/4)
Customer/Miscellaneous	2	4	0 (0/0)	0 (0/0)
Truck Drivers	11	22	11 (11/0)	11 (0/11)
Truck Deliveries	-	72 ^(b)	12 (6/6)	6 (6/0)
Total Trip Generation		114	27 (21/6)	21 (6/15)
Net Trip Generation		+58	5 (5/0)	5 (0/5)
a =based on peak existing daily trips				
b = based on peak future daily trips				

- b. *Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

The project site is not located within an airport land use compatibility plan or in the vicinity of an airport. The closest airport is Oxnard Airport, located approximately 3.7 miles northwest of the project site. Because the project site is not within the airport land use plan/sphere of influence, the proposed project would not interfere with air traffic from Oxnard Airport.

The project site is located approximately 3.3 miles northwest of the airport landing strip on NBVC Point Mugu but is not within the flight path of NBVC Point Mugu. No new structures are being proposed on the project site. Additionally, the proposed project does not include any features that would involve or accommodate air traffic (such as a helicopter landing pad) and would not generate new air traffic or divert existing air traffic. Therefore, the proposed project would not result in a change in air traffic patterns, and no impact would occur.

NO IMPACT

- c. *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?*

Vehicular access to the project site would be facilitated via the proposed new driveway along the project site's frontage with Hueneme Road opposite Conner Drive. This driveway would be 36 feet wide and permit vehicle ingress and egress from the project site. The existing driveway would be gated off after construction of the new driveway with an eight-foot high wrought iron security fence. The proposed project would be subject to review and approval by the City of Oxnard Community Development and Public Works Departments. Access to the project site would be required to comply with all City design standards thus ensuring adequate design and construction of the proposed improvements. For the reasons discussed above, the proposed project does not

include design features, such as sharp curves or dangerous intersections, or incompatible uses that would result in traffic safety hazards, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project result in inadequate emergency access?

The proposed project is a truck storage yard with vehicle access provided via a new driveway along Hueneme Road directly opposite its intersection with Conner Drive. The proposed driveway is required to be designed and constructed to meet City of Oxnard design standards. Furthermore, the proposed project would not construct any improvements within the public right-of-way that would adversely affect local circulation/access or hinder emergency response. With required adherence to City requirements for emergency vehicle access, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

e. Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Transit Facilities

Gold Coast Transit District (GCTD) provides fixed-route and paratransit services in the Cities of Ojai, Oxnard, Port Hueneme, Ventura and in the unincorporated County areas between the cities. The project site is served by Route 23 (Oxnard College – Naval Base – Esplanade). The closest GCTD stops to the project site include the Hueneme Road and Courtland Street stop (approximately 400 feet west of the project site) and the Saviers Road and Hood Way stop (approximately 0.2-mile northwest of the project site). The project site is not located along a high-quality transit corridor⁹; however, GCTD transit service would be available to employees of the proposed project.

Bike and Pedestrian Facilities

There are existing sidewalks along Hueneme Road and Saviers Road, which connect the project site to transit service within its vicinity. In addition, Hueneme Road and Saviers Road are identified as part of the City of Oxnard Bikeway System. Class II bike lanes currently exist along Hueneme Road from “J” Street to Saviers Road and Arcturus Avenue to Edison Drive through the City of Oxnard. Class II bike lanes are provided on Saviers Road from Hueneme Road to Birch Street just south of the Five Points intersection. The bike lanes on Hueneme Road and Saviers Road connect the project site to the residential areas north, east, and west of the project site. In conclusion, the project site is well served by existing bike lanes and transit facilities, and the proposed project does not include any components that would conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. There would be no impact related to any potential conflicts with adopted policies, plans, or programs supporting alternative transportation.

NO IMPACT

⁹ California Public Resources Code Section 21155 defines a high-quality transit corridor as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours (FindLaw, 2025).

17 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	☐	☐	☒	☐
b. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	☐	☐	☒	☐

Significance Thresholds

The impact analysis below relies on the impact criteria listed immediately above, where applicable, in determining whether the proposed project would result in an impact, as well as the level of the impact being evaluated.

- Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?*
- Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?*

On September 1, 2023, Rincon Consultants sent an SLF search request to the NAHC (see Section 6, *Cultural Resources* for an explanation of these acronyms, and Appendix B for documentation related to the tribal consultation process). An SLF search is the process of investigating official records and documents, such as government archives, historical maps, land surveys, property deeds, etc. to identify and verify the presence of sacred or culturally significant sites within a given geographic area. On September 8, 2023, the NAHC responded to Rincon's SLF request, stating the SLF search results were negative. The records search identified no tribal cultural resources within the project site or within the records search radius of five miles from the project site. Therefore, the proposed

project would not adversely affect known tribal cultural resources that are listed or eligible for listing in the state or local register and impacts would be less than significant. On October 5, 2023, the City sent AB 52 letters to Native American tribal groups. No responses were received from any of the tribes; therefore, on November 5, 2023¹⁰, AB 52 consultation concluded. Because no tribal cultural resources were identified as a result of AB 52 consultation, the proposed project would not cause a substantial adverse change in the significance of a tribal cultural resource, and this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

¹⁰Pursuant to AB 52, each tribe has 30 days to request consultation upon receipt of a written project notice from the lead agency. AB 52 consultation concludes when either: 1) the parties agree to measures to mitigate to avoid significant effects on the tribal cultural resources; or 2) a party, acting in good faith and after reasonable effort, concludes that a mutual agreement cannot be reached.

18 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Need new or expanded water supply entitlements that are not anticipated in the current Urban Water Management Plan?	☐	☐	☒	☐
b. Would additional wastewater conveyance or treatment capacity be required to serve project demand and existing commitments?	☐	☐	☒	☐
c. Generate solid waste that would exceed the permitted capacity of a landfill serving the City?	☐	☐	☒	☐
d. Conflict with federal, state, or local statutes or regulations related to solid waste?	☐	☐	☐	☒

Significance Thresholds

The impact analysis below relies on the impact criteria listed immediately above, where applicable, in determining whether the proposed project would result in an impact, as well as the level of the impact being evaluated.

- a. *Would the project need new or expanded water supply entitlements that are not anticipated in the current Urban Water Management Plan?*

The project site is within the boundary of the City of Oxnard's water service area, with existing potable water infrastructure and water supply available to service the proposed project. The City's 2020 Urban Water Management Plan (UWMP) addresses water supply during normal, dry, and multiple dry years for 2025, 2030, 2035, 2040, and 2045 (City of Oxnard 2021b). The proposed project would utilize water for the maintenance of the landscape screening along the site perimeter. The proposed project would install water lines on the project site to connect to the City's system, and the City would provide water service to the proposed project through these lines. The proposed project would be required to comply with City Code Chapter 22, Article XIII, Landscape Water Conservation Standards, as well as any other City-mandated water use restrictions, which would help reduce water consumption needed for on-site landscaping.

Furthermore, the 2020 UWMP accounts for the water use of current and future development of all use types for the years 2020 to 2045. The project site is zoned M-1-PD (Light Manufacturing Planned Development). Therefore, the water demand for future industrial uses on the project site has been accounted for in the 2020 UWMP because the UWMP reflects current land use and zoning, with

which the proposed project is consistent. As such, the proposed project would not require new or expanded water supply entitlements that are not anticipated in the 2020 UWMP, which indicates that the City would have sufficient water supplies to meet all demands within its service boundary through 2045, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- b. Would additional wastewater conveyance or treatment capacity be required to serve project demand and existing commitments?*

The City provides wastewater treatment services at the Oxnard Wastewater Treatment Plant, which has a rated capacity of 31.7 million gallons per day (MGD) and an average daily flow of 16 MGD (City of Oxnard 2022c). Existing uses on the project site currently discharge wastewater to existing City wastewater pipelines. The proposed project would involve construction of a parking area for trucks; removal of a perimeter chain link fence; construction of a perimeter wrought iron fence with landscaping and a detention basin for drainage; and restoration of part of the project site back to vacant undeveloped land. None of these proposed uses would generate wastewater. Three existing industrial buildings totaling 24,313 square feet, as well as accessory structures with truck parking areas, are present on the rest of the project site, but no changes to these three existing buildings or accessory structures are included in the proposed project. The proposed project would lead to five new truck drivers being employed by Pantoja (see Table 1), but because these employees would only pick up and drop off their vehicles at the project site rather than working from the project site, the proposed project would not generate a substantial increase in wastewater compared to existing conditions or conditions prior to the westernmost parcel of the project site being converted from a disked dirt field to a gravel lot by the applicant as part of the development included in the proposed project. As a result, additional wastewater conveyance or treatment capacity would not be required to serve proposed project demand and the City's existing commitments, and this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- c. Would the project generate solid waste that would exceed the permitted capacity of a landfill serving the City?*

Solid waste generated by the proposed project would be disposed of at the Toland Road Landfill and/or Simi Valley Landfill and Recycling Center. Toland Road Landfill has a remaining capacity of approximately 16,068,864 cubic yards and a maximum permitted throughput of 2,864 tons per day of solid waste (California Department of Resources, Recycling, and Recovery [CalRecycle] 2023a). Simi Valley Landfill and Recycling Center has a remaining capacity of approximately 82,954,873 cubic yards and a maximum permitted throughput of 9,250 tons per day of solid waste (CalRecycle 2023b).

Construction of the proposed project would be limited to paving and landscaping and would involve no demolition of buildings or other structures. Construction of the proposed project would therefore generate little to no solid waste, and only on a one-time basis during construction as opposed to throughout operation of the proposed project. Operation of the proposed project would involve an increase of five employees compared to existing conditions, and these employees would likely be drawn from the local workforce because Pantoja Trucking already operates in this location and because of the size of the local labor pool: Oxnard alone has a population of over 200,000 people (City of Oxnard, 2025). The proposed project would therefore generate little to no solid

waste compared to existing conditions. As a result, the proposed project would not generate solid waste that would exceed the permitted capacity of a landfill serving the City, and this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- d. Would the project conflict with federal, state, or local statutes or regulations related to solid waste?*

In compliance with Assembly Bill 939, the proposed project would divert a minimum of 50 percent of its solid waste from landfills. The City's Environmental Resources Division provides recycling and organics collection containers, reviews and adjusts the number and size of solid waste containers and/or collection frequency, and provides educational information to employees and facility users about recyclable and organic materials (City of Oxnard 2022d). Pursuant to the City's Solid Waste Ordinance, the proposed project would utilize the City's solid waste services. The proposed project is required to comply with these mandatory solid waste regulations. Therefore, the proposed project would not conflict with federal, state, or local statutes or regulations related to solid waste, and no impact would occur.

NO IMPACT

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19 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Significance Thresholds

The impact analysis below relies on the impact criteria listed immediately above, where applicable, in determining whether the proposed project would result in an impact, as well as the level of the impact being evaluated.

- a. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*
- b. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

- c. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*
- d. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

According to the California Department of Forestry and Fire Protection's (CAL FIRE) Fire Hazard Severity Zone Viewer, the project site is not within a State Responsibility Area or Very High Fire Hazard Severity Zone. The nearest State Responsibility Area and Very High Fire Hazard Severity Zone is located approximately 6.9 miles east of the project site (CAL FIRE 2023). Because the project site is not in or near an area subject to high wildfire risk, the proposed project would have no impact related to exposure of people or structures to significant risks related to wildfires.

NO IMPACT

20 Mandatory Findings of Significance

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

Significance Thresholds

The impact analysis below relies on the impact criteria listed immediately above, where applicable, in determining whether the proposed project would result in an impact, as well as the level of the impact being evaluated.

- a. *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

All impacts to the environment, including impacts to habitat for fish and wildlife species, fish and wildlife populations, plant and animal communities, rare and endangered plants and animals, and historical and pre-historical resources were evaluated as part of this IS-MND. Throughout this IS-

MND, where impacts were determined to be potentially significant, mitigation measures have been required to reduce those impacts to less than significant levels. Accordingly, with incorporation of the mitigation measures required in this IS-MND, the proposed project would not substantially degrade the quality of the environment and impacts would be less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- b. *Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

As discussed throughout Sections 1 through 19 of the *Environmental Checklist* sections of this IS-MND, implementation of the proposed project has the potential to result in effects to the environment that are individually limited but cumulatively considerable in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. In any instance where the proposed project has the potential to contribute to a cumulatively considerable impact to the environment, mitigation measures have been imposed to reduce potential effects to less than significant levels. A list of approved/pending (i.e., probable) future projects within 0.5 miles of the project site, obtained from the City of Oxnard during preparation of this IS-MND, is shown in Table 17. As shown in Table 17, the approved/pending project on the list that is closest to the project site is the Port of Hueneme Vehicle Storage Yard project directly adjacent to the project site. This property was recently developed with the intended use shown in this table (and as described in various sections of this IS-MND beginning with Section 9, *Surrounding Land Uses and Setting* of this Initial Study) as a vehicle storage yard.

Table 17 Approved/Pending Projects in City of Oxnard Near Project Site

Project Name	Address/Location	Land Use	Units/Size	Approximate Distance from Project Site (Miles)
Garden City	5600 and 5690 Cypress Road	Farmworker Residential	30 units	0.15
JBGR Investments	5849 Saviers Road	Townhomes	20 units	0.07
Daya Enterprises Gas Station	5587 Saviers Road	Gas Station	3,000 sf	0.08
Cypress Place at Garden City	5536 and 5582 Cypress Road	Multi-Family Residential	150 units	0.21
Cypress Court Tiny Homes	5208-5230 Cypress Road	Multi-Family Residential	30 units	0.43
Pleasant Valley Plaza	105 West Pleasant Valley Road	Commercial	11,392 sf	0.45
Port of Hueneme Vehicle Storage	Southeast corner of Hueneme Road and Perkins Road	Vehicle Storage	33.7 acres	Adjacent to project site

sf = square feet

Relative to each environmental topic below, the proposed project’s incremental effects and whether they would be “cumulative considerable” were evaluated in conjunction with the projects listed on Table 17.

Aesthetics and Urban Design

The proposed project would not substantially change the existing character of the project site's viewshed (which is from a scenic roadway), because the proposed project would continue the existing use of the site as a truck storage yard. Also, no new buildings are being proposed as part of the proposed project; therefore, the proposed project would not substantially alter any existing views of the Ormond Beach coastline or nearest mountains.

This type of development would be consistent with surrounding uses and would not substantially block scenic views, in part because views of scenic resources such as the Ormond Beach coastline or the Santa Monica Mountains are available from nearby sections of Hueneme Road such as Hueneme Road east of its intersection with Edison Drive, which is located approximately 0.5 miles east of the project site. Additionally, while the proposed project would add development along a City designated scenic roadway, landscaping will be provided to screen the newly developed parking area from this scenic roadway, minimizing any impacts to the visual corridor.

All development in the immediate vicinity of the proposed project would be required to comply with the development regulations and design standards contained in the City's Development Code, which would ensure that minimum standards related to visual character and quality are met to preclude adverse aesthetic effects (e.g., size, scale, building materials, lighting). As discussed in Section 1(d) of this IS-MND, there are no scenic resources that would be affected by the proposed project. As discussed in Section 1(e), compliance with existing City regulations and review procedures relating to lighting would ensure the proposed project's light and glare impacts would be less than significant. These regulations would also apply to other potential future projects (cumulative development) in the area. Accordingly, the proposed project's aesthetic impacts would not be cumulatively considerable.

Agricultural Resources

As explained in Section 2, *Agricultural Resources* of this IS-MND, the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use or conflict with an existing Williamson Act contract for the following reasons: the project site is not used for agriculture and is zoned M-1-PD (Light Manufacturing Planned Development); surrounding lands are not currently used for agriculture and are not (based on their land use designation and zoning, which represent both current and planned future land uses for the project site) planned for agricultural use in the future; and the project site is not under an existing Williamson Act contract (DOC 2022). For these reasons, the proposed project would not cause further land use compatibility issues with agricultural uses beyond existing conditions. The proposed project would have no impact related to changes in the existing environment that, due to their location or nature, could result in conversion of off-site farmland to non-agricultural use. Because the proposed project would have no impact on agricultural resources, there is no potential for the proposed project to contribute to a cumulatively considerable impact to agricultural resources. Accordingly, the proposed project's impacts on agricultural resources would not be cumulatively considerable.

Air Quality

Based on VCAPCD guidance, a project that is determined to be inconsistent with the AQMP is also determined to have a significant cumulative adverse air quality impact (VCAPCD 2003). As discussed in Section 3, *Air Quality*, the proposed project would not exceed VCAPCD's regional threshold for

criteria pollutants during construction or operation of the proposed project, would have a less than significant impact related to federal or state air quality standards, and would not contribute substantially to an air quality violation. In addition, the proposed project would not expose sensitive receptors to a substantial amount of TACs during construction or operation of the proposed project. With the incorporation of fugitive dust reduction measures in compliance with VCAPD Rule 55, impacts associated with San Joaquin Valley Fever would be less than significant. Additionally, as discussed in Section 3(e), the proposed parking lot/trucking operation is not identified on CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (2005) as a potential odor source and would thus have a less than significant impact related to odors. In summary, the proposed project would not make a substantial contribution to cumulatively considerable air quality impacts.

Biological Resources

The project site does not support any sensitive plant or wildlife species, riparian or sensitive natural habitat, or federally protected wetlands; therefore, there is no potential for the proposed project to contribute to a cumulatively considerable impact under these resources. Although the project site is occupied with a truck storage yard under existing conditions, there is the potential that nesting birds may nest on the existing infrastructure within the project site and on trees, shrubbery, under bridges, and on telephone poles adjacent to the project site prior to construction. The proposed project's potential impacts on nesting birds could be cumulatively considerable. Implementation of Mitigation Measure BIO-1 would ensure that the proposed project would not make a substantial contribution to any cumulative effects related to this impact by ensuring that no direct take of nesting birds occurs during construction.

As discussed in Section 4(d) of this IS-MND, the project site does not function as a wildlife movement corridor or habitat linkage, but the adjacent Ormond Lagoon Waterway may function as a nursery site or a wildlife corridor for common fish species. Because the bioswale included in the proposed project would filter pollutants before they reach off-site waterways, and through required compliance with Mitigation Measure BIO-2 and regulations relating to water quality and lighting, the proposed project would not make a substantial contribution to cumulative impacts related to wildlife corridors or habitat linkages. The project site is not located within a Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan; therefore, no impact (either cumulative or otherwise) related to habitat plans would occur.

Climate Change and Greenhouse Gas Emissions

As described in Section 5, *Climate Change and Greenhouse Gas Emissions* of this IS-MND, global climate change (GCC) occurs as the result of global emissions of GHGs. An individual development project does not have the potential to result in direct and significant GCC-related effects in the absence of cumulative sources of GHGs. The *CEQA Guidelines* also emphasize that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impacts analysis (See *CEQA Guidelines* Section 15130[f]). Accordingly, the analysis in Section 5, *Climate Change and Greenhouse Gas Emissions* of this IS-MND reflects a cumulative impact analysis of the GHG emissions related to the proposed project and, as concluded in Section 5, *Climate Change and Greenhouse Gas Emissions* of this IS-MND, the proposed project would not result in a cumulatively considerable impact related to GHG emissions.

Cultural Resources

The proposed project would have no impact on historical resources or human remains, and less than significant impacts on paleontological resources; therefore, the proposed project would not make a substantial contribution to a cumulatively considerable impact related to these resources. Implementation of the proposed project has the potential to impact buried archaeological resources on the project site in the event any such resources were found on-site during construction, which could contribute to a significant cumulative impact to archaeological resources. Implementation of Mitigation Measure CUL-1 would provide a standard procedure following the unanticipated discovery of an archaeological resource, including evaluation, consultation with Native American tribal representatives, avoidance, and data recovery, if applicable. This would reduce the proposed project's potential impacts to archaeological resources to less than significant levels and ensure that the proposed project would not make a substantial contribution to cumulatively considerable impacts related to archaeological resources. Therefore, the proposed project would not result in a cumulatively considerable impact related to cultural resources.

Energy

The proposed project's construction and operation energy consumption would not be inefficient, wasteful, or otherwise unnecessary and would not obstruct a state or local plan for renewable energy or energy efficiency. In addition, all future projects (including the cumulative projects listed in Table 17) would also be required to comply with the California Energy Code and the California Green Building Standards Code, which establishes standards for energy efficiency and "green" construction. Therefore, the proposed project's energy impacts would be less than significant, and the proposed project would not make a substantial contribution to cumulatively considerable impacts related to energy.

Geology and Soils

As discussed in Section 8, *Geology and Soils* of this IS-MND, the proposed project would have no impact or a less than significant impact related to all geology and soils impact criteria. Because potential effects related to geology and soils are inherently site-specific, there is no potential for the proposed project to contribute to a cumulatively considerable impact under this topic because any impacts of the proposed project would not extend off-site to combine with impacts from other projects. Furthermore, all development proposals would be required to comply with applicable federal, state, and local regulations that are in place to preclude adverse geology and soils effects, including effects related to strong seismic ground shaking, fault rupture, soil erosion, and hazardous soil conditions (e.g., liquefaction, expansive soils, landslides). Therefore, the proposed project would not substantially contribute to a cumulatively considerable geology and soils impact.

Hazards and Hazardous Materials

As discussed in Section 9, *Hazards and Hazardous Materials* of this IS-MND, the proposed project would have no impact or a less than significant impact related to all hazards and hazardous materials impact criteria. In addition, all development proposals would be required to comply with applicable federal, state, and local regulations regarding the transport, storage, and disposal of hazardous materials and the Oxnard Fire Department's emergency access standards; therefore, the proposed project would not substantially contribute to a cumulatively considerable hazards and hazardous materials impact.

Hydrology and Water Quality

As discussed in Section 10, *Hydrology and Water Quality* of this IS-MND, the proposed project would have no impact or a less than significant impact related to all hydrology and water quality impact criteria. Furthermore, all development projects would be required to implement plans during construction and operation to minimize adverse effects to water quality, which would avoid a cumulatively considerable impact. As discussed in Section 10(b), the proposed project would not substantially change the groundwater level on the project site or interfere with groundwater recharge and would not substantially contribute to a cumulatively considerable impact related to groundwater.

The proposed project and other nearby projects would also be required to comply with federal, state, and local regulations in order to preclude flood hazards both on- and off-site. Compliance with federal, state, and local regulations would require on-site areas to be protected, at a minimum, from flooding during peak storm events (i.e., 100-year storm) and proposed development would not expose downstream properties to increased flooding risks during peak storm events. Therefore, the proposed project would not substantially contribute to a cumulatively considerable flooding impact.

Land Use and Planning

The proposed project would not physically divide an established community, or conflict with an applicable land use plan, airport land use compatibility plan, habitat conservation plan, or natural community conservation plan. Because the proposed project would have no impact regarding these thresholds, the proposed project would not substantially contribute to a cumulatively considerable land use and planning impact.

Mineral Resources

The proposed project would have no impact on mineral resources. Therefore, the proposed project would not contribute to a cumulatively considerable mineral resources impact.

Noise

Noise levels diminish rapidly with distance; therefore, for a development project to contribute to a noise-related cumulative impact, it must be near another development project or source of substantial noise. None of the cumulative projects listed in Table 17, all of which are within 0.5 miles of the project site, are expected to have periods of substantial construction noise (e.g., operation of heavy, off-road diesel equipment) that would overlap with substantial periods of proposed project-related construction noise. Accordingly, cumulatively considerable impacts related to periodic construction and construction-related vibration would not occur. Under long-term operating conditions the proposed project would comply with FTA guidelines and would not produce noticeable levels of vibration; therefore, cumulatively considerable impacts related to these issue areas would not occur.

The analysis provided under Section 13(d) of this IS-MND demonstrates that the proposed project would not result in a cumulatively considerable impact related to transportation noise under long-term conditions. Furthermore, the proposed project would not occur within two miles of NBVC Point Mugu and is not located within the airport land use plan for Oxnard Airport. Therefore, the proposed project would not create a cumulatively considerable impact by exposing people residing or working within the project site to excessive noise levels. The proposed project would implement buffer zones as described in Mitigation Measure BIO-1 in Section 4, *Biological Resources*, to

minimize noise impacts to nesting birds during construction. Accordingly, cumulatively considerable noise impacts to nesting birds would be reduced to a level of less than significant. In summary, the proposed project would not substantially contribute to a cumulatively considerable noise impact.

Population, Education, and Housing

The proposed project would not implement a land use that generates new residents and would not require the construction of replacement housing. Accordingly, the proposed project would not substantially contribute to a cumulatively considerable effect related to population and housing.

Public Services and Recreation

The proposed project would generate five truck driver employees and would not directly result in the introduction of new residents to the city. Therefore, the proposed project would have no potential to contribute to a cumulatively considerable impact to resident-serving public facilities (such as fire protection, police protection, schools, parks, libraries, and other public facilities or services) or recreation facilities. Therefore, the proposed project would not substantially contribute to a cumulatively considerable impact related to public services and recreation.

Transportation and Circulation

As discussed in Section 16, *Transportation and Circulation* of this IS-MND, the proposed project would have no impact or a less than significant impact related to all transportation and circulation impact criteria. The proposed project would not conflict with any City policies addressing the circulation network and would not generate substantial VMT. In addition, the proposed project would not result in inadequate emergency access; does not include design features, such as sharp curves or dangerous intersections, or incompatible uses that would result in traffic safety hazards; and would not result in a change in air traffic patterns. Therefore, the proposed project would not substantially contribute to cumulatively considerable impacts related to transportation and circulation.

Tribal Cultural Resources

No tribal cultural resources have been found on the project site and the SLF search conducted for this IS-MND identified no tribal cultural resources within the project site or records search radius. Furthermore, no Native American tribal groups responded to the City's AB 52 consultation outreach and no tribal cultural resources were identified. Therefore, the proposed project would not substantially contribute to a cumulatively considerable tribal cultural resources impact.

Utilities and Service Systems

As discussed in Section 18, *Utilities and Service Systems* of this IS-MND, the proposed project would have no impact or a less than significant impact related to all utilities and service systems impact criteria. The proposed project would require a negligible amount of water for landscaping and would not generate a substantial increase in wastewater compared to existing conditions or conditions prior to the westernmost parcel of the project site being converted from a disked dirt field to a gravel lot by the applicant as part of the development included in the proposed project. Construction of the proposed project would involve negligible solid waste generation because project construction activities would be limited to paving and landscaping and would involve no demolition of buildings or other structures. Operation of the proposed project would involve negligible solid waste generation because the five additional employees generated by the proposed

project would be truck drivers who would only use the project site for pick-up and drop-off of their trucks. Furthermore, development of public utility infrastructure is part of an extensive planning process involving utility providers and jurisdictions with discretionary review authority. The coordination process associated with the preparation of infrastructure plans is intended to ensure that adequate public utility services and resources are available to serve both individual development projects and cumulative growth in the region. Each development project is subject to review for utility capacity to avoid unanticipated interruptions in service or inadequate supplies. Coordination with the utility providers would allow for the provision of utility services to the proposed project and other developments. The proposed project and other planned projects are subject to connection and service fees to offset increased demand and assist in facility expansion and service improvements (at the time of need). For the reasons discussed above, the proposed project would not substantially contribute to a cumulatively considerable utilities and service systems impact.

Wildfire

As discussed in Section 19, *Wildfire*, of this IS-MND, the project site is not within a State Responsibility Area or Very High Fire Hazard Severity Zone. Therefore, implementation of the proposed project would have no impact, either at the project level or cumulatively, related to the *CEQA Guidelines* wildfire impact criteria.

LESS THAN SIGNIFICANT IMPACT

- c. *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

In general, and as analyzed in this IS-MND, impacts to human beings are associated with air quality contaminants, hazards related to adverse geologic conditions, exposure to hazards and hazardous materials, and excessive noise. As detailed in analyses in Section 3, *Air Quality*; Section 8, *Geology and Soils*; Section 9, *Hazards and Hazardous Materials*; Section 10, *Hydrology and Water Quality*; and Section 13, *Noise*, the proposed project would not result, either directly or indirectly, in substantial adverse effects related to these hazards. Compliance with applicable rules and regulations, as described throughout this IS-MND, would reduce potential impacts on human beings to a less than significant level.

LESS THAN SIGNIFICANT IMPACT

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Appendix A

CalEEMod Calculations

Pantoja Trucking Project Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Pantoja Trucking Project
Construction Start Date	7/1/2024
Operational Year	2024
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.30
Precipitation (days)	16.0
Location	34.14698861518964, -119.1763920281675
County	Ventura
City	Oxnard
Air District	Ventura County APCD
Air Basin	South Central Coast
TAZ	3419
EDFZ	8
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.21

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
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Parking Lot	0.77	Acre	0.77	0.00	28,742	0.00	—	—
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1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-2*	Limit Heavy-Duty Diesel Vehicle Idling
Construction	C-10-A	Water Exposed Surfaces
Construction	C-11	Limit Vehicle Speeds on Unpaved Roads

* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.27	6.37	9.64	0.01	0.27	1.06	1.33	0.24	0.13	0.37	—	1,432	1,432	0.06	0.04	0.77	1,439
Mit.	0.27	6.37	9.64	0.01	0.27	0.50	0.76	0.24	0.07	0.31	—	1,432	1,432	0.06	0.04	0.77	1,439
% Reduced	—	—	—	—	—	53%	43%	—	46%	16%	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.70	7.61	8.99	0.01	0.37	0.07	0.44	0.34	0.02	0.36	—	1,301	1,301	0.05	0.01	0.01	1,306
Mit.	0.70	7.61	8.99	0.01	0.37	0.07	0.44	0.34	0.02	0.36	—	1,301	1,301	0.05	0.01	0.01	1,306
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.09	1.43	1.78	< 0.005	0.07	0.06	0.13	0.06	0.01	0.07	—	277	277	0.01	< 0.005	0.03	278
Mit.	0.09	1.43	1.78	< 0.005	0.07	0.03	0.10	0.06	0.01	0.07	—	277	277	0.01	< 0.005	0.03	278
% Reduced	—	—	—	—	—	47%	22%	—	37%	4%	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.02	0.26	0.33	< 0.005	0.01	0.01	0.02	0.01	< 0.005	0.01	—	45.8	45.8	< 0.005	< 0.005	0.01	46.0
Mit.	0.02	0.26	0.33	< 0.005	0.01	0.01	0.02	0.01	< 0.005	0.01	—	45.8	45.8	< 0.005	< 0.005	0.01	46.0
% Reduced	—	—	—	—	—	47%	22%	—	37%	4%	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.27	6.37	9.64	0.01	0.27	1.06	1.33	0.24	0.13	0.37	—	1,432	1,432	0.06	0.04	0.77	1,439
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.70	7.61	8.99	0.01	0.37	0.07	0.44	0.34	0.02	0.36	—	1,301	1,301	0.05	0.01	0.01	1,306
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.09	1.43	1.78	< 0.005	0.07	0.06	0.13	0.06	0.01	0.07	—	277	277	0.01	< 0.005	0.03	278
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.02	0.26	0.33	< 0.005	0.01	0.01	0.02	0.01	< 0.005	0.01	—	45.8	45.8	< 0.005	< 0.005	0.01	46.0

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.27	6.37	9.64	0.01	0.27	0.50	0.76	0.24	0.07	0.31	—	1,432	1,432	0.06	0.04	0.77	1,439
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.70	7.61	8.99	0.01	0.37	0.07	0.44	0.34	0.02	0.36	—	1,301	1,301	0.05	0.01	0.01	1,306
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.09	1.43	1.78	< 0.005	0.07	0.03	0.10	0.06	0.01	0.07	—	277	277	0.01	< 0.005	0.03	278
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.02	0.26	0.33	< 0.005	0.01	0.01	0.02	0.01	< 0.005	0.01	—	45.8	45.8	< 0.005	< 0.005	0.01	46.0

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.08	3.75	1.10	0.02	0.03	0.61	0.64	0.03	0.16	0.20	0.00	2,426	2,426	0.07	0.38	5.19	2,546
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.07	3.89	1.13	0.02	0.03	0.61	0.64	0.03	0.16	0.20	0.00	2,427	2,427	0.07	0.38	0.13	2,542
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	0.05	2.78	0.80	0.02	0.02	0.43	0.45	0.02	0.12	0.14	0.00	1,741	1,741	0.05	0.27	1.60	1,825
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.01	0.51	0.15	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.03	0.00	288	288	0.01	0.05	0.27	302

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.07	3.75	1.10	0.02	0.03	0.61	0.64	0.03	0.16	0.20	—	2,396	2,396	0.07	0.38	5.19	2,516
Area	0.01	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	28.1	28.1	< 0.005	< 0.005	—	28.2
Water	—	—	—	—	—	—	—	—	—	—	0.00	1.88	1.88	< 0.005	< 0.005	—	1.89
Waste	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.08	3.75	1.10	0.02	0.03	0.61	0.64	0.03	0.16	0.20	0.00	2,426	2,426	0.07	0.38	5.19	2,546
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.06	3.89	1.13	0.02	0.03	0.61	0.64	0.03	0.16	0.20	—	2,397	2,397	0.07	0.38	0.13	2,512
Area	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	28.1	28.1	< 0.005	< 0.005	—	28.2
Water	—	—	—	—	—	—	—	—	—	—	0.00	1.88	1.88	< 0.005	< 0.005	—	1.89
Waste	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.07	3.89	1.13	0.02	0.03	0.61	0.64	0.03	0.16	0.20	0.00	2,427	2,427	0.07	0.38	0.13	2,542
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.05	2.78	0.80	0.02	0.02	0.43	0.45	0.02	0.12	0.14	—	1,711	1,711	0.05	0.27	1.60	1,795

Area	0.01	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	28.1	28.1	< 0.005	< 0.005	—	28.2
Water	—	—	—	—	—	—	—	—	—	—	0.00	1.88	1.88	< 0.005	< 0.005	—	1.89
Waste	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.05	2.78	0.80	0.02	0.02	0.43	0.45	0.02	0.12	0.14	0.00	1,741	1,741	0.05	0.27	1.60	1,825
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.01	0.51	0.15	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.03	—	283	283	0.01	0.04	0.27	297
Area	< 0.005	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	4.65	4.65	< 0.005	< 0.005	—	4.67
Water	—	—	—	—	—	—	—	—	—	—	0.00	0.31	0.31	< 0.005	< 0.005	—	0.31
Waste	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	0.51	0.15	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.03	0.00	288	288	0.01	0.05	0.27	302

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.07	3.75	1.10	0.02	0.03	0.61	0.64	0.03	0.16	0.20	—	2,396	2,396	0.07	0.38	5.19	2,516
Area	0.01	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	28.1	28.1	< 0.005	< 0.005	—	28.2
Water	—	—	—	—	—	—	—	—	—	—	0.00	1.88	1.88	< 0.005	< 0.005	—	1.89
Waste	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.08	3.75	1.10	0.02	0.03	0.61	0.64	0.03	0.16	0.20	0.00	2,426	2,426	0.07	0.38	5.19	2,546
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.06	3.89	1.13	0.02	0.03	0.61	0.64	0.03	0.16	0.20	—	2,397	2,397	0.07	0.38	0.13	2,512

Area	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	28.1	28.1	< 0.005	< 0.005	—	28.2
Water	—	—	—	—	—	—	—	—	—	—	0.00	1.88	1.88	< 0.005	< 0.005	—	1.89
Waste	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.07	3.89	1.13	0.02	0.03	0.61	0.64	0.03	0.16	0.20	0.00	2,427	2,427	0.07	0.38	0.13	2,542
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.05	2.78	0.80	0.02	0.02	0.43	0.45	0.02	0.12	0.14	—	1,711	1,711	0.05	0.27	1.60	1,795
Area	0.01	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	28.1	28.1	< 0.005	< 0.005	—	28.2
Water	—	—	—	—	—	—	—	—	—	—	0.00	1.88	1.88	< 0.005	< 0.005	—	1.89
Waste	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.05	2.78	0.80	0.02	0.02	0.43	0.45	0.02	0.12	0.14	0.00	1,741	1,741	0.05	0.27	1.60	1,825
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.01	0.51	0.15	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.03	—	283	283	0.01	0.04	0.27	297
Area	< 0.005	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	4.65	4.65	< 0.005	< 0.005	—	4.67
Water	—	—	—	—	—	—	—	—	—	—	0.00	0.31	0.31	< 0.005	< 0.005	—	0.31
Waste	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	0.51	0.15	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.03	0.00	288	288	0.01	0.05	0.27	302

3. Construction Emissions Details

3.1. Demolition (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	3.09	3.26	0.01	0.16	—	0.16	0.15	—	0.15	—	462	462	0.02	< 0.005	—	464
Demolition	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.10	0.11	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	15.2	15.2	< 0.005	< 0.005	—	15.2
Demolition	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.52	2.52	< 0.005	< 0.005	—	2.52
Demolition	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.34	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	68.2	68.2	< 0.005	< 0.005	0.29	69.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.01	0.32	0.09	< 0.005	< 0.005	0.05	0.06	< 0.005	0.02	0.02	—	215	215	0.01	0.03	0.47	226
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.16	2.16	< 0.005	< 0.005	< 0.005	2.19
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.08	7.08	< 0.005	< 0.005	0.01	7.43
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.36	0.36	< 0.005	< 0.005	< 0.005	0.36
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.17	1.17	< 0.005	< 0.005	< 0.005	1.23

3.2. Demolition (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	3.09	3.26	0.01	0.16	—	0.16	0.15	—	0.15	—	462	462	0.02	< 0.005	—	464
Demolition	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.10	0.11	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	15.2	15.2	< 0.005	< 0.005	—	15.2
Demolition	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.52	2.52	< 0.005	< 0.005	—	2.52
Demolition	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.34	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	68.2	68.2	< 0.005	< 0.005	0.29	69.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.32	0.09	< 0.005	< 0.005	0.05	0.06	< 0.005	0.02	0.02	—	215	215	0.01	0.03	0.47	226
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.16	2.16	< 0.005	< 0.005	< 0.005	2.19
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.08	7.08	< 0.005	< 0.005	0.01	7.43
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.36	0.36	< 0.005	< 0.005	< 0.005	0.36

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.17	1.17	< 0.005	< 0.005	< 0.005	1.23

3.3. Site Preparation (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	3.00	4.06	0.01	0.12	—	0.12	0.11	—	0.11	—	581	581	0.02	< 0.005	—	583
Dust From Material Movement	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.55	9.55	< 0.005	< 0.005	—	9.58
Dust From Material Movement	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.58	1.58	< 0.005	< 0.005	—	1.59
Dust From Material Movement	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.34	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	68.2	68.2	< 0.005	< 0.005	0.29	69.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.08	1.08	< 0.005	< 0.005	< 0.005	1.09
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.18	0.18	< 0.005	< 0.005	< 0.005	0.18
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.4. Site Preparation (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	3.00	4.06	0.01	0.12	—	0.12	0.11	—	0.11	—	581	581	0.02	< 0.005	—	583
Dust From Material Movement	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.55	9.55	< 0.005	< 0.005	—	9.58
Dust From Material Movement	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.58	1.58	< 0.005	< 0.005	—	1.59
Dust From Material Movement	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.34	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	68.2	68.2	< 0.005	< 0.005	0.29	69.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.08	1.08	< 0.005	< 0.005	< 0.005	1.09
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.18	0.18	< 0.005	< 0.005	< 0.005	0.18
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Grading (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.22	6.30	8.96	0.01	0.27	—	0.27	0.24	—	0.24	—	1,283	1,283	0.05	0.01	—	1,287

Dust From Material Movement	—	—	—	—	—	0.93	0.93	—	0.10	0.10	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.31	0.44	< 0.005	0.01	—	0.01	0.01	—	0.01	—	63.3	63.3	< 0.005	< 0.005	—	63.5
Dust From Material Movement	—	—	—	—	—	0.05	0.05	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.06	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.5	10.5	< 0.005	< 0.005	—	10.5
Dust From Material Movement	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.67	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	136	136	0.01	< 0.005	0.59	139
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.03	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	12.9	12.9	< 0.005	< 0.005	0.03	13.5

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.48	6.48	< 0.005	< 0.005	0.01	6.57
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.64	0.64	< 0.005	< 0.005	< 0.005	0.67
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.07	1.07	< 0.005	< 0.005	< 0.005	1.09
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.11	0.11	< 0.005	< 0.005	< 0.005	0.11

3.6. Grading (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.22	6.30	8.96	0.01	0.27	—	0.27	0.24	—	0.24	—	1,283	1,283	0.05	0.01	—	1,287
Dust From Material Movement	—	—	—	—	—	0.36	0.36	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.31	0.44	< 0.005	0.01	—	0.01	0.01	—	0.01	—	63.3	63.3	< 0.005	< 0.005	—	63.5
Dust From Material Movement	—	—	—	—	—	0.02	0.02	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.06	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.5	10.5	< 0.005	< 0.005	—	10.5
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.67	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	136	136	0.01	< 0.005	0.59	139
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.03	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	12.9	12.9	< 0.005	< 0.005	0.03	13.5
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.48	6.48	< 0.005	< 0.005	0.01	6.57
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.64	0.64	< 0.005	< 0.005	< 0.005	0.67
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.07	1.07	< 0.005	< 0.005	< 0.005	1.09
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.11	0.11	< 0.005	< 0.005	< 0.005	0.11

3.7. Building Construction (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	1.50	2.03	< 0.005	0.06	—	0.06	0.05	—	0.05	—	347	347	0.01	< 0.005	—	348
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	1.50	2.03	< 0.005	0.06	—	0.06	0.05	—	0.05	—	347	347	0.01	< 0.005	—	348
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.30	0.40	< 0.005	0.01	—	0.01	0.01	—	0.01	—	68.4	68.4	< 0.005	< 0.005	—	68.6
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.3	11.3	< 0.005	< 0.005	—	11.4
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	1.50	2.03	< 0.005	0.06	—	0.06	0.05	—	0.05	—	347	347	0.01	< 0.005	—	348
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	1.50	2.03	< 0.005	0.06	—	0.06	0.05	—	0.05	—	347	347	0.01	< 0.005	—	348
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.30	0.40	< 0.005	0.01	—	0.01	0.01	—	0.01	—	68.4	68.4	< 0.005	< 0.005	—	68.6
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.3	11.3	< 0.005	< 0.005	—	11.4
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	2.75	3.72	< 0.005	0.11	—	0.11	0.10	—	0.10	—	531	531	0.02	< 0.005	—	532
Paving	0.17	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.09	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	17.4	17.4	< 0.005	< 0.005	—	17.5
Paving	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.89	2.89	< 0.005	< 0.005	—	2.90
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.03	0.31	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	65.2	65.2	< 0.005	< 0.005	0.01	66.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.16	2.16	< 0.005	< 0.005	< 0.005	2.19
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.36	0.36	< 0.005	< 0.005	< 0.005	0.36

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Paving (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	2.75	3.72	< 0.005	0.11	—	0.11	0.10	—	0.10	—	531	531	0.02	< 0.005	—	532
Paving	0.17	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.09	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	17.4	17.4	< 0.005	< 0.005	—	17.5
Paving	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.89	2.89	< 0.005	< 0.005	—	2.90
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.03	0.31	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	65.2	65.2	< 0.005	< 0.005	0.01	66.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.16	2.16	< 0.005	< 0.005	< 0.005	2.19
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.36	0.36	< 0.005	< 0.005	< 0.005	0.36
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.21	4.83	4.97	0.01	0.26	—	0.26	0.24	—	0.24	—	705	705	0.03	0.01	—	708
Architectural Coatings	0.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.57	0.59	< 0.005	0.03	—	0.03	0.03	—	0.03	—	83.1	83.1	< 0.005	< 0.005	—	83.4
Architectural Coatings	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.10	0.11	< 0.005	0.01	—	0.01	0.01	—	0.01	—	13.8	13.8	< 0.005	< 0.005	—	13.8
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Architectural Coating (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.21	4.83	4.97	0.01	0.26	—	0.26	0.24	—	0.24	—	705	705	0.03	0.01	—	708
Architectural Coatings	0.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.57	0.59	< 0.005	0.03	—	0.03	0.03	—	0.03	—	83.1	83.1	< 0.005	< 0.005	—	83.4

Architectu Coatings	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.10	0.11	< 0.005	0.01	—	0.01	0.01	—	0.01	—	13.8	13.8	< 0.005	< 0.005	—	13.8
Architectu ral Coatings	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.07	3.75	1.10	0.02	0.03	0.61	0.64	0.03	0.16	0.20	—	2,396	2,396	0.07	0.38	5.19	2,516
Total	0.07	3.75	1.10	0.02	0.03	0.61	0.64	0.03	0.16	0.20	—	2,396	2,396	0.07	0.38	5.19	2,516
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.06	3.89	1.13	0.02	0.03	0.61	0.64	0.03	0.16	0.20	—	2,397	2,397	0.07	0.38	0.13	2,512
Total	0.06	3.89	1.13	0.02	0.03	0.61	0.64	0.03	0.16	0.20	—	2,397	2,397	0.07	0.38	0.13	2,512
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.01	0.51	0.15	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.03	—	283	283	0.01	0.04	0.27	297
Total	0.01	0.51	0.15	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.03	—	283	283	0.01	0.04	0.27	297

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Parking Lot	0.07	3.75	1.10	0.02	0.03	0.61	0.64	0.03	0.16	0.20	—	2,396	2,396	0.07	0.38	5.19	2,516
Total	0.07	3.75	1.10	0.02	0.03	0.61	0.64	0.03	0.16	0.20	—	2,396	2,396	0.07	0.38	5.19	2,516
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.06	3.89	1.13	0.02	0.03	0.61	0.64	0.03	0.16	0.20	—	2,397	2,397	0.07	0.38	0.13	2,512
Total	0.06	3.89	1.13	0.02	0.03	0.61	0.64	0.03	0.16	0.20	—	2,397	2,397	0.07	0.38	0.13	2,512
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.01	0.51	0.15	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.03	—	283	283	0.01	0.04	0.27	297
Total	0.01	0.51	0.15	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.03	—	283	283	0.01	0.04	0.27	297

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	28.1	28.1	< 0.005	< 0.005	—	28.2
Total	—	—	—	—	—	—	—	—	—	—	—	28.1	28.1	< 0.005	< 0.005	—	28.2
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	28.1	28.1	< 0.005	< 0.005	—	28.2
Total	—	—	—	—	—	—	—	—	—	—	—	28.1	28.1	< 0.005	< 0.005	—	28.2
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	4.65	4.65	< 0.005	< 0.005	—	4.67
Total	—	—	—	—	—	—	—	—	—	—	—	4.65	4.65	< 0.005	< 0.005	—	4.67

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	28.1	28.1	< 0.005	< 0.005	—	28.2
Total	—	—	—	—	—	—	—	—	—	—	—	28.1	28.1	< 0.005	< 0.005	—	28.2
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	28.1	28.1	< 0.005	< 0.005	—	28.2
Total	—	—	—	—	—	—	—	—	—	—	—	28.1	28.1	< 0.005	< 0.005	—	28.2
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	4.65	4.65	< 0.005	< 0.005	—	4.67
Total	—	—	—	—	—	—	—	—	—	—	—	4.65	4.65	< 0.005	< 0.005	—	4.67

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
-------	------	------	------	------	------	---	------	------	---	------	---	------	------	------	------	---	------

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Consumer	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectu Coatings	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consum r Products	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectu ral Coatings	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscap e Equipme nt	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	1.88	1.88	< 0.005	< 0.005	—	1.89
Total	—	—	—	—	—	—	—	—	—	—	0.00	1.88	1.88	< 0.005	< 0.005	—	1.89
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	1.88	1.88	< 0.005	< 0.005	—	1.89
Total	—	—	—	—	—	—	—	—	—	—	0.00	1.88	1.88	< 0.005	< 0.005	—	1.89

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.31	0.31	< 0.005	< 0.005	—	0.31
Total	—	—	—	—	—	—	—	—	—	—	0.00	0.31	0.31	< 0.005	< 0.005	—	0.31

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	1.88	1.88	< 0.005	< 0.005	—	1.89
Total	—	—	—	—	—	—	—	—	—	—	0.00	1.88	1.88	< 0.005	< 0.005	—	1.89
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	1.88	1.88	< 0.005	< 0.005	—	1.89
Total	—	—	—	—	—	—	—	—	—	—	0.00	1.88	1.88	< 0.005	< 0.005	—	1.89
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.31	0.31	< 0.005	< 0.005	—	0.31
Total	—	—	—	—	—	—	—	—	—	—	0.00	0.31	0.31	< 0.005	< 0.005	—	0.31

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
----------	-----	-----	----	-----	-------	-------	-------	--------	--------	--------	------	-------	------	-----	-----	---	------

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
----------------	-----	-----	----	-----	-------	-------	-------	--------	--------	--------	------	-------	------	-----	-----	---	------

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipme Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetatio n	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
-------	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequeste red	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequeste red	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	7/1/2024	7/14/2024	6.00	12.0	—
Site Preparation	Site Preparation	7/15/2024	7/21/2024	6.00	6.00	—
Grading	Grading	7/22/2024	8/11/2024	6.00	18.0	—

Building Construction	Building Construction	8/12/2024	11/3/2024	6.00	72.0	—
Paving	Paving	11/4/2024	11/17/2024	6.00	12.0	—
Architectural Coating	Architectural Coating	11/2/2024	12/22/2024	6.00	43.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Tier 3	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	0.00	1.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Tier 3	1.00	6.00	84.0	0.37
Site Preparation	Graders	Diesel	Average	0.00	8.00	148	0.41
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 3	2.00	8.00	84.0	0.37
Grading	Graders	Diesel	Tier 3	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	0.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 3	2.00	7.00	84.0	0.37
Grading	Crawler Tractors	Diesel	Tier 3	1.00	8.00	87.0	0.43
Building Construction	Cranes	Diesel	Average	0.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	0.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 3	1.00	8.00	84.0	0.37
Building Construction	Cement and Mortar Mixers	Diesel	Tier 3	1.00	8.00	10.0	0.56
Paving	Cement and Mortar Mixers	Diesel	Average	0.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Tier 3	1.00	7.00	81.0	0.42

Paving	Rollers	Diesel	Average	0.00	7.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Tier 3	1.00	7.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	0.00	6.00	37.0	0.48
Architectural Coating	Tractors/Loaders/Backhoes	Diesel	Tier 3	1.00	8.00	84.0	0.37
Architectural Coating	Trenchers	Diesel	Tier 3	1.00	8.00	40.0	0.50
Architectural Coating	Welders	Diesel	Tier 3	1.00	8.00	46.0	0.45

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Tier 3	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	0.00	1.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Tier 3	1.00	6.00	84.0	0.37
Site Preparation	Graders	Diesel	Average	0.00	8.00	148	0.41
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 3	2.00	8.00	84.0	0.37
Grading	Graders	Diesel	Tier 3	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	0.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 3	2.00	7.00	84.0	0.37
Grading	Crawler Tractors	Diesel	Tier 3	1.00	8.00	87.0	0.43
Building Construction	Cranes	Diesel	Average	0.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	0.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 3	1.00	8.00	84.0	0.37
Building Construction	Cement and Mortar Mixers	Diesel	Tier 3	1.00	8.00	10.0	0.56

Paving	Cement and Mortar Mixers	Diesel	Average	0.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Tier 3	1.00	7.00	81.0	0.42
Paving	Rollers	Diesel	Average	0.00	7.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Tier 3	1.00	7.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	0.00	6.00	37.0	0.48
Architectural Coating	Tractors/Loaders/Backhoes	Diesel	Tier 3	1.00	8.00	84.0	0.37
Architectural Coating	Trenchers	Diesel	Tier 3	1.00	8.00	40.0	0.50
Architectural Coating	Welders	Diesel	Tier 3	1.00	8.00	46.0	0.45

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	5.00	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	5.00	12.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	5.00	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	10.0	18.5	LDA,LDT1,LDT2

Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	0.83	4.00	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	0.00	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	0.00	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	5.00	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	0.00	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	5.00	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	5.00	12.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—

Site Preparation	Worker	5.00	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	10.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	0.83	4.00	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	0.00	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	0.00	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	5.00	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	0.00	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	0.00	0.00	2,012

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	—	—
Site Preparation	0.00	0.00	0.00	0.00	—
Grading	0.00	120	15.8	0.00	—
Paving	0.00	0.00	0.00	0.00	0.77

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Parking Lot	0.77	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	349	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Parking Lot	72.0	0.00	0.00	18,771	660	0.00	0.00	172,017

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Parking Lot	72.0	0.00	0.00	18,771	660	0.00	0.00	172,017

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	0.00	0.00	2,012

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Parking Lot	29,382	349	0.0330	0.0040	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Parking Lot	29,382	349	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Parking Lot	0.00	371,564

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Parking Lot	0.00	371,564

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Parking Lot	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Parking Lot	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
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5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
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5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
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5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
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5.17. User Defined

Equipment Type	Fuel Type
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5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	9.95	annual days of extreme heat
Extreme Precipitation	4.45	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about $\frac{3}{4}$ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events.

Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A

Air Quality Degradation	1	1	1	2
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The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	26.7
AQ-PM	24.8
AQ-DPM	47.4
Drinking Water	72.3
Lead Risk Housing	59.3
Pesticides	99.6
Toxic Releases	94.3
Traffic	22.6
Effect Indicators	—
CleanUp Sites	87.7
Groundwater	90.3
Haz Waste Facilities/Generators	28.3
Impaired Water Bodies	97.5
Solid Waste	80.0

Sensitive Population	—
Asthma	48.3
Cardio-vascular	63.3
Low Birth Weights	42.8
Socioeconomic Factor Indicators	—
Education	74.7
Housing	53.6
Linguistic	78.0
Poverty	66.9
Unemployment	74.7

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	29.05171308
Employed	59.69459772
Median HI	41.31913255
Education	—
Bachelor's or higher	15.47542666
High school enrollment	18.81175414
Preschool enrollment	83.10021814
Transportation	—
Auto Access	98.98626973
Active commuting	42.61516746
Social	—
2-parent households	48.81303734

Voting	48.7488772
Neighborhood	—
Alcohol availability	35.66020788
Park access	7.878865649
Retail density	14.47452842
Supermarket access	65.16104196
Tree canopy	9.534197357
Housing	—
Homeownership	59.66893366
Housing habitability	24.07288592
Low-inc homeowner severe housing cost burden	4.59386629
Low-inc renter severe housing cost burden	76.22225074
Uncrowded housing	7.35275247
Health Outcomes	—
Insured adults	16.16835622
Arthritis	68.4
Asthma ER Admissions	70.5
High Blood Pressure	45.3
Cancer (excluding skin)	71.8
Asthma	37.3
Coronary Heart Disease	54.4
Chronic Obstructive Pulmonary Disease	45.1
Diagnosed Diabetes	38.1
Life Expectancy at Birth	21.8
Cognitively Disabled	22.1
Physically Disabled	18.7
Heart Attack ER Admissions	73.9

Mental Health Not Good	33.4
Chronic Kidney Disease	35.4
Obesity	33.5
Pedestrian Injuries	19.6
Physical Health Not Good	34.4
Stroke	51.7
Health Risk Behaviors	—
Binge Drinking	40.3
Current Smoker	40.0
No Leisure Time for Physical Activity	26.3
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	49.8
Children	15.5
Elderly	77.3
English Speaking	27.3
Foreign-born	84.7
Outdoor Workers	8.5
Climate Change Adaptive Capacity	—
Impervious Surface Cover	47.3
Traffic Density	16.8
Traffic Access	23.0
Other Indices	—
Hardship	76.8
Other Decision Support	—
2016 Voting	41.2

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	86.0
Healthy Places Index Score for Project Location (b)	40.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Operations: Vehicle Data	Based on applicant provided office and trucking operations.
Operations: Fleet Mix	Assumed operational truck trips would all be HHD
Construction: Construction Phases	Based on applicant provided information. Overlap architectural coating with building construction phase for conservative emissions estimates
Construction: Off-Road Equipment	Based on applicant provided information
Construction: Trips and VMT	Based on applicant provided information

Appendix B

Cultural Resources Assessment



Rincon Consultants, Inc.

180 North Ashwood Avenue
Ventura, California 93003
805-644-4455

February 28, 2024
Project No: 23-14438

Jay Dobrowalski, Planning Supervisor
City of Oxnard
Community Development Department
214 South C Street
Oxnard, California 93030
Via email: jay.dobrowalski@oxnard.org

Subject: Cultural Resources Assessment for the Pantoja Trucking Project, Oxnard, California

Dear Mr. Dobrowalski:

This letter report presents the findings of a cultural resources assessment completed in support of the Pantoja Trucking Project (proposed project) located in Oxnard, Ventura County, California. The City of Oxnard (City) retained Rincon Consultants, Inc. (Rincon) to identify cultural constraints associated with the proposed project. This letter report documents the results of the tasks performed by Rincon, specifically a cultural resources records search, archival and background research, a Sacred Lands File (SLF) search through the California Native American Heritage Commission (NAHC), and a pedestrian survey including shovel scrapes. All work was completed in consideration of the California Environmental Quality Act (CEQA). Rincon understands the City anticipates the preparation of an Initial Study-Mitigated Negative Declaration (IS-MND) for the proposed project. The City is the CEQA lead agency.

Project Site

The project site is in the city of Oxnard and encompasses portions of Section 27 of Township 01 North, Range 22 West on the *Oxnard, California* United States Geological Survey (USGS) 7.5-minute topographic quadrangle (Attachment 1, Figure 1). Specifically, the project site is at 320 East Hueneme Road, encompassing Assessor's Parcel Numbers (APNs) 231-0-092-260, 231-0-092-270, and 231-0-092-280. The project site is bound by East Hueneme Road and residential neighborhoods to the north; a railroad, canal, and industrial complexes to the east; the continuation of the railroad and canal to the south; and undeveloped, fallow land to the west (Attachment 1, Figure 2).

Proposed Project Description

The proposed project involves the construction of an approximately 0.77-acre parking area for semi-trucks, removal of a perimeter chain link fence and construction of a perimeter wrought iron fence with landscaping, a detention basin for drainage, and restoration of the southwestern part of the project site back to vacant, undeveloped land. Approximately 28,742 square feet of landscaping would be installed around the northern and western sides of the project site and along the southeastern side of the parcel with APN 231-0-092-260, but with no additional landscaping proposed for the remainder of the southeastern side of the project site. Three existing industrial buildings totaling 24,313 square-feet, as well as accessory structures with truck parking areas, are present on two of the three parcels: APNs 231-0-092-270 and 231-0-092-280, both of which are addressed as 320 East Hueneme Road. No changes to the three buildings or accessory structures are proposed as part of the project. The project site has historically operated as a truck and freight transportation storage yard, and the



applicant (Pantoja Trucking) intends to continue operating the site as such. The applicant intends to continue to perform services at this project site as necessary to move and transport business property in containers between the Port of Hueneme and various other businesses in California. The applicant engages subhaulers as necessary to provide freight and transportation services during their operation.

Methods

Background and Archival Research

Rincon completed background and archival research in support of this cultural resources assessment in September 2023. A variety of primary and secondary source materials including, but not limited to, historical maps, aerial photographs, and written histories of the area were consulted. The following sources were utilized to develop an understanding of the project site and its context:

- Historical aerial photographs accessed via NETR Online
- Historical aerial photographs accessed via University of California, Santa Barbara Library FrameFinder
- Historical U.S. Geological Survey topographic maps

California Historical Resources Information System Records Search

On September 7, 2023, Rincon conducted a records search of the California Historical Resources Information System (CHRIS) from the South Central Coastal Information Center (SCCIC) (Attachment 2) located at California State University, Fullerton. The SCCIC is the official state repository for cultural resources records and reports for Ventura County. The purpose of the records search was to identify previously recorded cultural resources, as well as previously conducted cultural resources studies within the project site and a 0.5-mile radius surrounding it. Rincon also reviewed the National Register of Historic Places, the California Register of Historical Resources, the California Historical Landmarks list, and the Built Environment Resources Directory, as well as its predecessor the California State Historic Property Data File. Additionally, Rincon reviewed the Archaeological Determination of Eligibility list.

Sacred Lands File Search

Rincon contacted the Native American Heritage Commission (NAHC) on September 1, 2023, to request a search of the Sacred Lands File (SLF), as well as a contact list of Native Americans culturally affiliated with the project area (Attachment 3). Attachment 3 provides the results of Rincon's outreach effort.

Cultural Resources Survey

Rincon Archaeologist Debbie Balam, BA conducted a pedestrian survey of the project site on February 13, 2024, using transect intervals spaced 15 meters apart and oriented generally from north to south. Exposed ground surfaces were examined for artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools), ecofacts (marine shell and bone), historical debris (e.g., metal, glass, ceramics), and features indicative of the former presence of structures or buildings (e.g., standing exterior walls, foundations). Subsurface soil in rodent burrows were also visually inspected. Survey accuracy was maintained using a handheld Global Positioning System unit and a georeferenced map of the project site. Site characteristics and survey conditions were documented using field records and a digital camera. Copies of the survey notes and digital photographs are maintained at the Rincon Ventura office.



Findings

Historical Topographic Map and Aerial Imagery Review

Rincon completed a review of historical topographic maps and aerial imagery to ascertain the development history of the project site. Historical topographic maps from 1904 to 1940 depict the project site as sparsely developed with a single building (NETR Online 2023; USGS 2023). These maps also depict a watercourse, the present-day Ormond Lagoon Waterway, running through the center of the project site and south-southeast of the project site (NETR Online 2023; USGS 2023). Topographic maps from 1943 show the development of the Ventura County Railway, following the estuary immediately east and southeast of the project site (NETR Online 2023; USGS 2023). By 1943, the watercourse appears channelized and rerouted south-southeast of the project site, following the railroad alignment (NETR Online 2023; USGS 2023). In 1967, three large buildings are present within the project site and adjacent to the railroad (NETR Online 2023; USGS 2023). Aerial imagery from 1947 confirms the project site as sparsely developed land adjacent to the Ventura County Railway to the east and Hueneme Road to the north, with ploughed land in the western portion of the project site (NETR Online 2023). A truck yard and large buildings at 320 Hueneme Road appear in aerial imagery starting in 1959, along with the channelization of Ormond Lagoon north of the estuary (FrameFinder 2023; NETR Online 2023). Agricultural fields are north of Hueneme Road and residential development appears to the northeast of the project site (NETR Online 2023). The project site and its surrounding areas remain relatively unchanged until 2005, when further residential development to the north of Hueneme Road is depicted (NETR Online 2023). The western parcel of the project site remains as undeveloped land in imagery from 1947 to the present day (NETR Online 2023).

Known Cultural Resources Studies

The CHRIS records search and background research identified 21 cultural resources studies within 0.50 mile of the project site (Attachment 2). Of these studies, five include a portion of the project site but none include areas adjacent to the project site. Approximately 30 percent of the project site has been studied within the last 45 years. Known studies that occurred within the project site are discussed in further detail below.

Study VN-00236

Stephen Horne prepared study VN-00236, *Final Report, Onshore Cultural Resources Assessment, Union Oil Company Platform Gina and Platform Gilda Project, Federal Leases OCS P-202 and P-0216 Offshore Southern California*, in February 1980. The study included a records search, literature search, consultations with local historians, a field survey, and subsurface investigations involving 19 shovel tests and auger pits, and screening of soils. The subsurface testing identified seven prehistoric archaeological resources, one historic resource, and five landmark sites of local historic importance within the 1980 study area. The study identified a built environment resource outside of the current project site, 4-VEN-664H, which is described as the remains of a highly disturbed and deteriorated mid-20th century farm building. The study encompasses less than 10 percent of the current project site along its northern boundary with Hueneme Road and did not identify any cultural resources within the current project site.



Study VN-00380

Nancy Whitney-Desautels of Scientific Resource Surveys, Inc. prepared study VN-00380, *Archaeological Survey Report on the Proposed Oxnard Wastewater Reclamation Facilities and Pipeline Routes Located in the Oxnard Area of Ventura County*, in August 1978. The study included a records search, literature search, and field survey. Whitney-Desautels (1978) did not identify any previously recorded cultural resources within the 1978 study area. The study encompasses less than 10 percent of the current project site along its northern boundary with Hueneme Road and did not identify any previously recorded or new cultural resources within the current project site.

Study VN-01961

Mary Maki of Conejo Archaeological Consultants prepared study VN-01961, *Phase I Archaeological Survey of Approximately 18 Linear Miles for the CMWD Regional Salinity Management Program Ventura County, California*, in August 2001. The study included a records search, a field survey, and Native American consultation. The study identified four previously recorded prehistoric resources and one historic resource within a 0.25-mile radius of the 2001 study area, as well as one new historic resource, CMWD-1H, within the 2001 study area (Maki 2001). CMWD-1H is described as a large scatter of historic debris, possibly a dumping site. The study also identified structures over 50 years old within the 300-foot-wide survey corridor including single-family residences along Hueneme Road and some old greenhouses within the Southern California Edison power lines right-of-way. These structures were not evaluated for historical significance, and the study did not provide a count of how many structures were observed. Additionally, the field survey identified marine shell fragments, historic debris, and one recorded chert flake along Arnold Road. Maki (2001) noted the chert flake lacked stratigraphic integrity and, therefore, was not a significant archaeological resource. One previously recorded cultural resource was identified outside of the current project site, CA-VEN-664H, described as the remains of a 20th century farm building dating between 1949 and 1967. Maki (2001) identified that approximately 90 percent of the farm building had been destroyed by the expansion of the Willamette Industries Paper Group's Hueneme Paper Mill. The study encompasses less than 10 percent of the project site along its northern boundary with Hueneme Road and did not identify any cultural resources within the current project site.

Study VN-02433

David S. Whitley and Joseph M. Simon of W&S Consultants prepared study VN-02433, *Phase I Archaeological Survey for the Pacific Vehicle Processors Vehicle Distribution Center, City of Oxnard, Ventura County, California*, in February 2002. The study included a records search, literature review, and a field survey, which did not identify any previously recorded cultural resources within the 2002 study area (Whitley and Simon 2002). The study encompasses approximately 20 percent of the project site along its eastern boundary. The study did not identify any previously recorded or new cultural resources within the current project site.

Study VN-02572

Mary Maki of Conejo Archaeological Consultants prepared study VN-02572, *Phase I Cultural Resources Investigation of 2.2 Linear Miles (8-acres) for the Calleguas Regional Salinity Management Plan's Hueneme Outfall Replacement Project, Cities of Oxnard & Port Hueneme, Ventura County, California*, in May 2007. The study included a records search, Native American consultation, a consultation with local archaeologists, and a field survey. The study identified two previously recorded cultural resources within the 2007 study area, including CA-VEN-662, a prehistoric site consisting of an isolated burial along Hueneme Road, and a historic-period resource consisting of the Ventura



County Railway, built in 1905 (Maki 2007). The study recognized the area west and southwest of the current project site, incorporating Perkins Avenue, as culturally sensitive. The study encompasses less than 10 percent of the project site along its northern boundary with Hueneme Road. The study did not identify any cultural materials within the current project site.

Known Cultural Resources

The CHRIS records search and background research identified one cultural resource within 0.50 mile of the project site. The resource recorded in the search radius is listed in Table 1 below.

Table 1 Known Cultural Resources

Primary Number	Trinomial	Resource Type	Description	Recorder(s) and Year(s)	Eligibility Status	Relationship to Project site
P-56-000664	CA-VEN-664H	Historic-Period Building	Farm buildings built in the early 20 th century, consisting of building debris and habitation debris including cut bone, shell, glass, and dishware.	1979 (Horne and Craig)	Unknown	Outside

Source: SCCIC 2023

Sacred Land File Search

On September 8, 2023, the NAHC responded to Rincon's SLF request, stating that the results of the SLF search were negative. See Attachment 3 for the NAHC response, including Tribal contacts list(s).

Survey Results

No cultural resources were identified during the pedestrian survey. Ground visibility was poor (approximately 0 to 5 percent). The western portion of the project site, as identified by APN 231-0-092-260 in Attachment 1, Figure 2, is currently covered with gravel and is used as a parking area for semitrucks, trailers and employee vehicles which obscured surface visibility (Figure 3 and Figure 4). The eastern portion of the project site is covered in asphalt and developed with buildings and was not included in this survey. Modern debris was observed in the southwestern corner of the project site (Figure 5). To improve ground visibility and increase survey reliability within the western portion of the project site, Rincon removed the imported gravel and exposed the ground surface through a series of shovel scrapes, spaced approximately 30 meters apart and measuring 12 inches by 12 inches. A total of 21 shovel scrapes (Figure 6) were conducted across the project site. The ground surface beneath the imported gravel throughout the entire project site consisted of dark brown silty loam.

Conclusions and Recommendations

The impact analysis included here is organized based on the cultural resources thresholds included in CEQA Guidelines Appendix G: Environmental Checklist Form:

- Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?
- Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?
- Would the project disturb any human remains, including those interred outside of dedicated cemeteries?



Threshold A broadly refers to historical resources. To more clearly differentiate between archaeological and built environment resources, we have chosen to limit analysis under Threshold A to built environment resources. Archaeological resources, including those that may be considered historical resources pursuant to Section 15064.5 and those that may be considered unique archaeological resources pursuant to Section 21083.2, are considered under Threshold B.

Historical Built Environment Resources

This cultural resources assessment did not identify any built environment resources that may be considered historical resources within the project site. The proposed project therefore does not have the potential to impact built environment historical resources and Rincon recommends a finding of **no impact to historical resources** pursuant to CEQA.

Historical and Unique Archaeological Resources

No archaeological resources were identified within the project site as a result of this assessment. Based on a review of historical aerials, the project site has been used intermittently for agricultural purposes that have disturbed the ground surface; however, the lack of surface evidence of archaeological materials does not preclude their subsurface existence. The proposed project has an increased potential to encounter buried archaeological deposits due to the presence of the present-day Ormond Lagoon Waterway, a watercourse that once traversed the project site and would have provided a variety of subsistence resources for prehistoric and historic-period occupants of the area. Additionally, the identification of burials within the surrounding area, as identified by Maki in 2007, suggests that the vicinity is sensitive for buried archaeological resources. Although resources have been identified within 0.5 mile of the project site, the existing level of disturbance in the project site and the limited nature of the proposed ground disturbances suggest that there is a low potential for encountering intact subsurface archaeological deposits. Adherence to the following mitigation measure for unanticipated discoveries during construction would result in a **less than significant impact with mitigation for archaeological resources** under CEQA.

Recommended Mitigation

Unanticipated Discovery of Cultural Resources

In the event that archaeological resources are unexpectedly encountered during ground-disturbing activities, work within 50 feet of the find shall halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983) shall be contacted immediately to evaluate the resource. If the resource is determined by the qualified archaeologist to be prehistoric, then a Native American representative shall also be contacted to participate in the evaluation of the resource. If the qualified archaeologist and/or Native American representative determines it to be necessary, archaeological testing for CRHR eligibility shall be completed. If the resource proves to be eligible for the CRHR and significant impacts to the resource cannot be avoided via project redesign, a qualified archaeologist shall prepare a data recovery plan tailored to the physical nature and characteristics of the resource, per the requirements of CCR Guidelines Section 15126.4(b)(3)(C). The data recovery plan shall identify data recovery excavation methods, measurable objectives, and data thresholds to reduce any significant impacts to cultural resources related to the resource. Pursuant to the data recovery plan, the qualified archaeologist and Native American representative, as appropriate, shall recover and document the scientifically consequential information that justifies the resource's significance. The City shall review and approve the treatment plan and archaeological testing as appropriate, and the resulting documentation shall be submitted to the SCCIC, per CCR Guidelines Section 15126.4(b)(3)(C).



Human Remains

No human remains are known to be present within the project site. However, the discovery of human remains is always a possibility during ground disturbing activities. If human remains are unexpectedly found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be of Native American origin, the Coroner will notify the Native American Heritage Commission, which will determine and notify a most likely descendant (MLD). The MLD has 48 hours from being granted site access to make recommendations for the disposition of the remains. If the MLD does not make recommendations within 48 hours, the landowner shall reinter the remains in an area of the property secure from subsequent disturbance. Adherence to existing regulations would result in a **less than significant impact to human remains** under CEQA.

Should you have any questions concerning this study, please do not hesitate to contact the undersigned at phone 559-425-9670 or cmontgomery@rinconconsultants.com.

Sincerely,

Rincon Consultants, Inc.

A handwritten signature in blue ink, appearing to read "Cathy Johnson", written over a light blue circular stamp.

Catherine Johnson, PhD, RPA
Archaeologist

A handwritten signature in blue ink, appearing to read "Debbie Balam", written over a light blue circular stamp.

Debbie Balam, BA
Archaeologist

A handwritten signature in blue ink, appearing to read "Courtney Montgomery", written over a light blue circular stamp.

Courtney Montgomery, MA
Archaeologist and Project Manager

A handwritten signature in blue ink, appearing to read "Ken Victorino", written over a light blue circular stamp.

Ken Victorino, MA, RPA
Cultural Resources Program Manager/
Senior Archaeologist

Attachments

- Attachment 1 Figures
- Attachment 2 SCCIC Results
- Attachment 3 SLF Results



References

FrameFinder

- 2023 Historic topographic maps of the project site and surrounding area.
https://mil.library.ucsb.edu/ap_indexes/FrameFinder/ (accessed September 2023).

Horne, Stephen

- 1980 *Final Report: Onshore Cultural Resources Assessment, Union Oil Company Platform Gina and Platform Gilda Project Federal Leases OCS P-0202 and P-0216, Offshore Southern California*. Study VN-00236 on file at the South Central Coastal Information Center, California State University, Fullerton.

Horne, Stephen and Steven Craig

- 1979 *State of California Department of Parks and Recreation 523 Series Form for P-56-000664/4-VEN-664H. On file at the South Central Coastal Information Center, California State University, Fullerton*.

Maki, Mary

- 2001 *Phase I Archaeological Survey of Approximately 18 Linear Miles for the CMWD Regional Salinity Management Program Ventura County, California*. Study VN-01961 on file at the South Central Coastal Information Center, California State University, Fullerton.
- 2007 *Phase I Cultural Resources Investigation of 2.2 Linear Miles (8-acres) for the Calleguas Regional Salinity Management Plan's Hueneme Outfall Replacement Project, Cities of Oxnard & Port Hueneme, Ventura County, California*. Study VN-02572 on file at the South Central Coastal Information Center, California State University, Fullerton.

Nationwide Environmental Title Research, LLC (NETR) Online

- 2023 Historic aerials and topographic maps of the project site and surrounding area.
<https://www.historicaerials.com/viewer> (accessed September 2023).

United States Geological Survey (USGS)

- 2023 Historical topographic maps of the project site and surrounding area.
<https://ngmdb.usgs.gov/topoview/viewer/#15/34.4452/-119.8422> (accessed September 2023).

Whitley, David S. and Joseph M. Simon

- 2002 *Phase I Archaeological Survey for the Pacific Vehicle Processors Vehicle Distribution Center, City of Oxnard, Ventura County, California*. Study VN-02433 on file at the South Central Coastal Information Center, California State University, Fullerton.

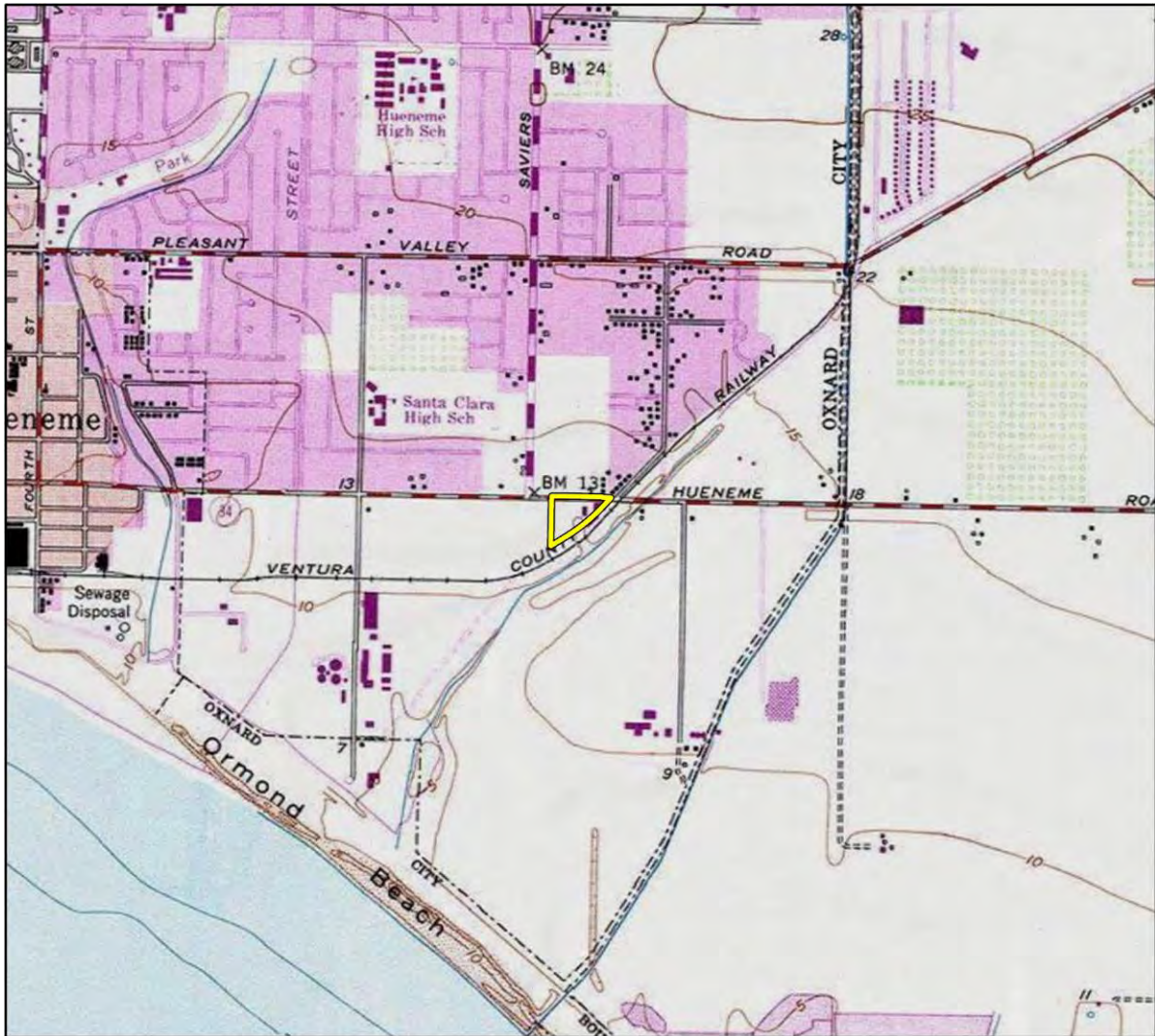
Whitney-Desautels, Nancy A.

- 1978 *Archaeological Survey Report on the Proposed Oxnard Wastewater Reclamation Facilities and Pipeline Routes Located in the Oxnard Area of Ventura County*. Study VN-00380 on file at the South Central Coastal Information Center, California State University, Fullerton.

Attachment 1

Figures

Figure 1 Regional Project Location Map



Basemap provided by National Geographic Society, Esri and their licensors © 2023. Oxnard Quadrangle. T01N R22W S27. The topographic representation depicted in this map may not portray all of the features currently found in the vicinity today and/or features depicted in this map may have changed since the original topographic map was assembled.

23-14435 CR
CRFig 1 Regional Location

 Project Location

0 1,000 2,000 Feet

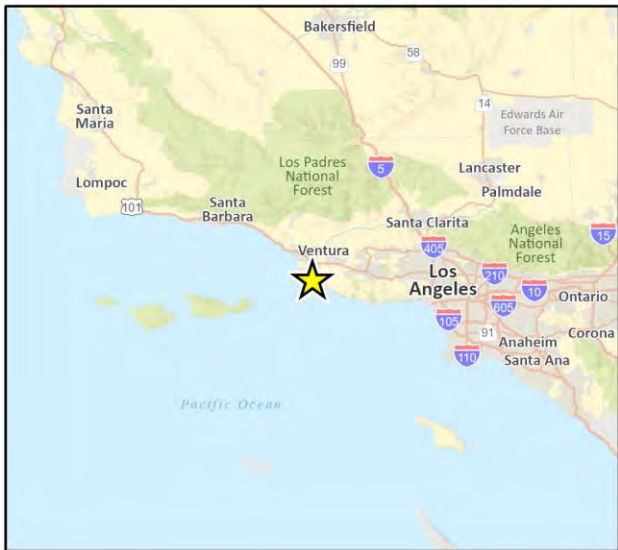


Figure 2 Project Location Map



Imagery provided by Microsoft Bing and its licensors © 2023.

23-14438 EPS
Fig 2 Project Location

Figure 3 Parked Trailers within Project site, Facing West



Figure 4 Parked Employee Vehicles within Project site, Facing South



Figure 5 Modern Debris Located in the Southwest Corner Project site, Facing South



Figure 6 Shovel Scrape to Improve Ground Visibility, Facing



Attachment 2

SCCIC Results

In-Person Record Search Data Request Form

Project Managers and Assistant Project Managers: Please complete this Record Search Request Form for each new In-Person record search request. Once complete, please email Andrea Ogaz(aogaz@rinconconsultants.com) and maintain a copy in the project RS folder.

CHRIS Location: SCCIC

Project Name: 23-14438 Pantoja Trucking Project

Date Added to Search Queue: 8/30/23

Project Address/County Location: Oxnard, Ventura County, California

Budget: \$800

Search Radius: 0.5-mile

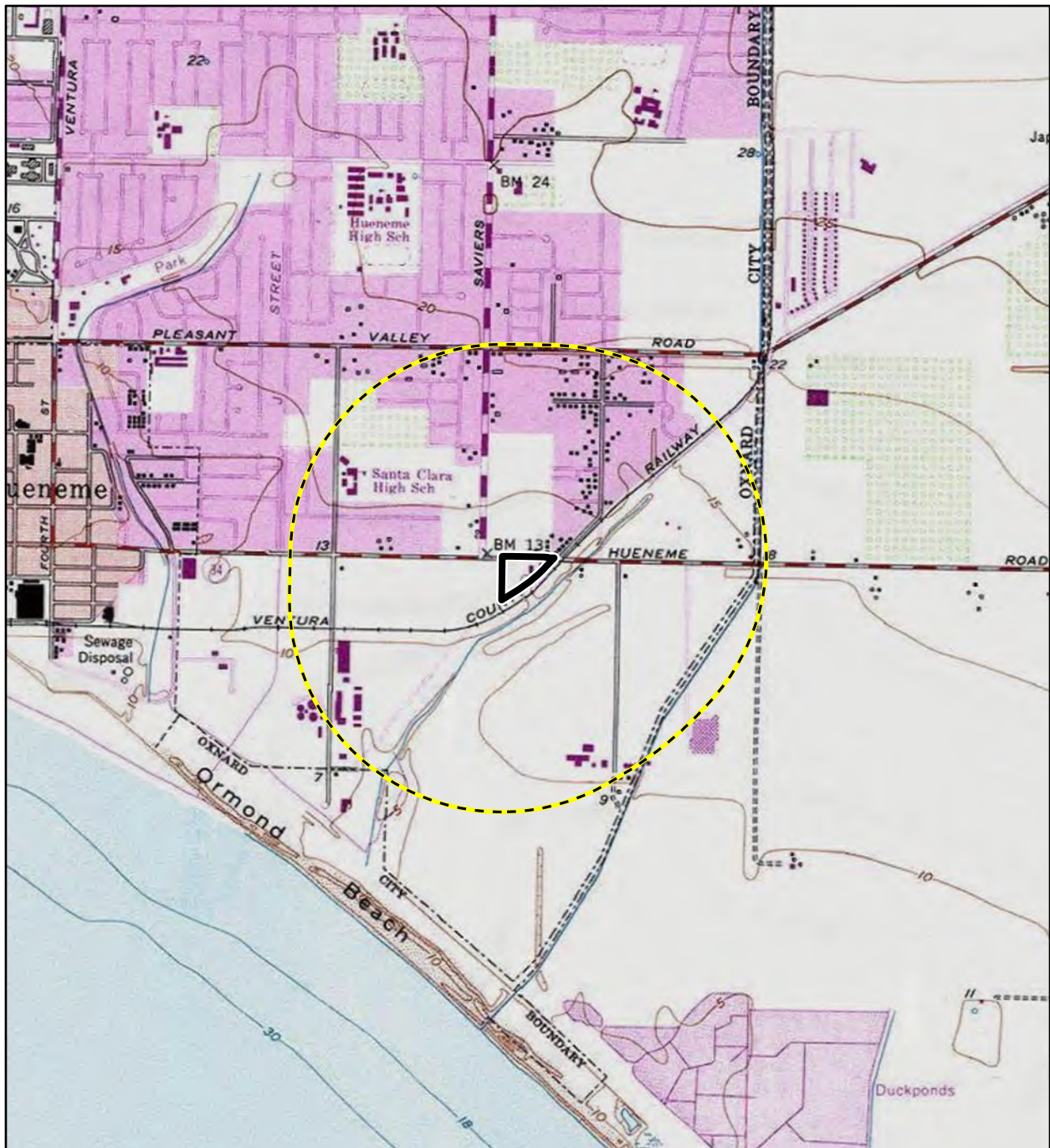
Copies of Resource Records:

Within Project Site ☒; Adjacent to Project Site ☒; Within Radius ☒

Copies of Reports:

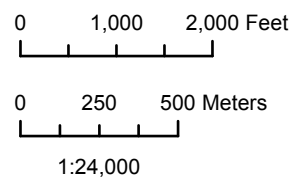
Within Project Site ☒; Adjacent to Project Site ☒; Within Radius ☐

Additional Notes: Records Search Map attached. If there are any issues, please contact Courtney Montgomery (cmontgomery@rinconconsultants.com).



Imagery provided by National Geographic Society, Esri and its licensors © 2023. Oxnard Quadrangle. T01N R22W S21-23, 26-28. The topographic representation depicted in this map may not portray all of the features currently found in the vicinity today and/or features depicted in this map may have changed since the original topographic map was assembled.

-  Half-Mile Buffer
-  Area of Potential Effects



Records Search Map



CHRIS Records Search Checklist

Info. Center: SCCIC Appt. Date & Time 9/16 @ 12:00 - 1:30
Project & Task #: 219 W. Hvenemo Project Name: 23-14438
County: Ventura Rel. made shipping # of Hours allotted for search _____
Mileage allotted (if any): _____ Drive time allotted (if any): _____

- ☐ Make at least 2 copies of records search maps (one for sites, one for surveys)
- ☐ Map and label all previously recorded resources within project site and search radius
- ☐ List of all previously recorded resources on Data Sheet (using Primary Numbers or Trinomials)
- ☐ Map and label all previous studies within project site and search radius
- ☐ List all studies (using #s) on Data Sheet
- ☐ Use different colored pencils or pens to differentiate previous study areas
- ☐ Copy all site records (within project site and search radius)
- ☐ Copy all reports within project site only
- ☐ Obtain a reference list of reports within project site and search radius
- ☐ Check the following lists: National Register, California Register, Historical Resources Inventory, California Historical Landmarks, California Points of Historical Interest, Archaeological Determinations of Eligibility
- ☐ Photocopy all historic maps that include project site
- ☐ Record the full reference information for each historic map on the Data Sheet
- ☐ Keep track of the number of photocopies you make.
- ☐ Double check your maps, lists, copies to make sure you didn't forget anything.
- ☐ Get a letter from IC if possible, documenting your search
- ☐ Make sure to put everything back in it's proper place and clean up.
- ☐ Be nice and courteous, as we rely on IC staff.
- ☐ Bring back a checked, dated, and initialed copy of this checklist and keep with the records search results.

Completed by: Andrea Ogaz Date: 9/16/2023
of Hours Billed for search (should match IC's records): 1.5
of Hours Billed for Drive Time: .75 Mileage: 33
Supervisor's Initials: _____ Project Manager's Initials: _____



CHRIS Information Center Records Search Data Sheet

Project Name:

210 W. Hueneme Rd Truck Shipping

Project Number:

23-14438 Yard

Date:

9/6/2023

Information Center:

SCCIC

Search Radius:

Half Mile: ☒ One Mile: ☐ Other: ☐

USGS Quadrangle:

OXNARD

Public Land Survey System (PLSS):

01N ~~02E~~ Township: ~~22N~~ Range: 22W Section: 21-23
26-28

County:

Ventura

Previously Recorded Sites:

1 adjacent

Previous Studies:

5 min

National Register of Historic Places:

Copies: Y N

California Register of Historical Resources:

Copies: Y N

California Points of Historical Interest:

Copies: Y N

California Historical Landmarks List:

Copies: Y N

Archaeological Determinations of Eligibility:

Copies: Y ☒

California Historical Resources Inventory:

Copies: Y ☒

Historic Maps:

BERD

Notes:

Report List

23-14438

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
VN-00236		1980	Horne, Stephen	Final Report: Onshore Cultural Resources Assessment, Union Oil Company Platform Gina and Platform Gilda Project Federal Lease Ocs P-0202 and P-0216, Offshore Southern California	Dames & Moore/Stephen Horne	56-000553, 56-000662, 56-000663, 56-000664, 56-000665, 56-000666, 56-000667, 56-001234, 56-120002, 56-120003
VN-00380		1978	Whitney-Desautels, Nancy A.	Archaeological Survey Report on the Proposed Oxnard Wastewater Reclamation Facilities and Pipeline Routes Located in the Oxnard Area of Ventura County	Scientific Resource Surveys, Inc.	
VN-00431		1977	Cottrell, Marie G.	Archaeological Records Search and Field Survey for Tentative Tracts 2888 and 2787	Archaeological Research, Inc.	
VN-00825		1989	Peak, Melinda and Neal Neuenschwander	Cultural Resource Survey and Clearance Report for the Proposed Oxnard Terminal to Triunfo Pass Earth Station Fiber Optic Communication Route, Ventura and Los Angeles Counties	PEAK & Associates, INC.	56-000001, 56-000002, 56-000006, 56-000007, 56-000011, 56-000017, 56-000036, 56-000048, 56-000084, 56-000085, 56-000086, 56-000088, 56-000089, 56-000090, 56-000094, 56-000097, 56-000105, 56-000106, 56-000107, 56-000108, 56-000263, 56-000265, 56-000266, 56-000301, 56-000469
VN-01081		1991	Whitley, David S. and Joseph M. Simon	Phase I Archaeological Survey and Cultural Resources Assessment for the Ormand Beach Specific Plan, City of Oxnard, Ventura County, California	W & S Consultants	
VN-01960		2001	Wlodarski, Robert J.	A Phase 1 Archaeological Study: for 701 Arcturas Avenue City of Oxnard, County of Ventura, California	Historical, Environmental, Archaeological, Research, Team	
VN-01961		2001	Maki, Mary K.	Phase 1 Archaeological Survey of Approximately 18 Linear Miles for the Cmwd Regional Salinity Management Program Ventura County, California	Conejo Archaeological Consultants	56-000003, 56-000174, 56-000555, 56-000662, 56-000664, 56-000863, 56-001643, 56-100156
VN-02433		2002	Whitley, David S. and Joseph M. Simon	Phase I Archaeological Survey for the Pacific Vehicle Processors Vehicle Distribution Center, City of Oxnard, Ventura County, California	W & S Consultants	
VN-02435		2004	Wlodarski, Robert J.	A Phase I Archaeological Study for the Proposed John Laing Homes Project Within the Surfside Industrial Area, City of Port Hueneme, County of Ventura, California	Historical, Environmental, Archaeological, Research, Team	56-000662

Report List

23-14438

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
VN-02452		2004	Wlodarski, Robert J.	A Phase 1 Archaeological Study for 720 Arcturus Avenue (lot 10 - APN#2230-044-035) and 710 Arcturus Avenue (lot 11 - APN#2230-044-045) Located Near the Northeast Corner of Hueneme Road and Arcturus Avenue, City of Oxnard, County of Ventura, California	Historical, Environmental, Archaeological, Research, Team	56-000662, 56-000664
VN-02453		2004	Wlodarski, Robert J.	A Phase 1 Archaeological Study for (APN#2230-044-035) Located on the Northeast Corner of Hueneme Road an Arcturus Avenue City of Oxnard, County of Ventura, California	Historical, Environmental, Archaeological, Research, Team	56-000662, 56-000664
VN-02459		2003	Toren, George A.	Negative Archaeological Survey Report: 5220 Saviers Road, Oxnard, California APN 222-0-012-205	Compass Rose Archaeological, Inc.	
VN-02572		2007	Maki, Mary K.	Phase I Cultural Resources Investigation of 2.2 Linear Miles (8-acres) for the Calleguas Regional Salinity Management Plan's Hueneme Outfall Replacement Project, Cities of Oxnard & Port Hueneme, Ventura County, California	Conejo Archaeological Consultants	56-000662
VN-02630		2002	MacFarlane, Heather	Archaeological Resources Survey Proposed Tract Saviers Road Near Hueneme Road Oxnard, California	MacFarlane Archaeological Consultants	
VN-02664		2007	Sutton, Mark Q., Amanda C. Cannon, Elizabeth Denniston, Tina Fulton, Jill K. Gardner, John D. Goodman II, John Elliot Jones, Wendy M. Jones, Polly A. Peterson, Patrick B. Stanton, and Sarah Van Galder	The Archaeology of CA-Ven-662, Testing, Data Recovery, and Monitoring of the Port Hueneme Site. Technical Report 07-45	Statistical Research, Inc.	56-000662
VN-02832		2009	Maki, Mary K.	Archaeological Survey Report of Approximately 44,000 Linear Feet for the Recycled Water Backbone System project, City of Oxnard, Ventura County, California *PLUS ADDENDUM REPORT	Conejo Archaeological Consultants	56-000662
VN-02892		2010	Toren, George and John Romani	Results of the Phase III/Data Recovery Program Conducted Below Hueneme Road within the recorded site boundaries of CA-Ven-662, City of Hueneme, California	Compass Rose Archaeological, Inc.	56-000662

Report List

23-14438

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
VN-02933		2011	Toren, A. George	Phase I Archaeological Investigation for the City of Oxnard Recycled Water Project New Alignment	Compass Rose Archaeological, Inc.	
VN-02962		2009	Toren, George	Results of the Extended Phase I Backhoe Trenching Test Program Conducted Below Hueneme Road within the Recorded Site Boundaries of CA-VEN-662, City of Port Hueneme, California	Compass Rose Archaeological, Inc.	56-000662
VN-02970		2006	Whitley, David	Intensive Phas I Archaeological Survey/Class II Inventory, 3400 Feet Pipeline Route, City of Port Hueneme, Ventura County, California	W&S Consultants	56-000662
VN-03027		2011	Maki, Mary	Results of Human Remains & Grave Goods Analysis, SMP Phase 1E, CA-VEN-662, Hueneme Road, Port Hueneme, Ventura County	Conejo Archaeological Consultants	56-000662
VN-03028		2012	Maki, Mary	REBURIAL REPORT - Calleguas Salinity Management Pipeline, Phase 1E, Hueneme Road, Ventura County	Conejo Archaeological Consultants	56-000662
VN-03041		2011	Loftus, Shannon	Cultural Resource Records Search and Site Survey AT&T Site VN0274-01 SCE-Pleasant Valley Road, Moorpark-Ormond Beach #3 and #4 ROW Pleasant Valley Road at South Rose Avenue Oxnard, Ventura County, CA	ACE Environmental	
VN-03269		2016	Szromba, Meagan, Shannon Carmack, and Christopher Duran	Cultural Resources Study for the Vista Pacifica Project, Oxnard, Ventura County, California	Rincon Consultants	
VN-03283		2016	Szromba, Meagan, Shannon Carmack, and Christopher Duran	Fire Station Generator Replacements Project, Cultural Resources Study	Rincon Consultants	56-153140, 56-153141

Attachment 3

SLF Results

**Local Government Tribal Consultation List Request
Native American Heritage Commission**

1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691
916-373-3710
916-373-5471 – Fax
nahe@nahe.ca.gov

Type of List Requested

☒ **CEQA Tribal Consultation List (AB 52) – *Per Public Resources Code § 21080.3.1, subs. (b), (d), (e) and 21080.3.2***

☐ **General Plan (SB 18) - *Per Government Code § 65352.3.***

Local Action Type:

___ **General Plan** ___ **General Plan Element** ___ **General Plan Amendment**

___ **Specific Plan** ___ **Specific Plan Amendment** ___ **Pre-planning Outreach Activity**

Required Information

Project Title: Pantoja Trucking Project IS-MND

Local Government/Lead Agency: City of Oxnard

Contact Person: Catherine Johnson

Street Address: 1530 Monterey Street, Suite D

City: San Luis Obispo, California **Zip:** 93401

Phone: (805) 947-4824

Email: cjohnson@rinconconsultants.com

Specific Area Subject to Proposed Action

County/Community: Ventura County, Oxnard

Additional Request

☒ **Sacred Lands File Search - *Required Information:***

USGS Quadrangle Name(s): Oxnard

Township: 01N, **Range:** 22W, **Sections:** 21-23, 26-28

**NATIVE AMERICAN HERITAGE COMMISSION**

September 8, 2023

Catherine Johnson
Rincon Consultants, Inc.Via Email to: cjohnson@rinconconsultants.comCHAIRPERSON
Reginald Pagaling
ChumashVICE-CHAIRPERSON
Buffy McQuillen
Yokayo Pomo, Yuki,
NomlakiSECRETARY
Sara Dutschke
MiwokPARLIAMENTARIAN
Wayne Nelson
LuiseñoCOMMISSIONER
Isaac Bojorquez
Ohlone-CostanoanCOMMISSIONER
Stanley Rodriguez
KumeyaayCOMMISSIONER
Laurena Bolden
SerranoCOMMISSIONER
Reid Milanovich
CahuillaCOMMISSIONER
VacantEXECUTIVE SECRETARY
**Raymond C.
Hitchcock**
Miwok, Nisenan**NAHC HEADQUARTERS**
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov**Re: Native American Tribal Consultation, Pursuant to the Assembly Bill 52 (AB 52), Amendments to the California Environmental Quality Act (CEQA) (Chapter 532, Statutes of 2014), Public Resources Code Sections 5097.94 (m), 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2 and 21084.3, Pantoja Trucking Project, Ventura County**

To Whom It May Concern:

Pursuant to Public Resources Code section 21080.3.1 (c), attached is a consultation list of tribes that are traditionally and culturally affiliated with the geographic area of the above-listed project. Please note that the intent of the AB 52 amendments to CEQA is to avoid and/or mitigate impacts to tribal cultural resources, (Pub. Resources Code §21084.3 (a)) ("Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.")

Public Resources Code sections 21080.3.1 and 21084.3(c) require CEQA lead agencies to consult with California Native American tribes that have requested notice from such agencies of proposed projects in the geographic area that are traditionally and culturally affiliated with the tribes on projects for which a Notice of Preparation or Notice of Negative Declaration or Mitigated Negative Declaration has been filed on or after July 1, 2015. Specifically, Public Resources Code section 21080.3.1 (d) provides:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

The AB 52 amendments to CEQA law does not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction prior to receiving requests for notification of projects in the tribe's areas of traditional and cultural affiliation. The Native American Heritage Commission (NAHC) recommends, but does not require, early consultation as a best practice to ensure that lead agencies receive sufficient information about cultural resources in a project area to avoid damaging effects to tribal cultural resources.

The NAHC also recommends, but does not require that agencies should also include with their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential effect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

- A listing of any and all known cultural resources that have already been recorded on or adjacent to the APE, such as known archaeological sites;
- Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
- Whether the records search indicates a low, moderate, or high probability that unrecorded cultural resources are located in the APE; and
- If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

- Any report that may contain site forms, site significance, and suggested mitigation measures.

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code section 6254.10.

3. The result of any Sacred Lands File (SLF) check conducted through the Native American Heritage Commission was negative.

4. Any ethnographic studies conducted for any area including all or part of the APE; and

5. Any geotechnical reports regarding all or part of the APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our consultation list remains current.

If you have any questions, please contact me at my email address: Cody.Campagne@nahc.ca.gov.

Sincerely,

Cody Campagne

Cody Campagne
Cultural Resources Analyst

Attachment

Native American Heritage Commission
Native American Contact List
Ventura County
9/8/2023

County	Tribe Name	Fed (F) Non-Fed (N)	Contact Person	Contact Address	Phone #	Fax #	Email Address	Cultural Affiliation	Counties	Last Updated
Ventura	Barbareño/Ventureño Band of Mission Indians	N	Cultural Resource Committee,	P.O. Box 364 Ojai, CA, 93024	(805) 746-6685		CR@bvbmi.com	Chumash	Los Angeles, San Luis Obispo, Santa Barbara, Ventura	6/19/2023
	Chumash Council of Bakersfield	N	Julio Quair, Chairperson	729 Texas Street Bakersfield, CA, 93307	(661) 322-0121		chumashtribe@sbcglobal.net	Chumash	Kern, Los Angeles, San Luis Obispo, Santa Barbara, Ventura	
	Coastal Band of the Chumash Nation	N	Gabe Frausto, Chairman	P.O. Box 40653 Santa Barbara, CA, 93140	(805) 568-8063		fraustogabriel28@gmail.com	Chumash	Kern, Los Angeles, San Luis Obispo, Santa Barbara, Ventura	8/28/2023
	Gabrieleno/Tongva San Gabriel Band of Mission Indians	N	Anthony Morales, Chairperson	P.O. Box 693 San Gabriel, CA, 91778	(626) 483-3564	(626) 286-1262	GTTribalcouncil@aol.com	Gabrieleno	Los Angeles, Orange, Riverside, San Bernardino, Ventura	
	Gabrielino /Tongva Nation	N	Sandonne Goad, Chairperson	106 1/2 Judge John Aiso St., #231 Los Angeles, CA, 90012	(951) 807-0479		sgoad@gabrielino-tongva.com	Gabrielino	Los Angeles, Orange, Riverside, San Bernardino, Ventura	3/28/2023
	Gabrielino-Tongva Tribe	N	Sam Dunlap, Cultural Resource Director	P.O. Box 3919 Seal Beach, CA, 90740	(909) 262-9351		tongvatcr@gmail.com	Gabrielino	Los Angeles, Orange, Riverside, San Bernardino, Ventura	5/30/2023
	Gabrielino-Tongva Tribe	N	Charles Alvarez, Chairperson	23454 Vanowen Street West Hills, CA, 91307	(310) 403-6048		Chavez1956metro@gmail.com	Gabrielino	Los Angeles, Orange, Riverside, San Bernardino, Ventura	5/30/2023
	Northern Chumash Tribal Council	N	Violet Walker, Chairperson	P.O. Box 6533 Los Osos, CA, 93412	(760) 549-3532		violetsagewalker@gmail.com	Chumash	Los Angeles, San Luis Obispo, Santa Barbara, Ventura	6/5/2023
	Santa Ynez Band of Chumash Indians	F	Sam Cohen, Government & Legal Affairs Director	100 Via Juana Road Santa Ynez, CA, 93460			scohen@chumash.gov	Chumash	Kern, Los Angeles, San Luis Obispo, Santa Barbara, Ventura	7/6/2023
	Santa Ynez Band of Chumash Indians	F	Nakia Zavalla, Tribal Historic Preservation Officer	100 Via Juana Road Santa Ynez, CA, 93460			nzavalla@chumash.gov	Chumash	Kern, Los Angeles, San Luis Obispo, Santa Barbara, Ventura	7/6/2023
	Santa Ynez Band of Chumash Indians	F	Kelsie Shroll, Elders' Council Administrative Assistant	100 Via Juana Road Santa Ynez, CA, 93460	(805) 245-5403		kshroll@chumash.gov	Chumash	Kern, Los Angeles, San Luis Obispo, Santa Barbara, Ventura	7/6/2023
	Santa Ynez Band of Chumash Indians	F	Wendy Teeter, Cultural Resources Archaeologist	100 Via Juana Road Santa Ynez, CA, 93460	(805) 325-8630		wteeter@chumash.gov	Chumash	Kern, Los Angeles, San Luis Obispo, Santa Barbara, Ventura	7/6/2023

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and section 5097.98 of the Public Resources Code.

This list is only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed Pantoja Trucking Project, Ventura County.

Record: PROJ-2023-004542
Report Type: AB52 GIS
Counties: Ventura
NAHC Group: All

Appendix C

Supplemental Stormwater Infiltration Test Report



October 14, 2022

File No. WE18-030770

Pantoja Truckline, Inc.
320 East Hueneme Road,
Oxnard, CA 93033

Supplemental Stormwater Infiltration Test Report
Proposed Pantoja Truckline Terminal and Storage Facility
320 E. Hueneme Road, City of Oxnard.

In accordance with your authorization, we have prepared this supplemental infiltration test report for use in determining the absorption rate for design of the stormwater infiltration system for the proposed Pantoja Truckline terminal and storage on the subject property. This report presents the results of our field infiltration testing. Our scope of services included (1) manual excavation of three infiltration test pits, (2) perform field infiltration testing, (3) review the results of the field infiltration testing, and (4) prepare this report to document our efforts and conclusions.

Field Infiltration Testing

Supplemental field infiltration testing was performed by a representative of this firm on September 21, 2022 to determine the absorption rate of the subsurface soils for design of the proposed stormwater infiltration system, as shown on the Plot Plan, Plate 1. Three supplemental 12 inch by 12 inch wide test pits were excavated at a depth of 2 feet (see Test Pit Log, Plate 2) at the approximate location shown on Plate 1. The infiltration testing was performed in accordance with MS4 requirements and Appendix C of the Technical Guidance Manual for Stormwater Quality Control Measures. Readings were taken at 30-minute intervals for a period of 4 hours in the test pits. The test results are included below.

Test Pit Number	PT-1	PT-2	PT-3
Depth (Feet)	2	2	2
Stabilized Rate (Inches / Hour / Square Foot)	0.74	0.74	1.13

Groundwater

Groundwater was not encountered in the infiltration test pits. Mapping of historically shallowest groundwater included within the Seismic Hazard Zone Report of the Oxnard 7.5-Minute Quadrangle (CGS, 2002) indicates the depth to historical groundwater is approximately 5 feet below grade.

Conclusions

Based on the infiltration tests, a design absorption capacity of 0.74 inches per hour per square foot may be used for design of the subsurface stormwater infiltration system, as shown on Plate 1.

Remarks

If you have any questions, or if we may be of any further assistance, please do *not* hesitate to call. Thank you for the opportunity to be of professional service. We look forward to being of continued service.

Respectfully submitted,

WORKMAN ENGINEERING & CONSULTING

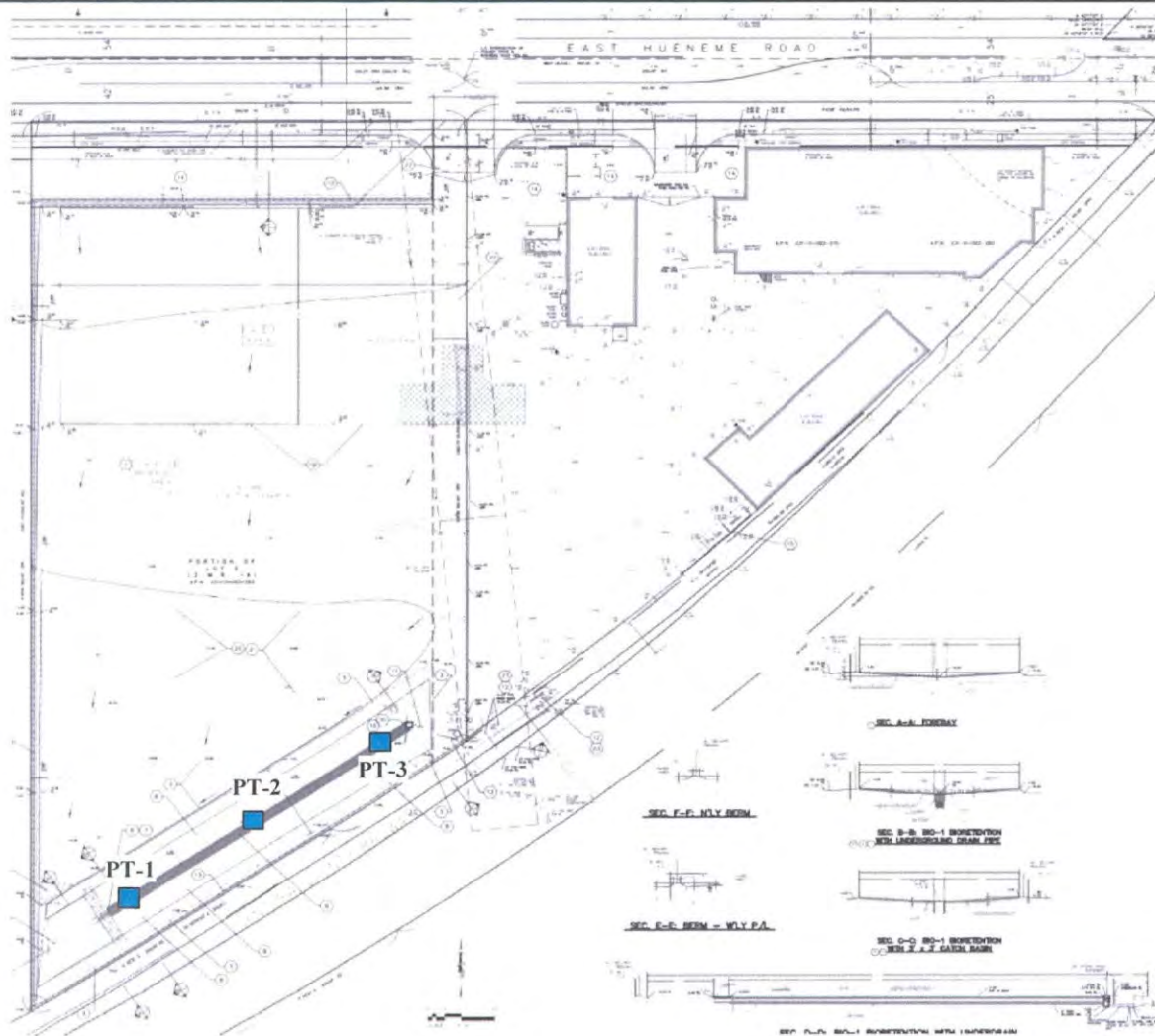


R. Mark Workman Jr., RCE 68557
cc: addressee(3)



REFERENCES

Workman Geotechnical, Storm Water Detention Infiltration Test Report, Proposed Pantoja Truckline Facility, 320 East Hueneme Road, City of Oxnard, California, dated July 11, 2018.



Reference: Base Map Provided by R.W.C. LLC.



LEGEND

■ PT-3 Approximate Location of Infiltration Test Pit



NORTH
not to scale

PLOT PLAN	Pantoja	
	320 E. Hueneme Road, Oxnard	
	FILE NO. WE18-030770	Plate 1

PROJECT : Pantoja TEST PIT LOG : PT-1 - PT-3
FILE NO : WE18-030770 DATE : 9/21/22
LOCATION : 320 E. Hueneme Road, Oxnard LOGGED BY : KE

1. Artificial Fill (Af): Light yellowish brown silty sand with gravel, deleterious debris, moderately compacted, dry to slightly moist.
2. Alluvium (Qa): Medium to dark brown fine-grained silty sand, slightly porous, dense below 1 foot, slightly moist to moist.

SCALE: 1"=5'



PLATE 2.1

WORKMAN ENGINEERING & CONSULTING

1145 East Main Street

Ventura, CA 93001

805.850.2025

markworkmanpe@yahoo.com

PERFORMANCE TEST DATA WORKSHEET

PT-1 - PT-3

JOB ADDRESS: 320 East Hueneme Road, Oxnard, CA

FILE NO.: WE18-030770

CLIENT NAME: Pantoja Truckline, Inc.

TEST CONDUCTED BY: AW,TB

DATE/TIME PRESATURATED: 9/20/22

TEMPERATURE: Warm

DATE TESTED: 9/21/22

WEATHER CONDITIONS: Sunny

PT-1

Stabilized Rate (in/hr): 2.00

EXCAVATION DEPTH: 1.0'

DIAMETER OF TEST HOLE: 12"

TIME INTERVAL: 0:30

TESTED DEPTH: 2.0'

TEST HOLE NO.: PT-1

INITIAL HEIGHT(IN.): 12.00

TIME	TIME INTERVAL	HEIGHT	DROP	PERC RATE	REMARKS
01:42 PM	****	12.000	****	****	INITIAL FILL
02:12 PM	30	10.000	2.000	4.00	
	****	12.000	****	****	REFILL
02:42 PM	30	10.250	1.750	3.50	
	****	12.000	****	****	REFILL
03:12 PM	30	10.500	1.500	3.00	
	****	12.000	****	****	REFILL
03:42 PM	30	10.750	1.250	2.50	
	****	12.000	****	****	REFILL
04:12 PM	30	11.000	1.000	2.00	
	****	12.000	****	****	REFILL
04:42 PM	30	11.000	1.000	2.00	
	****	12.000	****	****	REFILL
05:12 PM	30	11.000	1.000	2.00	

$$R_f = \frac{(2 \cdot d_1 - \Delta d)}{13.5} + 1$$

$$R_f = 2.7037$$

Design Infiltration Rate = Measured Percolation Rate / R_f

$$\text{Design Infiltration Rate} = 0.73973$$

PT-2

Stabilized Rate (in/hr): 2.00

EXCAVATION DEPTH: 1.0'	DIAMETER OF TEST HOLE: 12"	TIME INTERVAL: 0:30
TESTED DEPTH: 2.0'	TEST HOLE NO.: PT-2	INITIAL HEIGHT(IN.): 12.00

TIME	TIME INTERVAL	HEIGHT	DROP	PERC RATE	REMARKS
01:45 PM	****	12.000	****	****	INITIAL FILL
02:15 PM	30	10.000	2.000	4.00	
	****	12.000	****	****	REFILL
02:45 PM	30	10.250	1.750	3.50	
	****	12.000	****	****	REFILL
03:15 PM	30	10.500	1.500	3.00	
	****	12.000	****	****	REFILL
03:45 PM	30	10.750	1.250	2.50	
	****	12.000	****	****	REFILL
04:15 PM	30	11.000	1.000	2.00	
	****	12.000	****	****	REFILL
04:45 PM	30	11.000	1.000	2.00	
	****	12.000	****	****	REFILL
05:15 PM	30	11.000	1.000	2.00	

$$R_f = \frac{(2 \cdot d_1 - \Delta d)}{13.5} + 1$$

$$R_f = 2.7037$$

Design Infiltration Rate = Measured Percolation Rate / Rf

Design Infiltration Rate 0.73973

PT-3

Stabilized Rate (in/hr): 3.00

EXCAVATION DEPTH: 1.0'	DIAMETER OF TEST HOLE: 12"	TIME INTERVAL: 0:30
TESTED DEPTH: 2.0'	TEST HOLE NO.: PT-3	INITIAL HEIGHT(IN.): 12.00

TIME	TIME INTERVAL	HEIGHT	DROP	PERC RATE	REMARKS
01:47 PM	****	12.000	****	****	INITIAL FILL
02:17 PM	30	9.500	2.500	5.00	
	****	12.000	****	****	REFILL
02:47 PM	30	9.750	2.250	4.50	
	****	12.000	****	****	REFILL
03:17 PM	30	10.000	2.000	4.00	
	****	12.000	****	****	REFILL
03:47 PM	30	10.250	1.750	3.50	
	****	12.000	****	****	REFILL
04:17 PM	30	10.500	1.500	3.00	
	****	12.000	****	****	REFILL
04:47 PM	30	10.500	1.500	3.00	
	****	12.000	****	****	REFILL
05:17 PM	30	10.500	1.500	3.00	

$$R_f = \frac{(2 * d_1 - \Delta d)}{13.5} + 1$$

$$R_f = 2.66667$$

Design Infiltration Rate = Measured Percolation Rate / Rf

Design Infiltration Rate 1.125

Appendix D

Preliminary Drainage Report and Post-Construction Storm Water Quality Report

COVER SHEET

Title of Report:
PRELIMINARY DRAINAGE REPORT AND
POST-CONSTRUCTION STORM WATER
QUALITY REPORT
FOR REDEVELOPEMENT

Location:
320 East Hueneme Road
(500' East of Saviers Rd.)
Oxnard, California

Seal and Signature of Registered Civil Engineer:

Wade E. Lewis

Wade E. Lewis, RCE 36775
Expiration Date: 06/30/2024

Client:
Pantoja Truck Line Inc.
320 East Hueneme Road.
Oxnard, CA 93060

Date of Report:
December 19, 2022
(Rev12/19/2022)



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3. INTRODUCTION:

3.a Introduction:

This report will evaluate the required treatment and storage for the redevelopment of a portion of the site located at 320 East Hueneme Road, Oxnard, CA. The redevelopment will consist of paving a portion of the westerly parcel, a previously unpaved portion of the site. The additional impervious area is less than 50% of the existing impervious area. Thus, treatment of the existing impervious area, previously not treated, is not required per the Ventura County TGM. 2018

This report will evaluate the retention requirements for the VCWPD facilities, the flow limitations for the existing City drain line and the MS4 post construction BMP requirements.

A Bio-3 Vegetated Bioswale is proposed to provide the necessary treatment and retention facilities to meet all the requirements of the proposed redevelopment area.

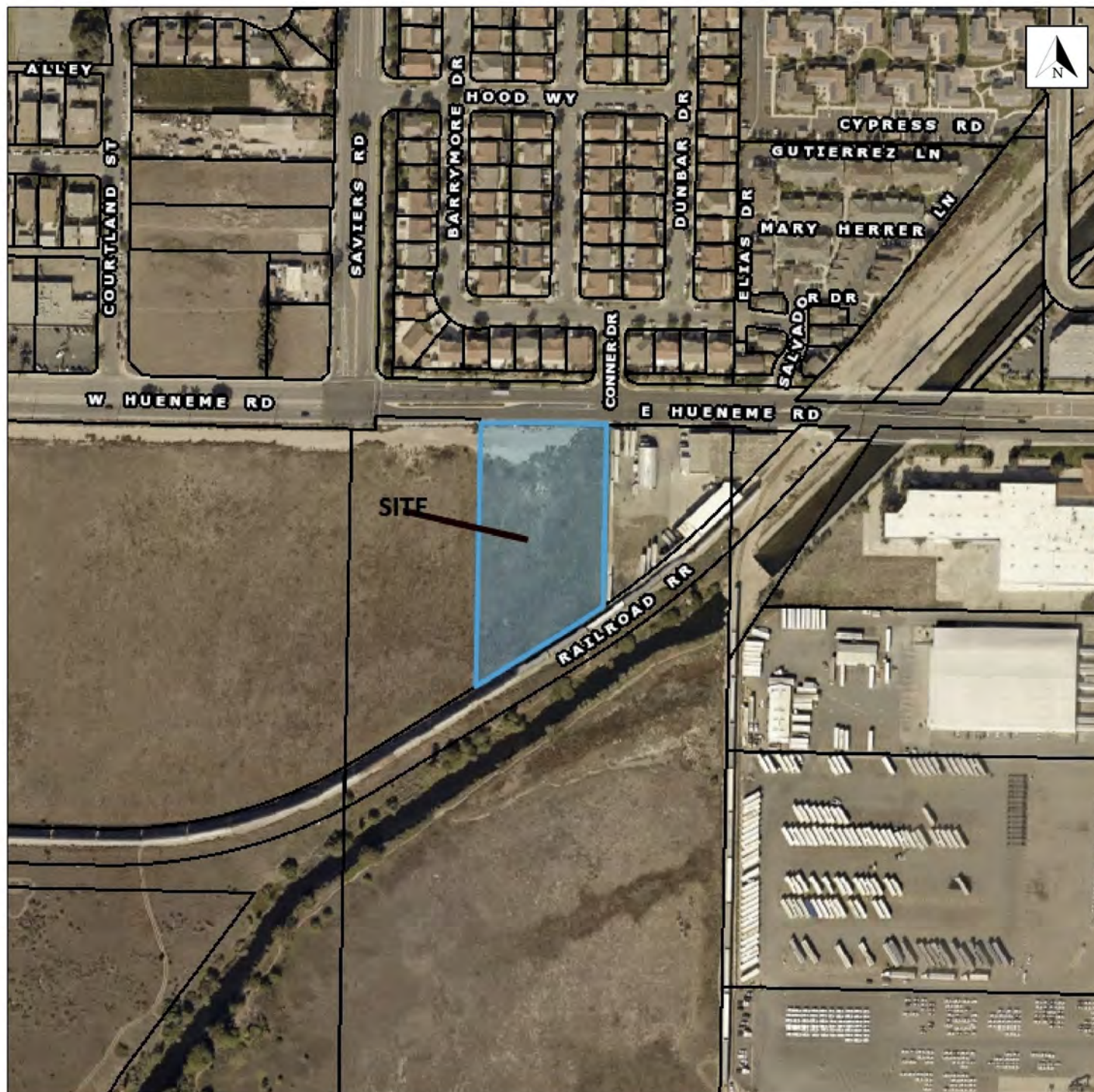
Location:

The site is located at 320 East Hueneme Road, (APN# 231-0-092-260, 270, 280), approximately 500 feet east of Saviers Road. (Vicinity Map and Location Map on following pages). The parcel extends an average of 477 feet south from Hueneme Road to the North side of the Ventura County Railroad right of way. Located to the south and adjacent to the Ventura County Railroad Right of Way is a county channel that drains to the Pacific Ocean at Ormand Beach. The parcel has no surface run on from adjacent parcels or Hueneme Road. Hueneme Road, north of the site, has three catch basins located on the south curb along the site. The site is bounded by the railroad on the east and south, Hueneme Road to the north and vacant land to the west. The property to the west is undeveloped M-1 that sheet flows to the railroad right of way on the south.





County View



Legend

Streets

Parcels

State Routes

Freeway

Highway

County

Kern County

Los Angeles County

Pacific Ocean

San Luis Obispo County

Santa Barbara County

Ventura County

CAVENT010030.sid

Red: Band_1

Green: Band_2

Blue: Band_3

CAVENT030011.sid

Red: Band_1

Green: Band_2

Blue: Band_3

CAVENT032047.sid

Red: Band_1

Green: Band_2

Blue: Band_3

CAVENT033036.sid

Red: Band_1

Green: Band_2

Blue: Band_3

0 300.00 Distance Feet

1: 3,600

Disclaimer: The information contained on this web site and in this application was created by the Ventura County Geographical Information System (GIS), which is designed and operated solely for the convenience of the County and related contract entities. The County does not warrant the accuracy of this information, and no decision involving a risk of economic loss or physical injury should be made in reliance thereon.

3.b. Existing Conditions:

The total area of the site is 4.76 acres. The site consists of two distinct drainage areas, the previously developed easterly 1.95 acres (APN 231-0-092-270 & 280) sheet flows to the south to an existing 24" CMP culvert under the railroad to an outfall into the County channel and 2-12" PVC culverts under the railroad. This area was not previously required to be treated. The other distinct drainage area is the westerly parcel, of 2.81 acres (APN 231-0-092-260) which sheets flows to the south and is proposed to drain to an existing plugged 24" RCP lateral to the City's 54" RCP Storm Drain Line that bisects the site and outfalls to the County drain channel. Currently the water ponds along the railroad until it reaches sufficient depth to overflow to the previously mentioned 24" CMP culvert and 2-12" PVC culverts under the railroad.

The City of Oxnard's 54" RCP drain line bisects the site running south from Hueneme Road, under the railroad, to outfall into the County channel. "The 54" drain line has a 24" RCP lateral located adjacent to the south property line. The lateral extends 4 feet westerly from the 54" main and is currently plugged. Per the City of Oxnard Storm Drain Plan, 89-71A, Sheet 20, which shows an anticipated capacity, for the lateral, of $Q_{10} = 2.2$ cfs. The flow line elevation at the inlet of the lateral is 3.74 per the City's plan and the Hydraulic Grade Line (HGL) is 8.3 per same City plan.

The adjacent parcels current use consists of: On the East and south the Ventura Railroad, on the west an undeveloped parcel zoned light manufacturing and to the North is Hueneme Road and beyond a newer residential development.

The parcel has a 0.5 % slope to the south.

The site demonstrates technical infeasibility based on the Workman Geotechnical Report Dated July 11, 2019, (Appendix D) the runoff for the BMP calculation is increased a factor of 1.5.

3.c. Proposed Redevelopment: Will consist of adding truck trailer parking on the north portion of the westerly undeveloped parcel. The additional paving will add 0.77 acres of impervious area which is less than 50% of the existing impervious area of total site. The runoff will sheet flow to the south where it will be directed to the Bio-3 Vegetated Bioswale. The Vegetated Bioswale flows in a northeast direction, along the south easterly property line, to a proposed 3'x3' C.B, with an 8" PVC low flow drainpipe designed to restrict flow to the City's predevelopment $Q_{10} = 0.96$ cfs and a 3'x3' grated overflow. If the City's 54" drain fails, then the flow will follow the historical flow path to two existing 12" PVC pipes and existing 24" culvert north east of the proposed 3'x3' CB. The proposed 3'x3' C.B discharges to a proposed 15" RCP connector, sized to restrict flow to the City's max of $Q_{10} = 2.2$ cfs. The 3' x 3' C.B. will have a Bio-Clean CPS screen, model CPS U 3.7 with a CPS height of 36" with a bypass lid located 4' above the top of CPS.

3.d. Not used

4.e. Description of noteworthy hydrologic or hydraulic Consideration

The Ventura County Drain Channel is located about 100' south of the site and runs parallel with the southerly boundary to the southwest.

3.f. Note used

4. References:

- a. Modified Cook's Method for Storm water Runoff Calculations City of Oxnard PWD, Standard Plate #59.
- b. Ventura County Hydrology Manual ,2010 and 2017
- c. Ventura County Technical Guidance Manual (TGM) June 29, 2018
- d. City of Oxnard As-Built Storm Drain _ Huneme Road Plan, 89-71A,20/20

5. Objectives:

The purpose of this report is to evaluate the following three mitigations for the proposed additional impervious area.

1. To determine if the proposed Q_{10} exceeds the capacity of the City Storm Drain, Modify Cooks Method was used for this determination. (Appendix A)
2. The detention Volume required by VCWPD for the discharge from the proposed project. The VCWPD spread sheet Calculations for Detention Volume for Attenuating Peak Run-Off from a Small Developed Area was used for this purpose. (Appendix B)
3. The required Post Construction MS4 BMP to mitigate the additional impervious area. The Ventura County Technical Guidance Manual (TGM) June 29, 2018. (Appendix C)

6. Procedure:

Calculation Method/Results:

1. Proposed Hydrology from Site to address City's Storm Drain Capacity:

The Modified Cooks method was used for the hydrological calculations (**Appendix A**) which determined that the developed site would generate a **discharge of 2.9 cfs** for a 10-year storm event. The drainage will sheet flow to the southwest corner of the parcel where it will discharge to a Bio-3 Vegetated Bioswale, sized per the Ventura County Technical Guidance Manual, 2018 (included in Appendix C). The Bio-3 Vegetated Bioswale will flow to the east along the southerly property line to an 8" PVC low flow pipe into a 3'x3' C.B. which will be connect to the City's 24" RCP lateral by a new 15" RCP, sized to restrict flow to the City's allotted flow of $Q_{10} = 2.2$ cfs. Overflow is provided to the north, to the existing 24" CMP culvert and 2-12" PVC that flow under the railroad and into the County Channel.

Engineering comments requested a Hydrological calculation to show that Q_{10} predevelopment is ≤ 2.2 cfs. A Modified Cooks Hydrologic Calculation for a Q_{10} predevelopment storm is provided in Appendix A. The Q_{10} predevelopment = 0.96 cfs, well below the $Q_{2.2}$ cfs

Both Mod Cooks calculations are provided in Appendix A.

2. Ventura required detention:

The Ventura County Watershed Protection District is requiring the site to detain the greatest attenuating peak run-off for a 10, 25, 50 and 100-year storm event. A Drainage Study per VCWPD standard format is included in **Appendix B**. The method used is the VCWPD spread sheet Calculations for Detention Volume for Attenuating Peak Run-Off from a Small Developed Area is included in the VCWPD Drainage Study (Appendix B). The 100-year storm event generated the largest **retention volume, 2,866** cubic feet. Included in the report are the required figures and plans.

The design is presented in Appendix B.

3. Ventura Countywide Storm Water Quality Program, Post Construction Stormwater Management Plan (PCSMP). The County's TGM Tool was used to evaluate the site and the BMP work sheet for a Bio-3 Vegetated Bioswale was used to design the BMP. A hydraulic residence time of 33 minutes was used exceeding the 7-minute minimum. This resulted in swale length of 257 feet. The design has a swale length of 262 feet exceeding the calculated minimum of 257 feet. The length is increased over required to provide detention storage for Ventura County Watershed Protection District requirements.

The design is presented in Appendix C.

7. Hydrology

7.a. Drainage Basin Map. The site has no run on from off site. Plate 1 and 2 at the end of the report shows the drainage for the parcel addressed in this study.

7. b. and c. not used

8. Detention/Retention:

8.a. Site Plan see Plate 2 at end of report.

8.b. Description of detention /retention.

The Bio-3 Vegetated Bioswale will act as the retention basin. The BIO-3 is 1.25 feet deep with an additional 1' of freeboard. The bottom is 4' wide with 22(H): 2.5(V) side slopes resulting in a total width of 48 feet with a flow line depth of 1.25 ft. below the top of grate outlet and 20.2 cu ft of storage per lineal foot. The Bio-3 Vegetated Bioswale is 262 feet long with 5,292 cu. ft. of storage.

APPENDICES:

- A. Hydrology Modified Cooks method for**
 - a. Post Development for Q_{10}**
 - b. Pre-Development for Q_{10}**
- B. VCWPD Drainage Study for Detention Volume for Attenuating Peak Run-Off from a Small Developed Area is included in the VCWPD Drainage Study.**
- C. Ventura Countywide Storm Water Quality Program, Post Construction Stormwater Management.**
- D. City of Oxnard, Storm Drain Plan, 89-71A, Sheet 20 of 20.**
- E. Master Plan of Drainage City of Oxnard**

APPENDIX A

Hydrology Modified Cooks Calculations for Q10 developed and predevelopment.

53 MODIFIED COOKS - HYDROLOGIC CALCULATIONS

Project _____ Job No. _____ Sheet _____ Of _____

Watershed _____ Designed _____ Date _____

Concentration Point _____ Checked _____ Date _____

Watershed Constants :

Drainage Area 2.81 Acres

Length 440 feet Fall 2 feet Slope 0.5 %

Width = $\frac{\text{Area} \times 43560}{\text{Length}}$ = 278 feet

$\frac{\text{Length}}{\text{Width}}$ = 1.6 Shape Correc. Factor = 1.11

Soil Type (3) C RI-Correc. Factor 1.23

Computation of "C"

Type of Development	"C" Factor	Present	Future
Undeveloped	40-45	<u>2.81</u>	<u>2.04</u>
Residential	60	_____	_____
Commercial & Industrial	70	_____	<u>0.77</u>

$$= [(2.04 \times 40) + (0.77 \times 70)] / 2.81 = 48$$

Composite "C" Factor

Runoff : Q from curve = 2.0 $\times$ L Factor 1.11 $\times$ RI-Corr. Factor 1.23

Corrected $Q_{10} = 2.73$ cfs

Frequency	Frequency Factor	Q
20%	65%	<u>1.77</u> cfs
10%	100%	<u>2.73</u> cfs
4%	135%	<u>3.69</u> cfs
2%	170%	<u>4.61</u> cfs
1%	200%	<u>5.46</u> cfs



GENERAL REQUIREMENTS - DRAINAGE

STANDARD PLAN

DRAWN: SOHER CKD. Jay Patel APPR. BY

PLATE 59

Public Works Department

Benjamin Y. Wong

SHEET OF

REV. APPR. BY DATE

54

MODIFIED RATIONAL FORMULA**" C " FACTORS***

ITEMS	RUNOFF PRODUCING CHARACTERISTICS			
RELIEF	40 Steep, slopes exceed 30%	30 Hilly, slopes 10% to 30%	20 Rolling, slopes 5% to 10%	10 Flat, slopes 0 to 5%
SURFACE STORAGE	20 Negligible, surface depressions few and shallow. Drainageways steep & small, no ponds or marshes.	15 Low, well defined system of small drainageways, no ponds or marshes.	10 Normal, considerable surface depression storage, lakes and ponds less than 2% of drainage area.	5 High, surface depression storage high, drainage system not sharply defined.
SOIL	20 Rock or thin soil mantle. Negligible infiltration capacity.	15 Clay or other soil of low infiltration capacity.	10 Normal, deep permeable soils.	5 High, sands, loamy sands & other loose open soils.
SCS CLASS	D	C	B	A
VEGETAL COVER	20 No effective soil cover, bare or very sparse cover.	15 Clean cultivated crops or poor natural cover, less than 10% of drainage area under good cover.	10 50% of drainage area in good grassland or woodland, 50% of area in clean cultivated crops.	5 About 90% of drainage area in good grassland woodland or equivalent cover.

" C " FACTOR
(FOR CITY OF OXNARD)

C = 40 - 45
C = 60
C = 70

FOR UNDEVELOPED
FOR RESIDENTIAL
FOR COMMERCIAL AND INDUSTRIAL

NOTE:

In hydrologic Calculations, use values of "C" given in lower table.
Use of values of "C" given in upper table have to be approved by the City Engineer.



CITY OF

oxnard

GENERAL REQUIREMENTS - DRAINAGE

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CKD.

Jay Patel

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Benjamin J. Wong

STANDARD PLAN

PLATE 60

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Public Works Department

REV. APPR. BY DATE

FREQUENCY FACTORS - %

RETURN FREQUENCY	RETURN PERIOD	FACTOR
50%	2	25
20%	5	65
10%	10	100
4%	25	135
2%	50	170
1%	100	200
0.1%	1,000	400

RAINFALL INTENSITY CORRECTION FACTOR

OXNARD AREA = 123%

SHAPE CORRECTION FACTORS - %

AREA L/W	0.01 S.M.	0.1 S.M.	1 S.M.	10 S.M.	100 S.M.	1,000 S.M.
1	115	125	132	141	154	172
1.5	112	115	119	124	131	141
2	108	110	110	113	117	122
3	100	100	100	100	100	100
4	98	95	94	91	89	86
5 or greater	95	91	88	85	82	78

1 S.M. = 1 Square Mile = 640 Acres

Just for information only



GENERAL REQUIREMENTS - DRAINAGE

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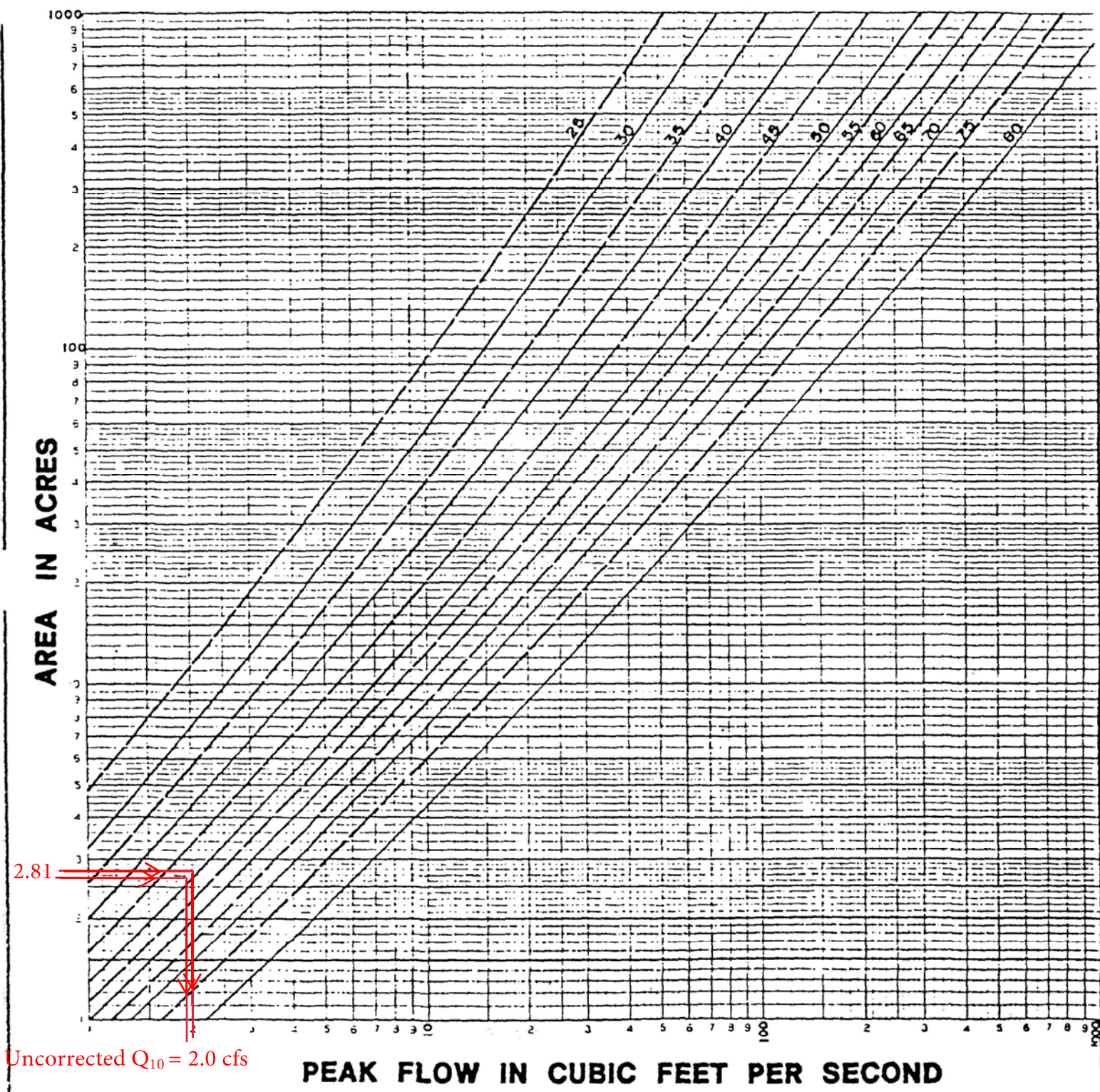
STANDARD PLAN

PLATE 61

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1.6



 CITY OF Oxnard	GENERAL REQUIREMENTS - DRAINAGE		STANDARD PLAN	
	DRAWN: SOHER	CKD. <i>Jay Patel</i>	APPR. BY	PLATE 62
	Public Works Department		<i>Benjamin Y. Wong</i>	SHEET OF

Pre development $Q_{10} = 0.96$ cfs

320 E. Hueneme Rd, Westerly 2.81 ac Undeveloped Parcel

53 MODIFIED COOKS - HYDROLOGIC CALCULATIONS

Project _____ Job No. _____ Sheet _____ Of _____

Watershed _____ Designed _____ Date _____

Concentration Point _____ Checked _____ Date _____

Watershed Constants :

Drainage Area 2.81 Acres

Length 440 feet Fall 2 feet Slope 0.5 %

Width = $\frac{\text{Area} \times 43560}{\text{Length}}$ = 278 feet

$\frac{\text{Length}}{\text{Width}} = \underline{1.6}$ Shape Correc. Factor = 1.11

Soil Type (3) C RI-Correc. Factor 1.23

Computation of "C"

Type of Development	"C" Factor	Present	Future
Undeveloped	40-45	<u>2.81</u>	<u>2.81</u>
Residential	60	_____	_____
Commercial & Industrial	70	_____	_____

C = 40

Composite "C" Factor

Runoff : Q from curve = 0.7 $\times \frac{L}{W}$ Factor 1.11 $\times$ RI-Corr. Factor 1.23

Corrected $Q_{10} = 0.96$ cfs

Frequency	Frequency Factor	Q
20%	65%	<u>0.62</u> cfs
10%	100%	<u>.96</u> cfs
4%	135%	<u>1.3</u> cfs
2%	170%	<u>1.6</u> cfs
1%	200%	<u>3.4</u> cfs



GENERAL REQUIREMENTS - DRAINAGE

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Public Works Department

Benjamin Y. Wong

STANDARD PLAN

PLATE 59

SHEET OF

54

MODIFIED RATIONAL FORMULA**" C " FACTORS***

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GENERAL REQUIREMENTS - DRAINAGE

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PLATE 60

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FREQUENCY FACTORS - %

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50%	2	25
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1.5	112	115	119	124	131	141
2	108	110	110	113	117	122
3	100	100	100	100	100	100
4	98	95	94	91	89	86
5 or greater	95	91	88	85	82	78

1 S.M. = 1 Square Mile = 640 Acres

Just for information only



GENERAL REQUIREMENTS - DRAINAGE

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Public Works Department

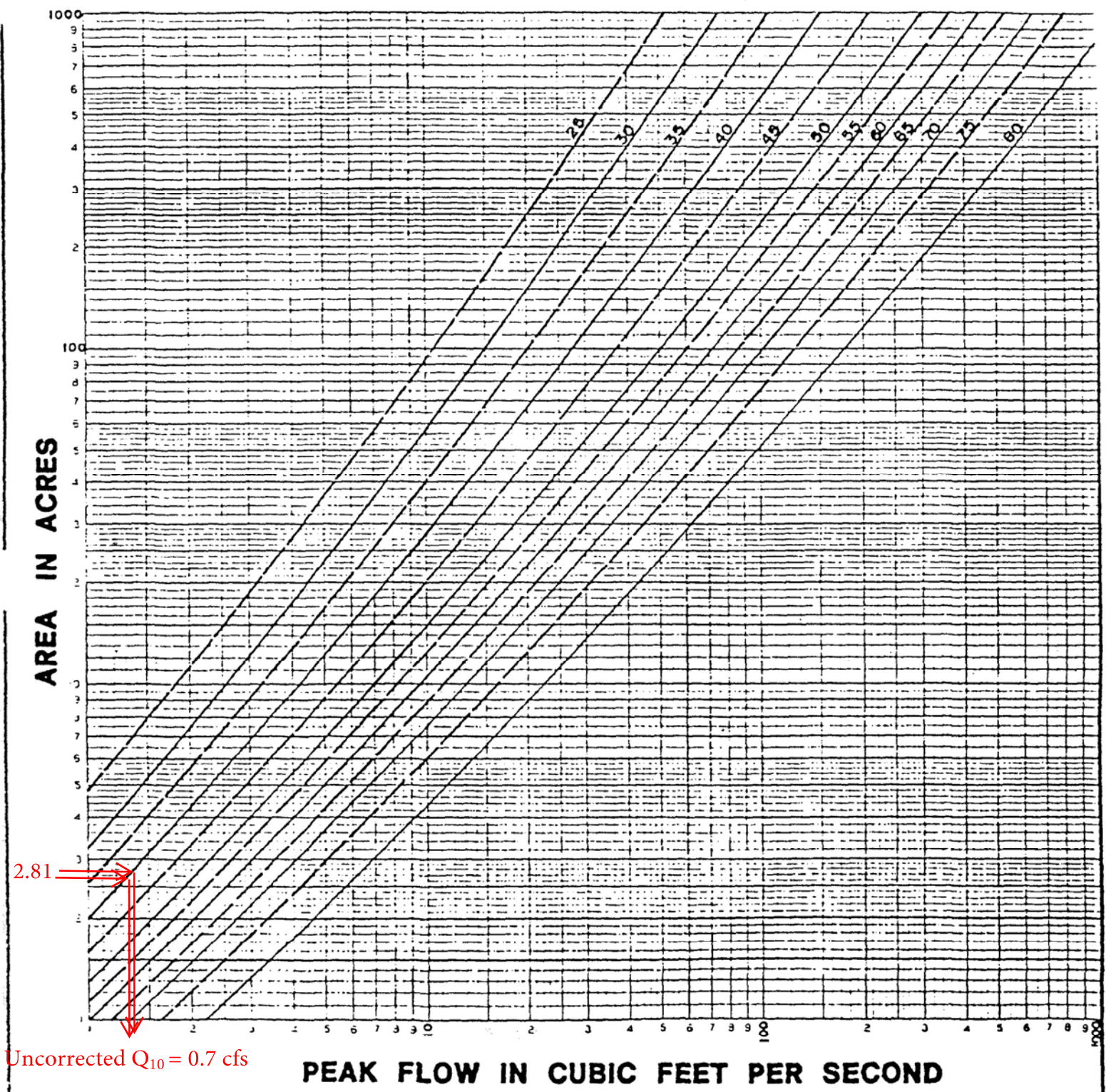
STANDARD PLAN

PLATE 61

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 CITY OF Oxnard	GENERAL REQUIREMENTS - DRAINAGE		STANDARD PLAN	
	DRAWN: SOHER	CKD. <i>Jay Patel</i>	APPR. BY	PLATE 62
	Public Works Department		<i>Benjamin Y. Wong</i>	SHEET OF

APPENDIX B

VCWPD Drainage Study for Detention Volume for Attenuating Peak Run-Off from a Small Developed Area is included in the VCWPD Drainage Study.

COVER SHEET

Title of Report:
DRAINAGE STUDY TO MITIGATE
FOR PROPOSED PAVED TRUCK TRAILER
STORAGE ADDITIOAL RUN-OFF PER VCWPD REQUIRMENTS

Location:
320 East Hueneme Road
Oxnard, California

Seal and Signature of Registered Civil Engineer:

Wade E. Lewis

Wade E. Lewis, RCE 36775
Expiration Date: 06/30/2024

Client:
Pantoja Truck Line Inc.
320 East Hueneme Road
Oxnard, Ca 93033

October 26, 2021
(Rev 4/06/2022)
(Rev 7/18/2022)
(Rev 12/20/2022)



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SECTION 1 INTRODUCTION /PROJECT DISCRIPTION

Presented herein are the results of our Hydrology study to assess if the proposed Bio-3 Vegetated Bioswale structure will be sufficient to mitigate the proposed impervious area of the planned redevelopment located at 320 East Hueneme Road, Oxnard California.

This drainage report will follow the Ventura County Watershed Protection District E15,

The overall site and existing improvements are shown on the 1" = 20' scale field Survey, 320 East Hueneme Road, Oxnard CA 93033 by Accurate Surveying & Engineering. This plan serves as the bases for the existing and proposed impervious areas, Site Map (Plate 1 and Plate 2).

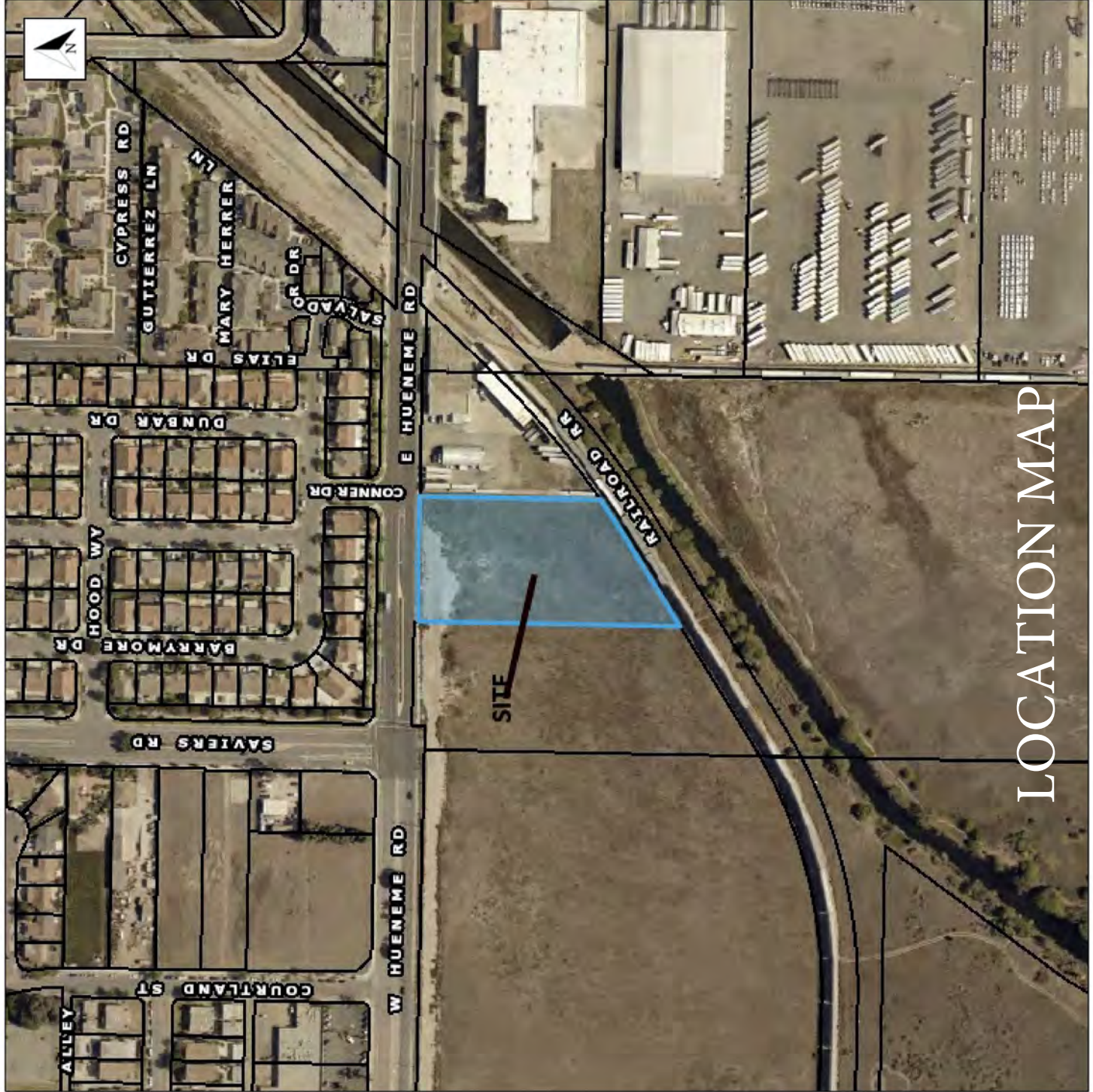
The total site of 4.76 acres, is roughly a triangular property and comprises two distinct drainage areas. The easterly 1.93 acres is an existing trucking company with most of the site being impervious. The runoff from the easterly 1.95 acres sheet flows to the south westerly corner where the flow is intercepted by a 24' CMP culvert under the railroad to the County Channel and 2-12" PVC culverts under the railroad.

The westerly 2.81 acres is currently undeveloped grass land and sheet flows to the south and along the railroad tracts to northeast where it flows to the existing 24" CMP under the tracts to the channel.

This study will evaluate the required storage using the VCWPD Design Hydrology Manual -2017, Section 6.15 Simplified Basin Design Procedures for Small Projects, 6.15.1, for 100-yr, 50-yr, 25-yr and 10-yr storm event Undeveloped Condition Peak Mitigation and determine if the storage of the proposed Bio-3 Vegetated Bioswale structure will provide sufficient detention storage.

Summary, the proposed Bio-3 provides 5,292 cu. ft. of storage, the largest required storage for 10-, 25-, 50- and 100-year storm frequency was the 100-yr storm event at 2,866 cu. feet. The provided storage of 5,292 cu. ft. exceeds the required 2,866 cu, ft storage for the 100-year storm, to mitigate the additional 0.77 ac of impervious area.





Legend

- Streets
- Parcels
- State Routes
 - Freeway
 - Highway
- County
 - Kern County
 - Los Angeles County
 - Pacific Ocean
 - San Luis Obispo County
 - Santa Barbara County
 - Ventura County
- CAVENT010030.sid
 - Red: Band_1
 - Green: Band_2
 - Blue: Band_3
- CAVENT030011.sid
 - Red: Band_1
 - Green: Band_2
 - Blue: Band_3
- CAVENT032047.sid
 - Red: Band_1
 - Green: Band_2
 - Blue: Band_3
- CAVENT033036.sid
 - Red: Band_1
 - Green: Band_2
 - Blue: Band_3



1: 3,600

LOCATION MAP

Disclaimer: The information contained on this web site and in this application was created by the Ventura County Geographical Information System (GIS), which is designed and operated by the County of Ventura. The County does not warrant the accuracy of the information, and no decision involving a risk of economic loss or physical injury should be made in reliance thereon.

1.1 DISCRIPTION OF EXISTING CONDITIONS

This study addresses the westerly, 2.81 acres, of which the northly 0.77 acres will be paved to provide additional truck trailer storage. The 2.81 acres is undeveloped natural grass land. The drainage sheet flows from the north property line in a southerly direction to the southeasterly property line and then along the railroad in a north easterly direction to the existing 24" CMP culvert under the railroad tracks then into the County Channel.

The City's existing 54" RCP storm drain runs along the easterly side of the 2.81 acres in a 20' wide storm drain easement with a 24" RCP plugged lateral extending 4' into the 2.81-acre undeveloped portion of the site. The City of Oxnard Strom Drain Plan, 89-71A, Sheet 20, shows the anticipated capacity for the plugged lateral as $Q_{10} = 2.2$ cfs. The inlet invert for the 24 RCP is 3.74 per the City's plan with HGL of 8.3.

The parcel has no surface run on from adjacent parcels or Hueneme Road. Hueneme Road has 3 catch basins located on the south curb in the vicinity of the site.

The site has a total relief on the order of 2 feet in elevation. (Plate 1)

1. The soils classification is No. 3 per 2010 Ventura County Hydrology Manual (Figure 1.)
2. Rain Fall Zone is k per the per 2010 County Hydrology manual (Figure 1.)
3. The land use is light manufacturing (M-1).
4. Existing Impervious area is 1.93 ac. for the total site of 4.76 acres. (Plate 1)

1.2 DESCRITPION OF PROPOSED DEVELOPMENT / MITIGATION

The proposed redevelopment will include additional truck trailer storge provided by paving the north westerly 0.77 acres of the site. The redevelopment will also include perimeter security fencing, screening landscape and a Bio-3 vegetated bioswale structure (Plate 3). The proposed improvements will have a total impervious area of 0.77 acres (does not include existing 1.93 acres comprising the buildings and paving on the easterly portion of the site (Plate 2). The proposed mitigation for the additional peak flow will consist of the storage volume provided by the Bio-3, vegetated bio swale.

1.3 Previous Hydrology Studies.

Master Plan of Drainage City of Oxnard

- 1.4 Vicinity Map and Location Map (page 4 and 5)

2.0 MITIGATION CRITERIA

2.1 Reviewing Agency.

The reviewing agency will be City of Oxnard and Ventura County Watershed Protection District.

2.2 Mitigation Criteria

The project will mitigate the increase in the highest calculated peak runoff between the existing and proposed impervious areas, for the 10-yr 25-yr, 50-yr and 100-yr storm event.

3.0 PEAK RUNOFF ANALYSIS

3.1 Existing Condition Peak Runoff

Methodology, Sources and Assumptions used:

The methodology used is the VCWPD Design Hydrology Manual -2017, Section 6.15 Simplified Basin Design Procedures for Small Projects, 6.15.1. The 10-yr, , 25-yr, 50-yr and 100-yr storm events for undeveloped vs developed Conditions were analyzed to determine the peak required mitigation detention volume.

Assumptions: 1. The drainage pattern for the proposed and the existing conditions are similar.
2. Only the Westerly 2.81 acres of the site was considered in the calculations since there is no run on from the easterly 1.95 acers which drains to an existing 24” CMP culvert that drains to the County Drain channel.

3.1.1 Soils Type

The soils classification is No. 3 per 2010 Ventura County Hydrology Manual (Figure 1.)

3.1.2 Rainfall zone,

The legacy is zone K (Figure 1)

3.1.3 Source of Contours used for Elevations.

1” = 40’ scale field Survey, 320 East Hueneme Road, Oxnard CA 93033 by Accurate Surveying & Engineering, Dated March 2, 2021, used as bases for Plates 1 and 2.

3.1.4 Subarea delineation and effective impervious areas.

The Undeveloped condition has a 1.93 ac. of impervious area. (Plate1)

Total area of project considered for this report = 2.81 ac. of which 0.77 ac. is being developed.

3.1.5 NRCS Curve Number for Existing Condition. Per VCWPD, Exhibit 14b. (Figure 3a)

For Undeveloped Land Use = Grassland (annual Grass, Poor).
for Hydrological Soil Group = 3

The NRCS Curve Number = 68

3.2 PROPOSED CONDITION OF PEAK RUNOFF

Methodology, Sources and Assumptions used:

Same as 3.1 Existing condition

3.2.1 Associated effective impervious area delineation:

The proposed impervious area:

Additional Paved area = (0.77 ac.) (Plate 2)

Total area of project considered for this report = 2.81 ac. of which 0.77 ac. is proposed to be developed as impervious paving.

SECTION 4 RUNOFF VOLUME INCREASE

4.1 Through 4.4 of Drainage Study Example not used.

4.5 The largest estimate of detention volume required to mitigate a storm was found to be the 100-yr storm event using the VCWPD Design Hydrology Manual -2017, Section 6.15 Simplified Basin Design Procedures for Small Projects, 6.15.1,

The NRCS Curves and the SCS yield Spread Sheet for Detention Volume for Attenuating Peak Runoff from Small Developed Areas was used to estimate the detention volume required for the proposed project to mitigate 100 -yr developed to the 100-yr undeveloped peak runoff.

- 4.5.a. 100-yr 1-day rainfall per Appendix E4 NOAA 100-yr = 6 in (Figure 2a).
- 50-yr 1-day rainfall per Appendix E4 NOAA 50-yr = 5.5 in (Figure 2b).
- 25-yr 1-day rainfall per Appendix E4 NOAA 25-yr = 5 in (Figure 2c).
- 10-yr 1-day rainfall per Appendix E4 NOAA 10-yr = 4 in (Figure 2d).

4.5.b. The CN's for the undeveloped and developed conditions were determined using VC Hyd. Manual, Exhibit 14 A & B AMC II NRCS Curve Numbers for Un developed and Developed Land, Soil Number 3. (Figure 3a and 3b)

The Existing CN = 68 for Grassland (Annual Grass, Poor, less than 50% cover) (Figure 3a.)

The CN for the proposed condition = 77.02. It was determined by a proportional calculation using the existing CN of 68 (undeveloped) and 98 (developed) for the additional impervious area (roof, driveways) (Figure 3a & 3b)

Proportional Calculation:

Subarea A = 2.81 ac. (Existing condition, total drainage area)

Subarea A1 = 2.04 ac. (Existing condition, without the additional new paving)

Subarea A2 = 0.77 ac. (Proposed area of the paving)

A. CN = 68 for Existing condition w/o the additional paving. (Figure 3a).

B. The CN = 98 was used for additional developed areas (paving) (Figure 3b).

C. Proportion calculation to determine the CN for the developed condition = **76.22**

$$[(A1) (CN \text{ Existing}) + (A2.) (CN \text{ for Additional Impervious Area})] / A. = \text{composite CN for developed condition}$$

$$[(2.04 \text{ ac.}) (68) + (0.77 \text{ ac.}) (98)] / 2.81 \text{ ac.} = \mathbf{76.22 \text{ (Composite CN for Developed site)}}$$

4.5.c through e. The Detention Volume was estimated using the SCS yield Spread Sheet for Detention Volume for Attenuating Peak Runoff from Small Developed Areas. (Figure 4a – 4d)

Input data used for the SCS yield spread sheet:

100-yr 1-day Rain in = **6** (Figure2)

Soil Type = **3** (Figure 1)

CN undeveloped = **68** (Figure 3a)

CN developed = **76.22** (from proportion calculation above)

Developed Impervious Area ac. = **2.81ac.** Drainage Area

SCS yield calculations Results:

The runoff volume increase (required basin volume) = 2,866 cubic feet for the 100-yr storm event. (Figure 4a)

The spread sheet calculations for 50-yr, 25-yr, and 10-yr storm events are included as Fig 4b, 4c and 4d, respectively.

4.6 Detention Volume is Provided by BMP, Bio-3, Bioretention w/ underdrain. (Plate 3, BMP Plan)

The Bio-3 vegetated bioswale with a water depth of 1.25, cross sectional area of 20.2 sq. ft. and a length of 262 feet provides 5,292 cu.ft. of storage.

4.7 Determine Post Development Capital Storm flow using the VCWPD Rational method to determine the Bioswale velocity. The velocity was calculated using Manning's equation, the calculation is attached to the Bio-3 BMP Worksheets.

Calculations:

1. Rainfall Zone k (Per Figure 1)
2. Soil Type 3 (Per Figure 1)
3. Rainfall Frequency considered
4. Composite CN for the developed site =76.22 (Previously calculated in 4.5.b of this report)
5. $T_c = 5$ min. (assumed)
6. $I_{100\text{ yr}} = 5.10$ in/hr (Figure 5 this report)
7. $C_{100\text{ YR u/d}} = 0.840$ (Per 2010 WPD Hydro. Manual, Appendix A Exhibit 6C) Figure 6 This report
8. $C_{100\text{ YR dev}}^* = (.95)(0.7622) + (1-0.7622)(0.840) = 0.9238$
 - a. $C^* = 0.95P + (1-P)C$ (Equation for proposed post-development condition with added impervious area) WPD Hydro. Manual, Appendix A-Exhibit 6C) Figure 6 this report
9. $Q_{100\text{ dev w}} = C_{\text{dev } 100\text{ yr}}^* IA = (0.9238)(5.10)(2.81) = 13.24$ cfs

SECTION 5 MITIGATION

The increase of peak runoff between the existing and proposed is to be mitigated using the detention volume provided by the Bio-3 Bioswale BMP.

SECTION 6 SUMMARY & CONCLUSIONS

The required mitigation is satisfied.

The provided detention volume of 5,292 cubic feet exceeds the required detention volume of 2,866 cubic feet (for the 100-yr storm event).

Summary: The flow from the additional impervious area created by the development is totally mitigated for all storm events, the 100-year storm event being the largest.

INTENTIONLY LEFT BLANCK

References:

- a. Ventura County Hydrology Manual ,2010 and 2017
- b. Master Plan of Drainage City of Oxnard
- c. The City of Oxnard Storm Drain Plan, 89-71A, Sheet 20

FIGURES:

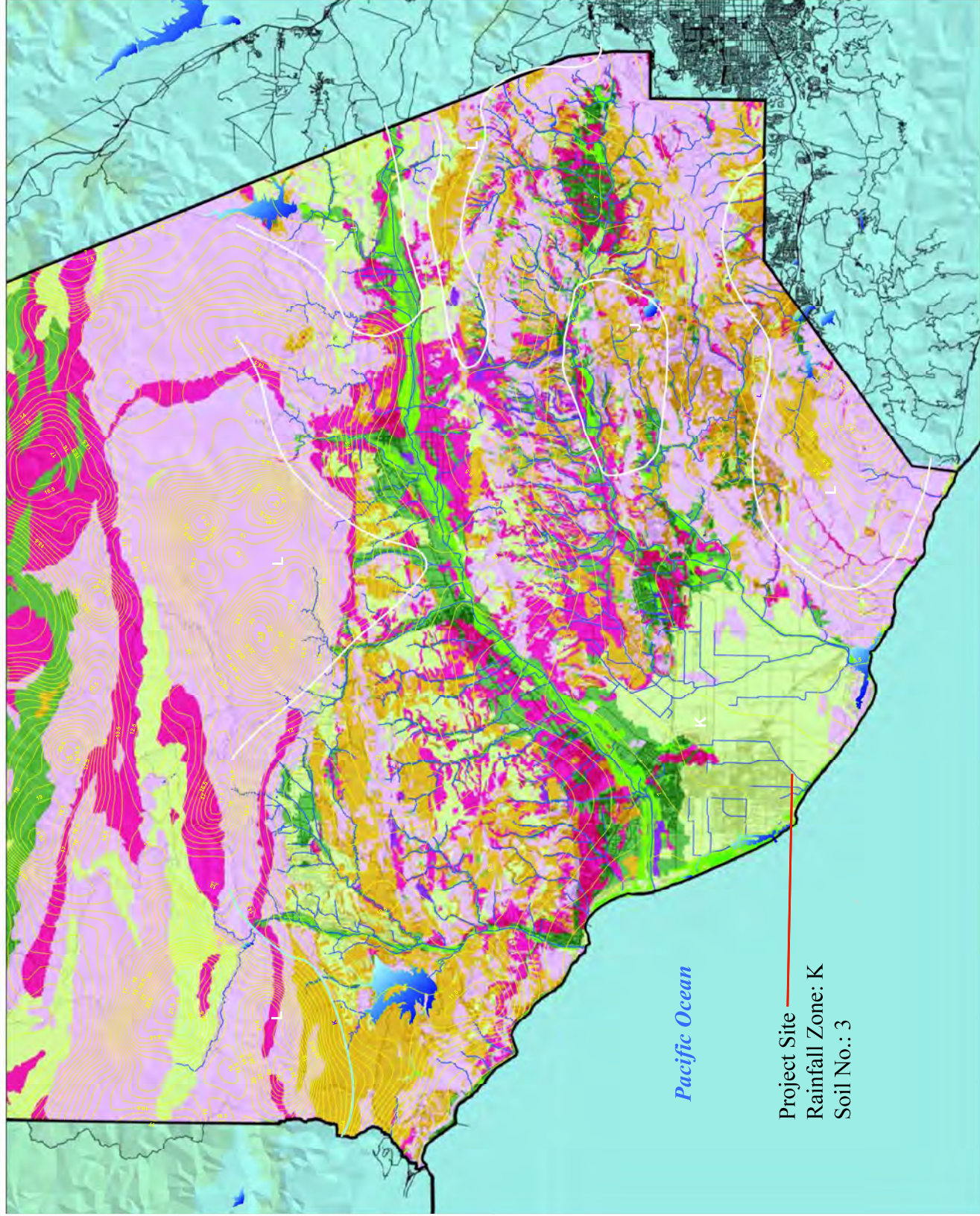


FIGURE 1



FIGURE 2a



FIGURE 2c



Legend

—	NOAA_10-Yr
—	VCWPD Channel
—	City

Project Site
10 yr 1-day
Rainfall Contour: 6 in

FIGURE 2d

EXHIBIT 14A. AMC II NRCS CURVE NUMBERS FOR UNDEVELOPED LAND

UNDEVELOPED LAND USE AND CONDITION		% Impervious		HYDROLOGIC SOIL GROUP AND VCWPD NUMBERS						
				A (1), (2)		B		C		D (3)
		Effective	Average	7	6	5	4	3	2	1
Poor: Less than 50% Cover										
Fair: From 50% to 75% Cover										
Good: More Than 75% Cover										
Grassland (Annual Grass)	Poor	0	0	46	57	60	63	68	72	76
"	Fair	0	0	21	42	47	53	60	66	70
"	Good	0	0	-	-	41	47	54	59	64
Open Brush (Sagebrush, Flattop Buckwheat)	Poor	0	0	31	51	55	60	66	70	75
"	Fair	0	0	22	40	44	49	54	58	61
"	Good	0	0	-	-	33	39	46	51	56
Big Brush (Scrub Oak, Manzanita, Ceanothus)	Fair	0	0	23	39	42	46	51	54	59
"	Good	0	0	-	-	29	34	41	46	51
Chamise (Narrow Leaf Chaparral)	Fair	0	0	21	43	48	55	63	68	75
"	Good	0	0	-	-	44	49	55	60	64
Oak Savannah (Sparse Oaks & Annual Grass)	Poor	0	0	34	53	57	62	67	71	-
"	Fair	0	0	22	41	45	51	57	61	-
Orchard	Poor	0	0	42	56	59	62	65	67	71
Woodland	Fair	0	0	-	-	35	39	43	47	-
Pinon & Juniper	Fair	0	0	-	-	43	48	54	58	62
Forest	Fair	0	0	22	41	45	50	56	60	64
Pasture or Range	Poor	0	0	61	76	78	81	84	87	89
"	Fair	0	0	40	61	65	71	77	81	84
"	Good	0	0	29	52	57	64	71	76	80
		NOTE: WPD MODIFIED RATIONAL METHOD USES SOIL TYPES 1-7 AND EFFECTIVE IMPERVIOUS PERCENTAGE IN VCRat MODEL								
Note (1)		Curve numbers for soil types 6 and 7 not all available								
Note (2)		For CNs<30, ensure that $P-0.2*S > 0$								
Note (3)		Curve numbers for soil type 1 not all available								
Reference:		Boyle, 1967. Revised Hydrologic Analysis, Zone II except Pasture from NRCS TR-55 Table 2-2c. For other land use types see TR-55								

Exhibit 14b. AMC II NRCS Curve Numbers for Developed Land

DEVELOPED LAND USE	Condition (1)	% IMPERVIOUS		HYDROLOGIC SOIL GROUP (5)						
		EFFECTIVE	AVERAGE	A		B		C		D
				7	6	5	4	3	2	
Open Spaces, Lawns, Parks, Golf Courses, Cemeteries, etc.	Good	0	0	29	52	57	64	71	76	80
"	Fair	0	0	42	61	65	71	77	81	84
Residential 1 ac. Lot	-	10	20	45	62	66	71	76	80	84
Residential 1/2 ac. Lot	-	13	25	45	65	68	73	78	81	85
Residential 1/3 ac. Lot	-	15	30	48	67	70	75	79	82	86
Residential 1/4 ac. Lot	-	19	38	53	70	73	77	81	84	87
Residential 1/5 ac. Lot	-	23	47	59	74	77	80	84	86	89
Residential 1/6 ac. Lot	-	28	56	66	79	81	84	86	88	90
Residential 1/8 ac. Lot	-	32	65	72	83	84	87	89	90	92
Residential - Condos	-	37	69	74	84	86	88	90	92	93
Industrial Unpaved Yards, etc.	-	36	72	77	86	87	89	91	92	93
Commercial & Business	-	50	85	88	90	91	93	93	95	95
Industrial Parks, Paved Parking, etc.	-	70	93	93	94	95	96	96	97	97
Parking Lots, Roofs, Driveways, Paved Streets with Curbs & Drains	-	90	100	98	98	98	98	98	98	98
Public Facilities & Institutions; Includes Schools, Government Centers, Military Bases, etc. (2)	-	23	47	59	74	77	80	84	86	89
Transportation and utilities (3)	-	70	93	79	87	88	90	91	92	93
Newly graded/under construction - No veg.	-	0	0	71	83	85	88	90	92	94
Paved Streets with open ditches including right-of-way (3)	-	70	93	79	87	88	90	91	92	93
Gravel streets including right-of-way	-	0	0	71	82	84	86	88	90	91
Dirt street including right-of-way	-	0	0	66	79	81	83	86	88	89
Natural desert landscaping- native vegetation	-	0	0	55	72	75	79	83	86	88
Farmsteads- buildings, lanes, driveways, and surrounding lots (2)	-	23	47	51	69	72	76	80	83	86
Agriculture- Straight Row + Crop Residue Cover on >5% of surface	Good	0	0	57	72	74	77	80	83	85
Agriculture- Straight Row + Crop Residue Cover on <5% of surface	Poor	0	0	64	78	80	83	86	88	90

Detention Volume for Attenuating Peak Runoff from Small Developed Areas

	Undeveloped	Developed
100-yr 1-d Rain in	6	6
Soil Type	3	3
Land Use	Grassland	W/Parking Lot
CN Exhibit 14	68	76.22
S = 1000/CN-10	4.71	3.12
Yield in	2.62	3.40
Volume Calculation		
Yield Difference in		0.78
Surface Storage		0.50
Net Yield		0.28
Impervious Area ac		2.810
Vol Increase CF- Max Basin Size Req'd		2866.02
Basin Vol / acre		1,020

Detention Volume for Attenuating Peak Runoff from Small Developed Areas

	Undeveloped	Developed
50-yr 1-d Rain in	5.5	5.5
Soil Type	3	3
Land Use	Grassland	W/Parking Lot
CN Exhibit 14	68	76.22
S = 1000/CN-10	4.71	3.12
Yield in	2.24	2.97
Volume Calculation		
Yield Difference in		0.73
Surface Storage		0.50
Net Yield		0.23
Impervious Area ac		2.810
Vol Increase CF- Max Basin Size Req'd		2348.35
Basin Vol / acre		836

Detention Volume for Attenuating Peak Runoff from Small Developed Areas

	Undeveloped	Developed
25-yr 1-d Rain in	5	5
Soil Type	3	3
Land Use	Grassland	W/Parking Lot
CN Exhibit 14	68	76.22
S = 1000/CN-10	4.71	3.12
Yield in	1.88	2.55
Volume Calculation		
Yield Difference in		0.68
Surface Storage		0.50
Net Yield		0.18
Impervious Area ac		2.810
Vol Increase CF- Max Basin Size Req'd		1785.72
Basin Vol / acre		635

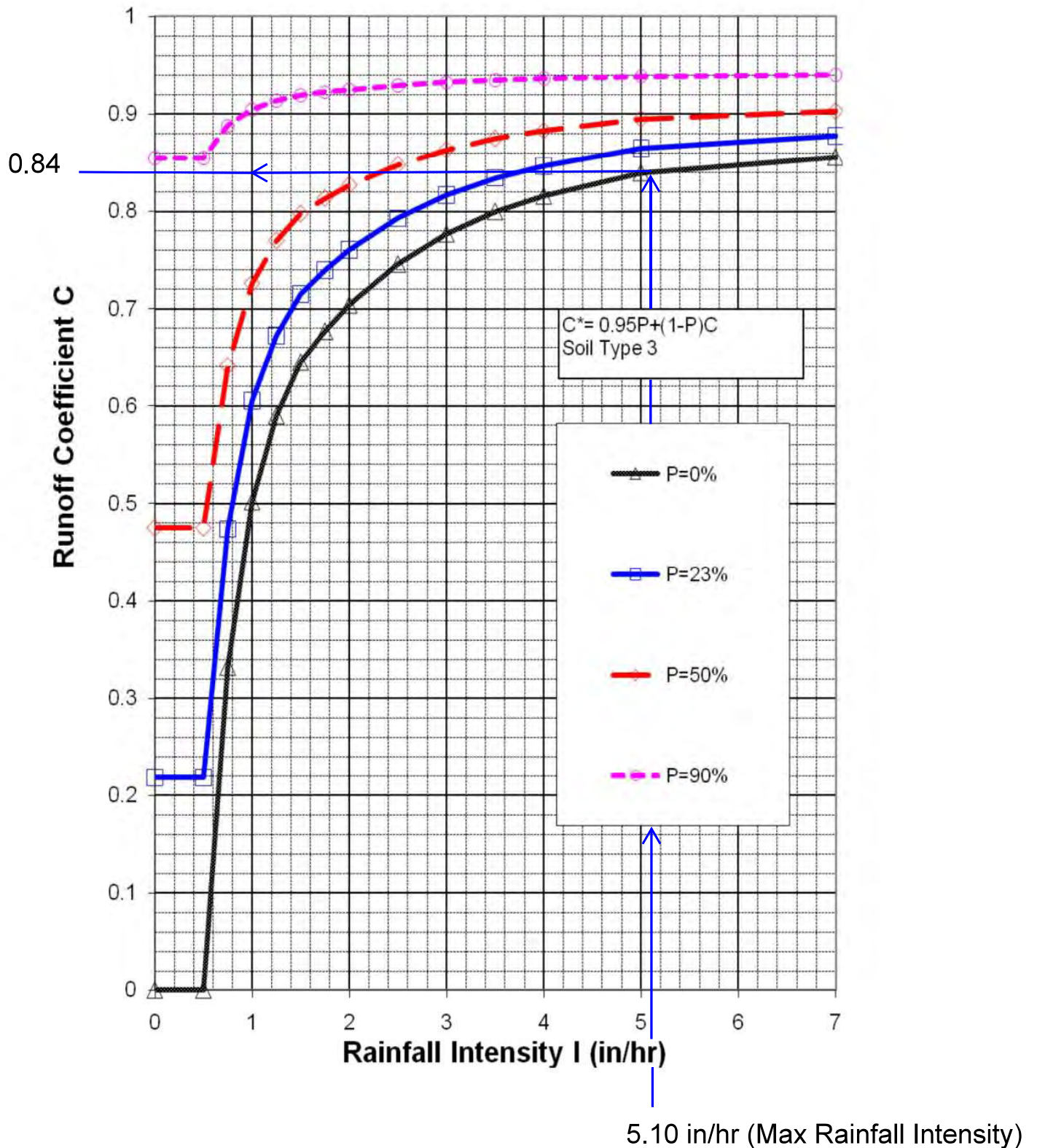
Detention Volume for Attenuating Peak Runoff from Small Developed Areas

	Undeveloped	Developed
100-yr 1-d Rain in	4	4
Soil Type	3	3
Land Use	Grassland	W/Parking Lot
CN Exhibit 14	68	76.22
$S = 1000/CN-10$	4.71	3.12
Yield in	1.20	1.75
Volume Calculation		
Yield Difference in		0.55
Surface Storage		0.50
Net Yield		0.05
Impervious Area ac		2.810
Vol Increase CF- Max Basin Size Req'd		505.59
Basin Vol / acre		180

EXHIBIT 2. MAXIMUM RAINFALL INTENSITIES

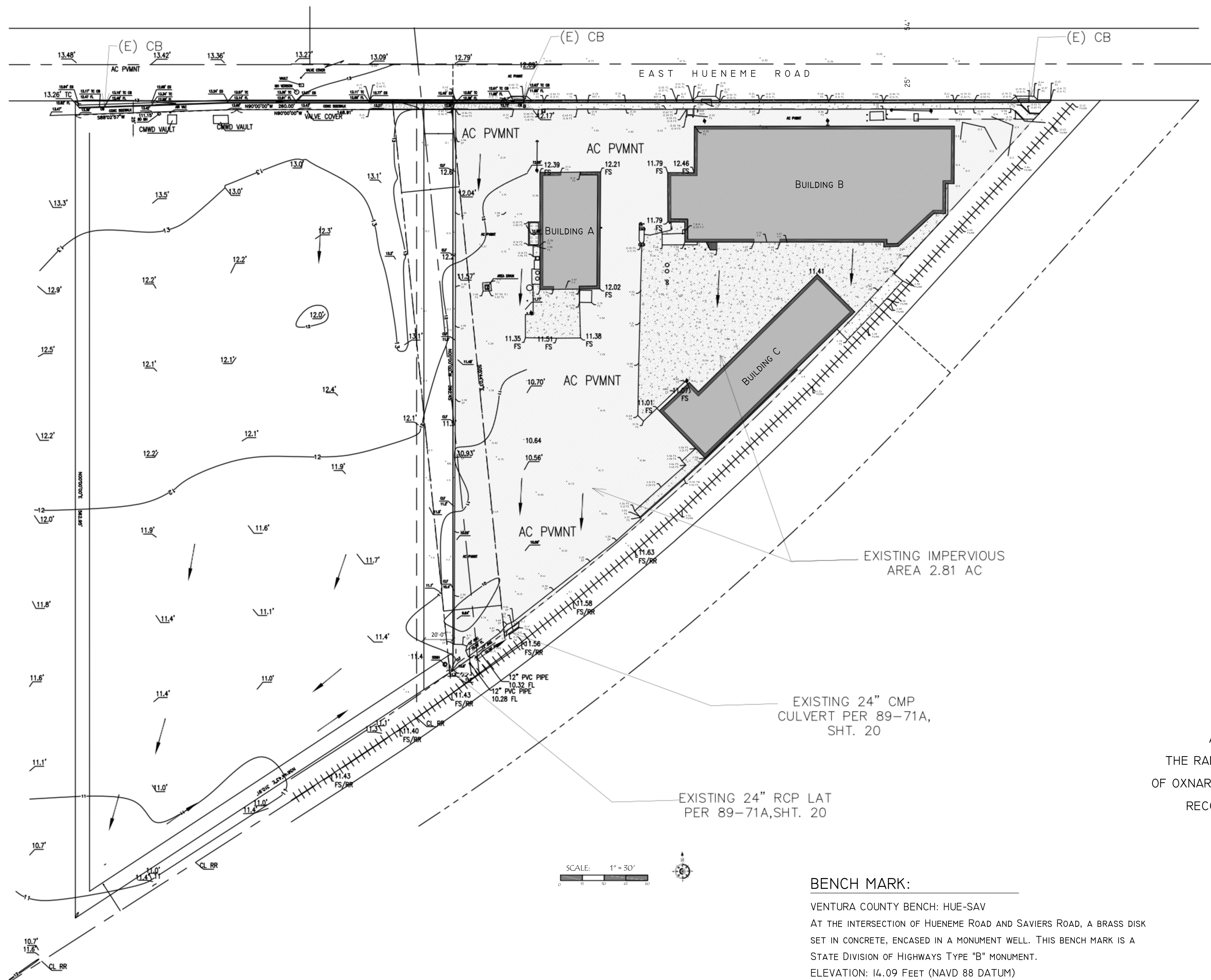
Zone	J	Jp	K	L	J	Jp	K	L	J	Jp	K	L	J	Jp	K	L
Year	10	10	10	10	25	25	25	25	50	50	50	50	100	100	100	100
Cum. Rain (in.)	3.17	4.38	5.53	7.21	3.91	5.28	6.41	8.81	5.0	6.0	8.0	11.0	7.0	6.66	10.6	15.0
Tc (min)	Maximum Rainfall Intensity (in/hr)															
5	2.16	2.16	3.72	4.31	2.64	3.34	4.27	4.94	2.94	3.79	4.55	5.58	3.23	4.06	5.10	6.11
6	2.02	2.01	3.40	3.90	2.52	2.94	3.80	4.39	2.80	3.34	4.10	5.05	2.90	3.55	4.59	5.43
7	1.86	1.90	3.09	3.56	2.30	2.65	3.45	3.99	2.55	3.01	3.77	4.63	2.67	3.19	4.23	4.95
8	1.74	1.82	2.86	3.30	2.14	2.58	3.19	3.69	2.36	2.93	3.52	4.28	2.50	2.99	3.95	4.58
9	1.63	1.76	2.68	3.07	1.99	2.44	2.99	3.45	2.21	2.77	3.33	4.00	2.36	2.87	3.74	4.30
10	1.53	1.70	2.52	2.86	1.87	2.29	2.81	3.24	2.08	2.60	3.16	3.76	2.25	2.78	3.57	4.07
11	1.45	1.64	2.40	2.70	1.76	2.17	2.66	3.07	1.95	2.46	3.02	3.56	2.13	2.67	3.39	3.88
12	1.38	1.59	2.29	2.56	1.66	2.07	2.53	2.92	1.85	2.35	2.90	3.39	2.02	2.58	3.23	3.72
13	1.33	1.55	2.20	2.44	1.58	1.98	2.43	2.80	1.76	2.25	2.80	3.25	1.94	2.49	3.10	3.59
14	1.28	1.51	2.12	2.34	1.52	1.90	2.34	2.70	1.68	2.16	2.72	3.13	1.86	2.42	2.99	3.47
15	1.23	1.47	2.04	2.25	1.46	1.84	2.26	2.60	1.62	2.09	2.62	3.02	1.80	2.36	2.89	3.37
16	1.18	1.43	1.98	2.18	1.40	1.78	2.18	2.50	1.56	2.02	2.54	2.92	1.73	2.29	2.79	3.25
17	1.14	1.39	1.92	2.11	1.36	1.73	2.12	2.42	1.50	1.96	2.47	2.83	1.67	2.22	2.70	3.14
18	1.11	1.35	1.86	2.04	1.31	1.68	2.06	2.34	1.45	1.90	2.41	2.75	1.61	2.16	2.62	3.05
19	1.07	1.32	1.82	1.99	1.27	1.63	2.01	2.28	1.41	1.86	2.35	2.68	1.56	2.11	2.55	2.96
20	1.04	1.29	1.77	1.94	1.24	1.60	1.96	2.22	1.37	1.81	2.29	2.62	1.52	2.07	2.49	2.88
21	1.02	1.26	1.73	1.90	1.20	1.55	1.91	2.17	1.33	1.76	2.23	2.55	1.48	2.03	2.43	2.82
22	0.99	1.23	1.68	1.85	1.17	1.51	1.87	2.12	1.30	1.72	2.17	2.49	1.44	1.99	2.36	2.76
23	0.97	1.21	1.65	1.82	1.14	1.48	1.83	2.07	1.27	1.68	2.12	2.44	1.41	1.95	2.31	2.70
24	0.95	1.19	1.62	1.78	1.12	1.44	1.79	2.03	1.24	1.64	2.07	2.39	1.38	1.92	2.26	2.65
25	0.93	1.16	1.58	1.75	1.09	1.41	1.76	1.99	1.21	1.61	2.03	2.34	1.35	1.89	2.22	2.60
26	0.90	1.14	1.56	1.72	1.07	1.39	1.73	1.96	1.18	1.57	1.98	2.29	1.32	1.86	2.17	2.56
27	0.88	1.13	1.53	1.68	1.05	1.36	1.70	1.92	1.16	1.54	1.94	2.25	1.29	1.83	2.13	2.51
28	0.87	1.11	1.50	1.66	1.03	1.34	1.67	1.89	1.14	1.52	1.90	2.21	1.27	1.80	2.09	2.46
29	0.85	1.09	1.48	1.63	1.01	1.31	1.64	1.87	1.12	1.49	1.87	2.17	1.24	1.77	2.05	2.42
30	0.83	1.08	1.46	1.61	0.99	1.29	1.61	1.84	1.10	1.47	1.84	2.13	1.22	1.74	2.02	2.38

EXHIBIT 6C. RUNOFF COEFFICIENT CURVE- SOIL NUMBER 3 (NRCS TYPE C)



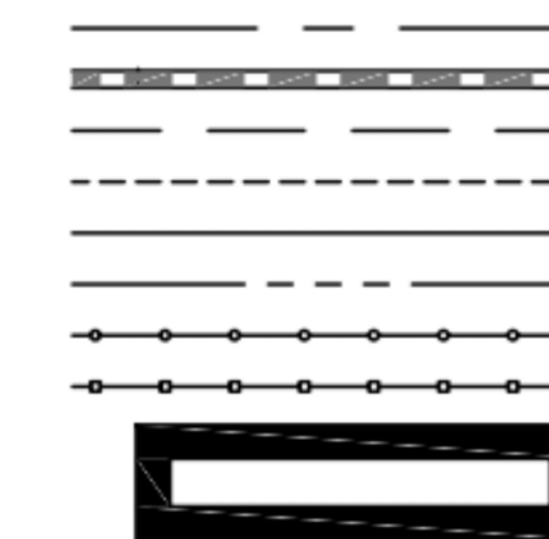
PLATES

PLATE I EXISTING IMPERVIOUS AREA



LEGEND:

CENTERLINE
CMU WALL
EASEMENT LINE
PRODUCED LINE
PROPERTY LINE
TRACT BOUNDARY LIN
W.I. FENCE
WOOD FENCE



EXISTING BUILDING

DENOTES FD. MON. AS NOTED
RECORD

R
R1 52 R.S. 84/89
R2 20 R.S. 14/15
R3 PRELIMINARY TITLE REPORT NO. 132010762KJ
R4 105 DDS. 106
R5 105 DDS. 186
R6 617 O.R. 118
R7 86-25510 O.R.
R8 86-25511 O.R.
R8 INST. NO. 20100219-00022984 O.R.

ASPH
ASSESSORS PARCEL NUMBER
BASIS OF BEARINGS
BLOW-OFF VALVE
CABLE BOX
CALCULATED FROM
CENTER LINE
CONCRE
CONCRETE MASONRY UNIT
DEEDS
DRAIN INLET
DRIVEWAY
EDGE OF PAVEMENT
FIRE HYFRANT
FOUND
GALLON
GUY WIRE ANCHOR
INSTRUMENT
IRRIGATION CONTROL VALVE
MONUMENT
NUMBER
OFFICAL RECORDS
POWER POLE
PULL BOX
RAILROAD
RECORD OF SURVEY
SANITARY SEWER CLEAN OUT
SQUARE
TOP OF CURB
TOP OF GRATE
TOP OF WALL
WATER METER

ASPH
A.P.N.
B.O.B.
B.O.V.
C.B.
CF
C/L
CONC
CMU
DDS
D.I.
DRWY
EP
F.H.
FD.
GAL.
G.W.A.
INST.
I.C.V.
MON.
NO.
O.R.
P.P.
P.B.
RR
R.S.
SSCO
SQ.
TC
TG
TW
W.M.

SITE PLAN

OF

A PORTION OF LOTS 3 AND 4 OF SUBDIVISION 84 OF
THE RANCHO EL RIO DE SANTA CLARA O'LA COLONIA, IN THE CITY
OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA, AS PER MAP
RECORDED IN BOOK 3, PAGE 14 OF MAPS, IN THE OFFICE OF
THE COUNTY RECORDER OF SAID COUNTY,

SITE ADDRESS:

320 EAST HUENEME ROAD
OXNARD, CA 93033
A.P.N.: 231-0-092-260, 270, 280 (VENTURA COUNTY)

ACCURATE SURVEYING & ENGINEERING
119 KATHERINE DRIVE
SAN BUENAVENTURA
CALIFORNIA 93001
PH: (805) 207-5181
MARCH 2, 2021

BENCH MARK:

VENTURA COUNTY BENCH: HUE-SAV
AT THE INTERSECTION OF HUENEME ROAD AND SAVIERS ROAD, A BRASS DISK
SET IN CONCRETE, ENCASED IN A MONUMENT WELL. THIS BENCH MARK IS A
STATE DIVISION OF HIGHWAYS TYPE "B" MONUMENT.
ELEVATION: 14.09 FEET (NAVD 88 DATUM)

BASIS OF BEARINGS:

THE BEARING OF WEST ALONG THE CENTERLINE OF HUENEME ROAD
AS RECORDED IN PARCEL MAP BOOK 115, PAGE 74/75, WAS USED
AS THE BASIS OF BEARINGS FOR THIS SITE PLAN.

TEL: 805-525-6400

REVISIONS

REVISIONS	BY

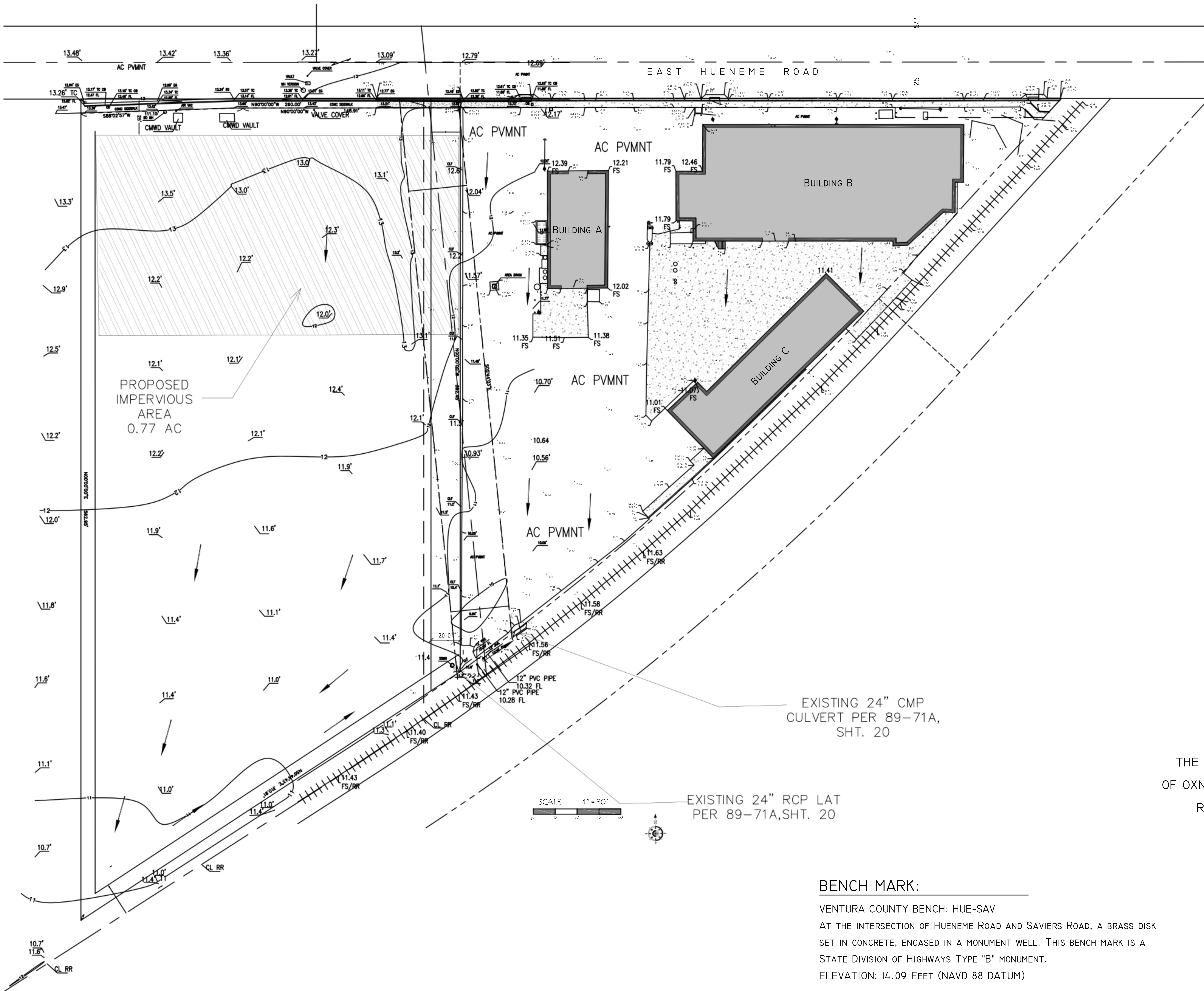
PANTOJA
320 EAST HUENEME ROAD
OXNARD, CA 93033

PLATE 1
EXISTING
IMPERVIOUS AREA
PRE-DEVELOPMENT

DRAWN
W.LEWIS
CHECKED
DATE
NOV.9TH 2021
SCALE
AS NOTED
SHEET

PLATE 1

PLATE 2 PROPOSED IMPERVIOUS AREA



LEGEND:

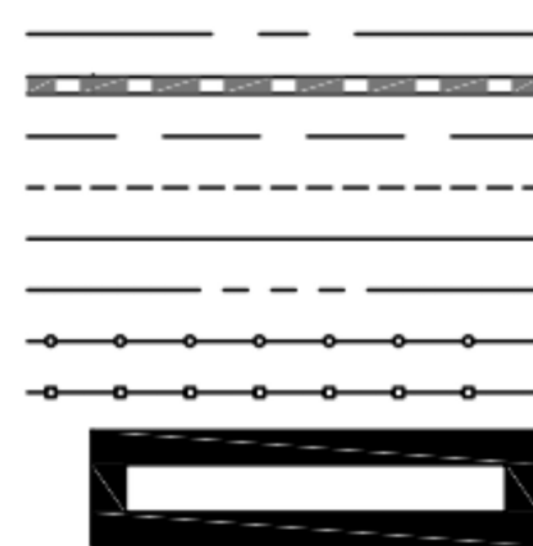
CENTERLINE
CMU WALL
EASEMENT LINE
PRODUCED LINE
PROPERTY LINE
TRACT BOUNDARY LIN
W.I. FENCE
WOOD FENCE

EXISTING BUILDING

DENOTES FD. MON. AS NOTED
RECORD

R
R1 52 R.S. 84/89
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ASPH
ASSESSORS PARCEL NUMBER
BASIS OF BEARINGS
BLOW-OFF VALVE
CABLE BOX
CALCULATED FROM
CENTER LINE
CONCRETE
CONCRETE MASONRY UNIT
DEEDS
DRAIN INLET
DRIVEWAY
EDGE OF PAVEMENT
FIRE HYFRANT
FOUND
GALLON
GUY WIRE ANCHOR
INSTRUMENT
IRRIGATION CONTROL VALVE
MONUMENT
NUMBER
OFFICAL RECORDS
POWER POLE
PULL BOX
RAILROAD
RECORD OF SURVEY
SANITARY SEWER CLEAN OUT
SQUARE
TOP OF CURB
TOP OF GRATE
TOP OF WALL
WATER METER



SITE PLAN

OF

A PORTION OF LOTS 3 AND 4 OF SUBDIVISION 84 OF
THE RANCHO EL RIO DE SANTA CLARA O'LA COLONIA, IN THE CITY
OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA, AS PER MAP
RECORDED IN BOOK 3, PAGE 14 OF MAPS, IN THE OFFICE OF
THE COUNTY RECORDER OF SAID COUNTY,

SITE ADDRESS:

320 EAST HUENEME ROAD
OXNARD, CA 93033
A.P.N.: 231-0-092-260, 270, 280 (VENTURA COUNTY)

ACCURATE SURVEYING & ENGINEERING
119 KATHERINE DRIVE
SAN BUENAVENTURA
CALIFORNIA 93001
PH: (805) 207-5181
MARCH 2, 2021

BENCH MARK:

VENTURA COUNTY BENCH: HUE-SAV
AT THE INTERSECTION OF HUENEME ROAD AND SAVIERS ROAD, A BRASS DISK
SET IN CONCRETE, ENCASED IN A MONUMENT WELL. THIS BENCH MARK IS A
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ELEVATION: 14.09 FEET (NAVD 88 DATUM)

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AS THE BASIS OF BEARINGS FOR THIS SITE PLAN.

PLANNING SERVICES
GENERAL ENGINEERING
& BUILDING CONTRACTORS
R.W.C. LLC
SANTA PAULA CA Lic# 716695

TEL: 805-525-6400

REVISIONS	BY

PANTOJA
320 EAST HUENEME ROAD
OXNARD, CA 93033

PLATE 2 PROPOSED
IMPERVIOUS AREA
POST - DEVELOPMENT

DRAWN
W.LEWIS
CHECKED
DATE
NOV.9TH 2021
SCALE
AS NOTED
SHEET
PLATE 2

**PLANNING SERVICES
GENERAL ENGINEERING
& BUILDING CONTRACTORS**

R.W.C. LLC

SANTA PAULA CA LIC# 716695

TEL: 805-525-6400

REVISIONS	BY

PANTOJA
320 EAST HUENEME ROAD
OXNARD, CA 93033

BMP SITE PLAN

DRAWN
W. LEWIS

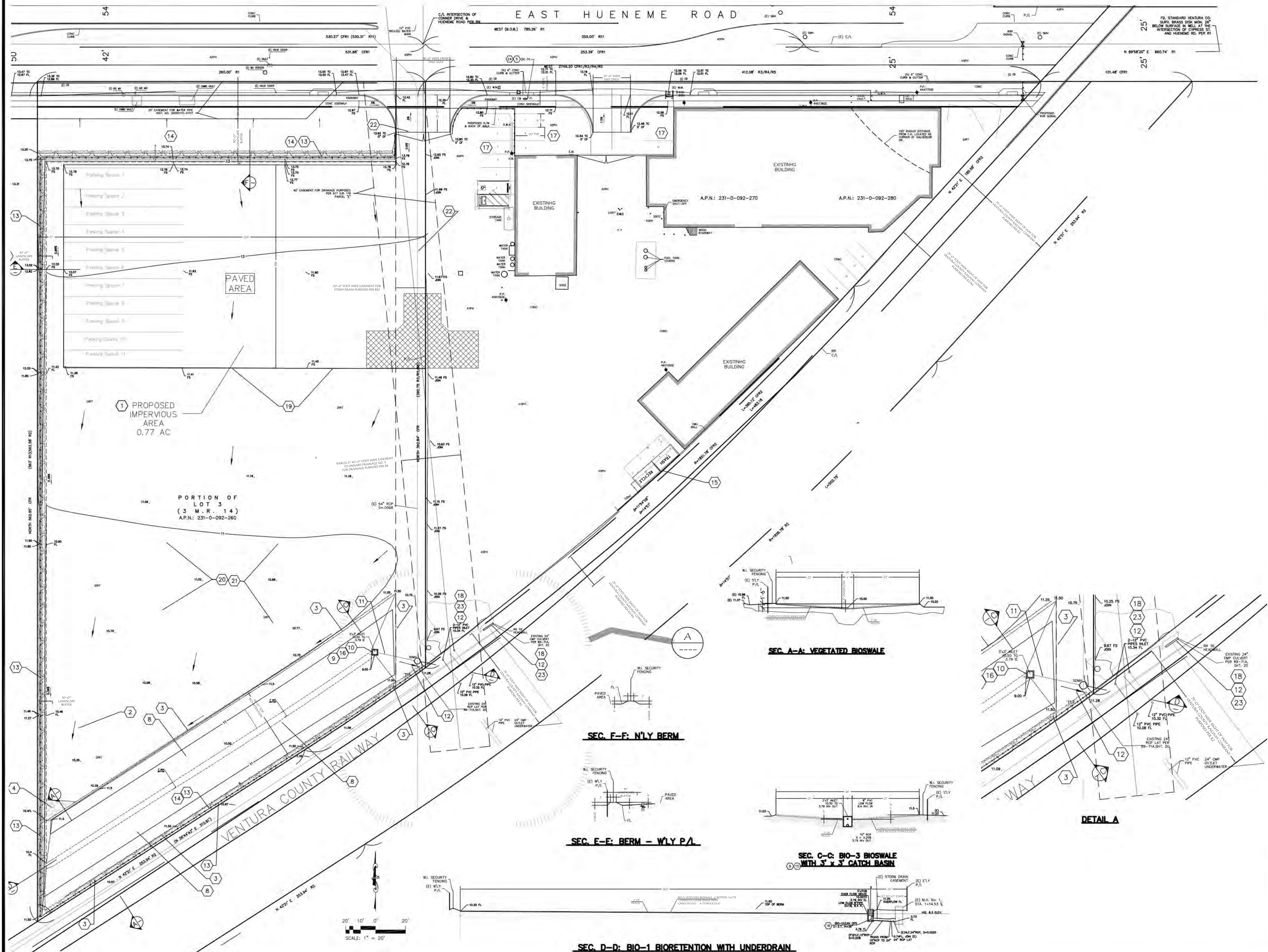
CHECKED

DATE
JULY 26TH 2022

SCALE
1" = 20'

SHEET

BMP



APPENDIX C,

Ventura Countywide Storm Water Quality Program, Post Construction Stormwater Management.

PANTOJA
0.77 PARKING AREA

**VENTURA COUNTYWIDE STORMWATER QUALITY PROGRAM
POST-CONSTRUCTION STORMWATER MANAGEMENT PLAN (PCSMP)
FOR
Pantoja Truck Parking Bio-3 Vegetated Swale
PARCEL #: 231-0-092-260, 270, 280**

Project Name: Pantoja Truck Parking Bio-3 Vegetated Swale

Preparation/Revision Date: 12/14/2022

Prepared for:

Name of Owner/Developer: Pantoja Truck Line Inc.
Stress Address: 320 E. Hueneme Road
City, State, Zip Code: Oxnard, Ca 93033
Telephone: 805-525-6400

Prepared by:

Name and Title of Preparer: Wade Lewis, P.E., QSD
Company Name: Robert William Inc.
Stress Address: 917 Railroad Ave.
City, State, Zip Code: Santa Paula, CA 93060
Telephone: 805-402-0533

I hereby certify that the information provided in this Application is correct.

Application Prepared by: Wade Lewis, P.E., Robert William Company, Inc.
Print Name and Firm

Signed

Signature of Project Engineer in the Firm Named Above

Title

Project Engineer
Affix Professional registration stamp of the person named above with signature and
expiration date

Project Name: Pantoja Truck Parking Bio-3 Vegetated Swa

STEP 1: DETERMINE PROJECT APPLICABILITY

Instructions:

For new development projects, answer yes, no, or NA to questions (1) - (10) below.

For redevelopment projects, answer yes, no, or NA to questions (11) - (13) below.

NEW DEVELOPMENT PROJECTS	
Does the new development project fall within categories (1) - (10) below?	
Project Type and/or Characteristics	Y/N/NA
1) Development projects equal to 1 acre or greater of disturbed area that adds more than 10,000 square feet of impervious surface area →go to Step 2	
2) Industrial parks with 10,000 square feet or more of total altered surface area →go to Step 2	
3) Commercial strip malls with 10,000 square feet or more of impervious surface area →go to Step 2	
4) Retail gasoline outlets with 5,000 square feet or more of total altered surface area →go to Step 2	
5) Restaurants (Standard Industrial Classification (SIC) of 5812) with 5,000 square feet or more of total altered surface area →go to Step 2	
6) Parking lots with 5,000 square feet or more of impervious surface area, or with 25 or more parking spaces →go to Step 2	Y
7) Streets, roads, highways, and freeway construction of 10,000 square feet or more of impervious surface area → go to Roadway Projects	
8) Automotive service facilities (Standard Industrial Classification (SIC) of 5013, 5014, 5511, 5541, 7532-7534 and 7536-7539) of 5,000 square feet or more of total altered surface area →go to Step 2	
9) Projects located in or directly adjacent to, or discharging directly to an Environmentally Sensitive Area (ESA), where the development will: a. Discharge stormwater runoff that is likely to impact a sensitive biological species or habitat; and b. Create 2,500 square feet or more of impervious surface area →go to Step 2	
10) Single-family hillside homes (see Section 2 of the TGM for specific requirements) →go to SF Hillside	

Project Name: Pantoja Truck Parking Bio-3 Vegetated Swa

PROJECT APPLICABILITY, CONT.

REDEVELOPMENT PROJECTS	
<i>For redevelopment projects that fall within categories (1) through (9) above, and that conduct land-disturbing activities that result in the creation, or addition, or replacement of 5,000 square feet or more of impervious surface area on an already developed site, answer questions 11-13 below. Existing single-family dwelling and accessory structures are exempt from redevelopment projects unless such projects create, add, or replace 10,000 square feet of impervious surface area.</i>	
Project Type and/or Characteristics	Y/N/NA
11) Projects where redevelopment results in an alteration to more than fifty percent of impervious surfaces of a previously existing development, and the existing development <u>was not</u> subject to the post development stormwater quality control requirements of Board Order 00-108, these projects must mitigate the entire redevelopment project area →go to Step 2	N
12) Projects where redevelopment results in an alteration to more than fifty percent of impervious surfaces of a previously existing development, and the existing development <u>was</u> subject to the post development stormwater quality control requirements of Board Order 00-108, the project must mitigate only the altered portion of the redevelopment project area and not the entire project area →go to Step 2	N/A
13) Projects where redevelopment results in an alteration of less than fifty percent of impervious surfaces of a previously existing development these projects must mitigate only the altered portion of the redevelopment project area and not the entire project area →go to Step 2	Y

Project Name:

Pantoja Truck Parking Bio-3 Vegetated S

STEP 2: ASSESS SITE CONDITIONS

Provide an assessment of the project site using the following tables

New Development Project General Characteristics

General Project Characteristics	Area (acres)
Total Project Site Area	2.81
Total Disturbed Area	0.77
Total Existing (Pre-Project) Impervious Area	0.00
Post-Project Impervious Area [1]	0.77
Area of Green Roof (ET-1) [1]	0.00
Area Draining to Hydrologic Source Controls (ET-2) [1]	
Revised Post-Project Impervious Area	0.77
Project Imperviousness (%)	27.40%

Redevelopment Project General Characteristics

General Project Characteristics	Area (acres)
Total Project Site Area	0.00
Total Altered Area [6]	0.00
Total Existing (Pre-Project) Impervious Area	0.00
Was existing (pre-project) impervious area subject to post-development stormwater quality control requirements? [2]	
Amount of Existing Impervious Area Altered [3]	0.00
Amount of Impervious Area Added	0.00
% Alteration of Existing Impervious Area [4]	N/A
Post-Project Impervious Area (Impervious Area to be Mitigated) [1], [4]	0.00
Area of Green Roof (ET-1) [1]	0.00
Area Draining to Hydrologic Source Controls (ET-2) [1]	0.00
Revised Post-Project Impervious Area	0.00
Project Imperviousness (%) [5]	

Project Name:

Pantoja Truck Parking Bio-3 Vegetated Swale

Project Description

Briefly describe project:

Redevelopment will consist of paving 0.77 acres for storage of truck trailers with chip seal over base material.

Describe current and proposed zoning and land use designation:

Current zoning is M-1, light manufacturing. No change is proposed to the zoning or land use designation.

Describe topography of project area. Identify low and high points and the location of steep slopes (provide a range of grades):

The property slopes from Hueneme Road on the north to the southwest with an average slope of 0.5%. The property is accessed by a driveway extending from East Hueneme Road through the existing improvements on the easterly portion of the site. The eastern developed portion of the site drains to the culvert under the railroad tracks to the County Channel. The west portion will drain to an existing 24" plugged lateral from the 54" City RCP Storm Drain line then into the County Channel..

Describe the site's soil types (A, B, C, D) and geological conditions:

Hydrological Soil Group C. The property was found to be underlain by alluvium to the depth of exploration of approximately 50 feet. The al

Attach soil type information

Project Name:Pantoja Truck Parking Bio-3 Vegetated S**Project Description, cont'd**

Describe the site's groundwater conditions (e.g. depth to seasonal high groundwater):

Ground water was encountered in the exploratory boring at a depth of 7.5 feet and stabilized at a depth of 10 feet below the existing ground surface. Mapping of historically shallowest groundwater included within the Seismic Hazard Zone Report of the Oxnard 7.5-Minute Quadrangle (CGS, 2002) indicates the depth to groundwater is approximately 5 feet below grade.

Is there offsite drainage on the site? If so, identify the location(s) and source(s) of offsite drainage and the volume of water running onto the site:

None are apparent

Describe any existing utilities within the project area that would limit the possible locations of certain BMPs:

None are apparent

Describe any environmentally sensitive areas (e.g. riparian areas, wetlands) within the project area:

None are apparent

Geotechnical considerations:

Does the site contain any of the following characteristics:

Y/N/NA

Collapsible Soil

N

Expansion Soil

N

Potential for seismically-induced soil liquefaction

N

Additional considerations:

No other apparent.

Attach relevant geotechnical information

Project Name:

Pantoja Truck Parking Bio-3 Vegetated S

STEP 2: POLLUTANTS OF CONCERN

Pollutants of Concern (See Section 3.3 of TGM)

Activity / Potential Land Uses	Potential Pollutant*								
	Sediment	Nutrients	Metals	Pesticides	Oxygen Demanding Substances	Toxic Organics	Oil & Grease	Bacteria	Trash and Debris
Parking Lots	X		X		X	X			X
Single - Family residence									
Other [fill in if necessary]									

*Denote potential pollutant with "x"

Receiving Waterbody Listings (see Section 3.3. of TGM)

Receiving Waterbody (watershed indicated in parentheses)	Constituent Group [7]	Distance to Project (ft)
Oxnard Drain	DDD	200.00

[1] Applicant should enter post-project impervious cover prior to accounting for green roof and hydrologic source control (HSC) credits. Volume reduction provided by green roofs and HSCs are accounted for implicitly in the sizing calculations for BMPs by assuming the roof area covered by a green roof or the area draining to a HSC is pervious rather than impervious when calculating the runoff coefficient for the site. Green roofs and HSCs are not required to be considered for all project locations and types. In order to obtain credit, Green Roofs and HSCs must be designed as specified in the TGM. Additional detail on Green Roofs (ET-1) and HSCs (ET-2) can be found in Section 6 of the TGM.

[2] Land-disturbing activity that results in the creation or addition or replacement of less than 5,000 square feet of impervious surface area on an already developed site, or that results in a decrease in impervious area which was subject to the post development stormwater quality control requirements of Board Order 00-108, is not subject to mitigation unless so directed by the local permitting agency

[3] Redevelopment does not include routine maintenance activities that are conducted to maintain the original line and grade, hydraulic capacity, or original purpose of the facility or emergency redevelopment activity required to protect public health and safety. Impervious surface replacement, such as the reconstruction of parking lots and roadways, that does not disturb additional area and maintains the original grade and alignment, is considered a routine maintenance activity. Agencies' flood control, drainage, and wet utilities projects that maintain original line and grade or hydraulic capacity are considered routine maintenance. Redevelopment also does not include the repaving of existing roads to maintain original line and grade.

[4] "% Alteration of Existing Impervious Area" determines the 50% threshold which is key in determining portion of site that must comply with post-construction requirements - see Step 1 redevelopment categories for more detail. The amount of "Post Project Impervious Area" that must adhere to post-construction requirements is dependant on 50% threshold

[5] "Project Imperviousness" is calculated using the "Total Project Area" except when redevelopment projects that must mitigate only the altered portion of the redevelopment project area. In this case, the "Total Disturbed Area" is used to calculate "Project Imperviousness"

[6] For the purposes of this calculation, Total Altered Area shall mean any area that is altered as a result of land disturbance, such as clearing, grading, grubbing, and excavation. This excludes areas used exclusively for temporary stockpiling.

[7] If a waterbody is listed for "toxicity" and the cause and/or contribution to toxicity is known, then the constituent group known to contribute to toxicity are listed here (in lieu of listing "toxicity")

Project Name: Pantoja Truck Parking Bio-3 Vegetated Swale

STEP 3: APPLY SITE DESIGN PRINCIPLES AND TECHNIQUES

Provide a brief description of site design principles and techniques included within the proposed project site.

Site Design Measures [1]	Included? Y/N/NA	Brief Description of the Site Design Measure
Site Planning	Y	A multidisciplinary approach that included the Landscape Architect and Civil Engineer was used in the initial planning of the site to minimize hard surfaces, concentration of water discharge from the site.
Protect and Restore Natural Areas	Y	The redevelopment is being located in the least sensitive areas of the site. Drainage devices area incorporated into the design to protect enviroment.
Minimize Land Disturbance	Y	The existing area is being utilized to its fullist extent and the redevelopment area was minimized to reduce the footprint and land disturbance.
Minimize Impervious Cover	N/A	no new building proposed
Apply LID at Various Scales	Y	The new development utilized the areas of existing development as much as feasible.
Implement Integrated Water Resource Management Practices	Y	The Site redevelopment was planned to protect and restore any natural areas, provide and maintain setbacks from streams and maintain open areas on the site.

[1] Refer to Section 4.2 - 4.7 of the TGM for applicable Design Criteria.

Project Name: Pantoja Truck Parking Bio-3 Vegetated Swale

STEP 4: APPLY SOURCE CONTROL MEASURES

Provide a brief description of the source control measures included in the proposed project site.

Site-Specific Source Control Measures[1]	Included? Y/N/NA	Brief Description of the Source Control Measure
S-1: Storm Drain Message and Signage	N/A	
S-2: Outdoor Material Storage Area Design	N/A	
S-3: Outdoor Trash Storage and Waste Handling Area Design	N/A	
S-4: Outdoor Loading/Unloading Dock Area Design	N/A	
S-5: Outdoor Repair/Maintenance Bay Design	N/A	
S-6: Outdoor Vehicle /Equipment/ Accessory Washing Area Design	N/A	
S-7: Fueling Area Design	N/A	
S-8: Proof of Control Measure Maintenance	N/A	

[1] Refer to Fact Sheets in Section 5 of the TGM for detailed information and design criteria

Project Name: Pantoja Truck Parking Bio-3 Vegetated Swale

STEP 5: APPLY BMPS TO REDUCE EIA TO $\leq 5\%$

New development and redevelopment projects (Categories 1-6, 8, and 9) must reduce EIA to $\leq 5\%$

Step 5a: Calculate Allowable EIA

EIA is defined as impervious area that is hydrologically connected via sheet flow over a hardened conveyance or impervious surface without any intervening medium to mitigate flow volume.

The allowable "EIA" for a project is calculated as:

$$EIA_{\text{allowable}} = (A_{\text{project}}) * (\%_{\text{allowable}}) \quad \text{Equation 2-1}$$

Where:

$EIA_{\text{allowable}}$ = The maximum impervious area from which runoff can be treated and discharged offsite (and not retained onsite) [acres]

A_{project} = The total project area [acres] [1]

$\%_{\text{allowable}}$ = 0 percent

Input:		Units
A_{project} [1]	2.81	Acres
$\%_{\text{allowable}}$	0.00%	Percent
$EIA_{\text{allowable}}$	0.00	Acres

Step 5b: Calculate Impervious Area to be Retained

The impervious area from which runoff must be retained onsite is the total impervious area minus the EIA allowable, which should be calculated as follows:

$$A_{\text{retain}} = TIA - EIA_{\text{allowable}} = (IMP * A_{\text{project}}) - EIA_{\text{allowable}} \quad \text{Equation 2-2}$$

Where:

A_{retain} = the drainage area from which runoff must be retained [acres]

TIA = total impervious area [acres]

IMP = imperviousness of project area (%)

Input:		Units
Imperviousness	27.40%	
A_{project} [1]	2.81	Acres
$EIA_{\text{allowable}}$	0.00	Acres
A_{retain}	0.77	Acres

Project Name: Pantoja Truck Parking Bio-3 Vegetated Swale

BMPS TO REDUCE EIA TO <=5%, CONT.

Step 5c: Calculate the Volume to be Retained (SQDV)

The runoff volume that is to be retained onsite should be calculated using Equation 2-3 below:

$$V_{\text{retain}} = C * (0.75/12) * A_{\text{retain}} \quad \text{Equation 2-3}$$

Where:

V_{retain} = The stormwater quality design volume (SQDV) that must be retained onsite [ac-ft]

C = runoff coefficient (equals 0.95 for impervious surfaces)

Input:		Units
C	0.95	
A_{retain}	0.77	Acres
V_{retain}	0.046	ac-ft
	14,897.6	gallons
	1,991.5	cu.ft.

Continue to Step 5d

Project Name: Pantoja Truck Parking Bio-3 Vegetated Swale

STEP 5d: SELECT RETENTION BMPs

Select and size Retention BMPs to meet the 5% EIA Requirement. Retention BMPs include INF1-6, RWH-1, and ET 1 and 2. See TGM, Section 6 for more information.

Retention BMPs	Included? Y/N	Drainage Area Retained (acres) [2]	Drainage Area Runoff Coefficient	Volume Retained (SQDV) (ac-ft) [1],[2]	If not applicable, state brief reason
<i>Infiltration BMPs</i>					
INF-1: Infiltration Basin			0.95		
INF-2: Infiltration Trench			0.95		
INF-3: Bioretention			0.95		
INF-4: Drywell			0.95		
INF-5: Permeable Pavement			0.95		
INF-6: Proprietary Infiltration			0.95		
INF-7: Bioinfiltration			0.95		
<i>Rainwater Harvesting BMPs</i>					
RWH-1: Rainwater Harvesting			2		
TOTAL Volume Retained				0.000	ac-ft
				0.0	gallons
				0.0	cu.ft.
REMAINING Volume to meet 5% EIA requirement				0.0	ac-ft
				14,898	gallons
				1,992	cu.ft.

[1] SQDV Methodology #3 used here.

[2] If a Retention BMP is used more than once on a site (i.e., 2 Infiltration Trenches implemented on one site) then drainage area and volume retained shown here should be additive. A separate BMP sizing worksheet (see Appendix E of the TGM) should be submitted for each BMP.

ADDITIONAL INSTRUCTIONS: Retention BMPs must be used onsite to the maximum extent practicable. If the remaining volume to meet 5% EIA cannot be met, then project applicants must demonstrate technical infeasibility. Consult Section 3.2 of the 2011 TGM for infeasibility criteria. A technical infeasibility site-specific analysis must be submitted. Projects that cannot prove technical infeasibility must reduce EIA to <=5% using Retention BMPs.

If onsite Retention BMPs cannot feasibly be used to meet the 5% EIA Requirement, move onto Step 5e; if 5%EIA Requirement is met go to Step 7

(N) Infiltration infeasible	Y/N/NA
-----------------------------	--------

A completed copy of the applicable "BMP Sizing Worksheet(s)" for the project's Retention BMPs from Appendix E of the TGM is included as an attachment. BMPs must be sized to meet the SQDV or SQDF (See Section 2 Step 7 of the TGM).	Y
---	---

Project Name: Pantoja Truck Parking Bio-3 Vegetated Swale

STEP 5e: SELECT AND SIZE BIOFILTRATION BMPS TO REDUCE EIA TO ≤5%

New development and redevelopment projects that demonstrate technical infeasibility (see Section 3.2 of TGM) for reducing EIA to ≤ 5% using Retention BMPs are eligible to use Biofiltration BMPs to achieve the 5% EIA Requirement.

	Y/N
Is it technically infeasible for Retention BMPs to meet the 5% EIA Requirement?	Y
If yes, volume-based biofiltration BMPs shall be sized to treat 1.5 times the volume not retained using Retention BMPs.	

ADDITIONAL INSTRUCTIONS: Submit Technical Infeasibility documentation.

The onsite biofiltered volume ($V_{\text{biofilter}}$), should be calculated as follows:

$$V_{\text{biofilter}} = (V_{\text{retain}} - V_{\text{achieved}}) * 1.5$$

Equation 2-4

Where:

$V_{\text{biofilter}}$ = the volume that must be captured and treated in a Biofiltration BMP [ac-ft]

V_{retain} = the stormwater quality design volume (SQDV) that must be retained [ac-ft]

V_{achieved} = the volume retained onsite using Retention BMPs [ac-ft]

Input		Units
V_{achieved}	0.000	ac-ft
V_{retain}	0.046	ac-ft
$V_{\text{biofilter}}$	0.07	ac-ft
	22,346	gallons
	2,987	cu.ft.

BIOFILTRATION BMPs, CONT.

Biofiltration BMPs	Included? Y/N	Drainage Area Biofiltered (acres) [3]	Drainage Area Runoff Coefficient	Volume Biofiltered (1.5xSQDV) (ac-ft) [2],[3]	If not applicable, state brief reason
BIO-1: Bioretention with Underdrain			0.95		
BIO-2: Planter Box			0.95		
BIO-3: Vegetated Swale [1]	Y	0.77	0.95	0.069	
BIO-4: Vegetated Filter Strip [1]			0.95		
BIO-5: Proprietary Biotreatment [1]			0.95		
TOTAL Volume Biofiltered				0.07	ac-ft
				22,346.4	gallons
				2,987.3	cu.ft
REMAINING Volume to be addressed by Alternative Compliance				0.00	ac-ft
				0.0	gallons
				0.0	cu.ft

[1] BIO-3 and BIO-4 are flow-based and should be calculated using SQDF for sizing (see Table 2-1 of the TGM for the applicable design criteria for sizing). The SQDV is shown here for 5% EIA Requirement compliance purposes only.

[2] SQDV Methodology #3 used here.

[3] If a Biofiltration BMP is used more than once on a site (e.g., 2 Planter Boxes implemented on one site) then drainage area and volume biofiltered shown here be additive. A separate BMP sizing worksheet (see Appendix E of the TGM) should be submitted for each BMP.

If onsite Retention BMPs and/or Biofiltration BMPs cannot feasibly be used to meet the 5% EIA standard, move onto Step 6, otherwise, skip Step 6.

	Y/N/NA
A completed a copy of the applicable "BMP Sizing Worksheet(s)" for the project's Biofiltration BMPs from Appendix E of the TGM is included as an attachment.. BMPs must be sized to meet the 1.5 times SQDV or SQDF (see Section 2, Step 7 of the TGM) requirement. Guidance on flow based design for 150% sizing provided in Table 2-1 of the TGM.	Y

Project Name: Pantoja Truck Parking Bio-3 Vegetated Swale

STEP 7: APPLY TREATMENT CONTRL MEASURES

- ▶ *Stormwater runoff from EIA and developed pervious surfaces must be mitigated using Retention BMPs, Biofiltration BMPs, or Treatment Control Measures (See Chapter 6 of TGM).*
- ▶ *Treatment Control Measures should be selected per the BMP selection process outlined in Section 3.3 of the TGM.*
- ▶ *BMPs must be sized to meet the SQDV or SQDF. See Section 2, Step 7 of the for guidance on calculating the SQDV and SQDF.*

	Y/N
Completed copy of the applicable “BMP Sizing Worksheet(s)” for the project’s stormwater BMP(s) from Appendix E of the Technical Guidance Manual is included.	Y

Sizing Worksheet

Designer: Wade Lewis, RCE, QSD	
Project Proponent: Pantoja Truck Line Inc.	
Date: 12/14/2022	
Project: Redevelopment of 320 E Hueneme Rd., Add 0.77 acres of truck trailer parking	
Location: 320 E. Hueneme Rd., Oxnard CA, Westerly 2.81 acres	
Type of Vegetation: (describe)	Completely cover BIO-3 with Corex Dilulsa (Tumulicola) or equal. _____ —
Outflow Collection: (Check type used or describe "Other")	☒ Grated Inlet ☐ Infiltration Trench ☐ Underdrain Used ☒ — Other _____ With Low flow 8" PVC , with slope = 1% to restrict flow to Pre Development $Q_{10}=0.96$ cfs per Cooks Mod
Step 1: Determine water quality design flow	
1-1. Enter Project area (acres), $A_{project}$	$A_{design} = 2.81$ acres
1-2. Enter impervious fraction, Imp (e.g. 60% = 0.60)	$Imp = 0.27$
1-3. Determine pervious runoff coefficient using Table E-1, C_p	$C_p = 0.10$
1-4. Calculate runoff coefficient, $C = 0.95 * imp + C_p (1 - imp)$	$C = 0.33$
1-5. Enter design rainfall intensity (in/hr), i Increase 150%, Table 2-1, $T_c=5$ min. assumed	$i = 0.35$ in/hr
1-6. Calculate water quality design flow (cfs), $SQDF = CiA$	$SQDF = 0.32$ cfs

Step 2: Calculate swale bottom width	
2-1. Enter water quality design flow (cfs), <i>SQDF</i>	<i>SQDF</i> = 0.32 cfs
2-2. Enter Manning's roughness coefficient for shallow flow conditions, <i>n_{wq}</i> = 0.2	<i>n_{wq}</i> = 0.2
2-3. Calculate design flow depth (ft), <i>y</i>	<i>y</i> = 0.29 ft
2-4. Enter longitudinal slope (ft/ft) (along direction of flow), <i>s</i>	<i>s</i> = .007 ft/ft
2-5. Calculate bottom width of swale (ft), $b = (SQDF * n_{wq}) / (1.49 y^{1.67} s^{0.5})$	<i>b</i> = 4.06 ft
2-6. If <i>b</i> is between 2 and 10 feet, go to Step 3	
2-7. If <i>b</i> is less than 2 ft, assume <i>b</i> = 2 ft and recalculate flow depth, $y = ((SQDF * n_{wq}) / (2.98 s^{0.5}))^{0.6}$	<i>y</i> = ft
2-8. If <i>b</i> is greater than 10 ft, one of the following design adjustments must be made (recalculate variables as necessary): • Increase the longitudinal slope to a maximum of 0.06 ft/ft. • Increase the design flow depth to a maximum of 4 in (0.33 ft). • Place a divider lengthwise along the swale bottom (Figure 3-1) at least three-quarters of the swale length (beginning at the inlet). Swale width can be increased to an absolute maximum of 16 feet if a divider is provided.	
Step 3: Determine design flow velocity	
3-1. Enter side slope length per unit height (H:V) (e.g. 3 if side slopes are 3H :1V), <i>Z</i>	<i>Z</i> = 14.6
3-2. Enter bottom width of swale (ft), <i>b</i>	<i>b</i> = 4 ft
3-3. Enter design flow depth (ft), <i>y</i>	<i>y</i> = 0.29 ft

3-4. Calculate the cross-sectional area of flow at design depth (ft ²), $A_{wq} = by + Zy^2$	$A_{wq} = 2.39 \text{ ft}^2$
3-5. Calculate design flow velocity (ft/s), $V_{wq} = SQDF / A_{wq}$	$V_{wq} = 0.13 \text{ ft/s}$
3-6. If the design flow velocity exceeds 1 ft/s, go back to Step 2 and change one or more of the design parameters to reduce the design flow velocity. If design flow velocity is less than 1 ft/s, proceed to Step 4.	
Step 4: Calculate swale length	
4-1. Enter hydraulic residence time (minutes, minimum 7 min), t_{hr}	$t_{hr} = 33 \text{ min}$
4-2. Calculate swale length (ft), $L = 60t_{hr}V_{wq}$	$L = 257 \text{ ft}$
Step 4: Calculate swale length	
4-3. If L is too long for the site, proceed to Step 5 to adjust the swale layout If L is greater than 100 ft and will fit within the constraints of the site, skip to Step 6 If L is less than 100 ft, increase the length to a minimum of 100 ft, leaving the bottom width unchanged, and skip to Step 6	
Step 5: Adjust swale layout to fit within site constraints	
5-1. Enter the bottom width calculated in Step 2 (ft), $b_i = b$	$b_i = \text{ft}$
5-2. Enter design flow depth (ft), y	$y = \text{ft}$
5-3. Enter the swale side slope ratio (H:V), Z	$Z = \text{ft:ft}$
5-4. Enter the additional top width above the side slope for the design water depth (ft), $b_{slope} = 2Zy$	$b_{slope} = \text{ft}$
5-5. Enter the initial length calculated in Step 4 (ft), $L_i = L$	$L_i = \text{ft}$

5-6. Calculate the top area at the design treatment depth (ft ²), $A_{top} = (b_i + b_{slope}) \times L_i$	$A_{top} =$ ft ²
5-7. Choose a reduced swale length based on site constraints (ft), L_f	$L_f =$ ft
5-8. Calculate the increased bottom width (ft), $b_f = (A_{top}/L_f) - b_{slope}$	$b_f =$ ft
5-9. Recalculate the cross-sectional area of flow at design depth (ft ²), $A_{wq,f} = b_f y + Zy^2$	$A_{wq,f} =$ ft ²
5-10. Recalculate design flow velocity (ft/s), $V_{wq} = SQDF / A_{wq}$ Revise design as necessary if design flow velocity exceeds 1 ft/s.	$V_{wq} =$ ft/s
5-11. Recalculate the hydraulic residence time (min), $t_{hr} = L_f / (60 V_{wq})$ Ensure that t_{hr} is greater or equal to 10 minutes.	$t_{hr} =$ min
5-12. When V_{wq} and t_{hr} are recalculated to meet requirements, proceed to Step 6.	
Step 6: Provide conveyance capacity for flows higher than SQDF (if swale is on-line)	
6-1. If the swale already includes a high-flow bypass to convey flows higher than the water quality design flow rate, skip this step and verify that all parameters meet design requirements to complete sizing	No
6-2. If swale does not include a high-flow bypass, determine that the swale can convey flood control design storm peak flows. Calculate the capital peak flow velocity per Ventura County requirements (ft/s), V_p	$V_p =$ 2.92 ft/s

Manning Formula Uniform Trapezoidal Channel Flow at Given Slope and Depth

320 E Hueneme Rd., 2.81 Ac Post Dev., Velocity Check Bio-3, Veg Swale

Q-100=13.24 cfs, S=0.7%, Side Slope=9(H):1(V), Vp=2.22 fps, 3 fps max.

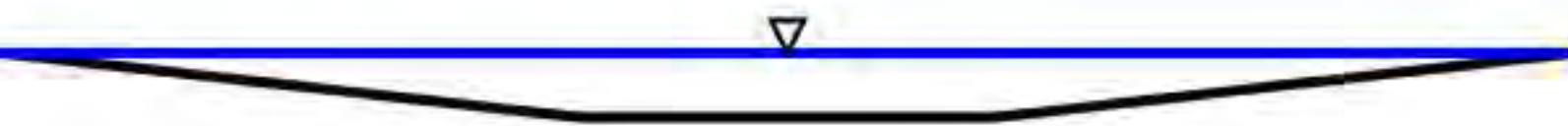
Inputs

Bottom width	4	ft ▾	X
Side slope 1 (horiz./vert.)	9		X
Side slope 2 (horiz./vert.)	9		X
Manning roughness, n ? ☐ Strickler ☐ B/B (See notes)	0.03		X
Channel slope	0.007	rise/run ▾	X
Flow depth	7.5	in ▾	X

Results

Flow area	6.0157	ft^2 ▾	X
Wetted perimeter	15.3191	ft ▾	X
Hydraulic radius	0.3927	ft ▾	X
Velocity, v	2.2222	ft/sec ▾	X
Flow, Q (See notes)	13.3675	cfs ▾	X
Velocity head, h_v	0.0767	ft ▾	X
Top width, T	15.2499	ft ▾	X

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APPENDIX D,

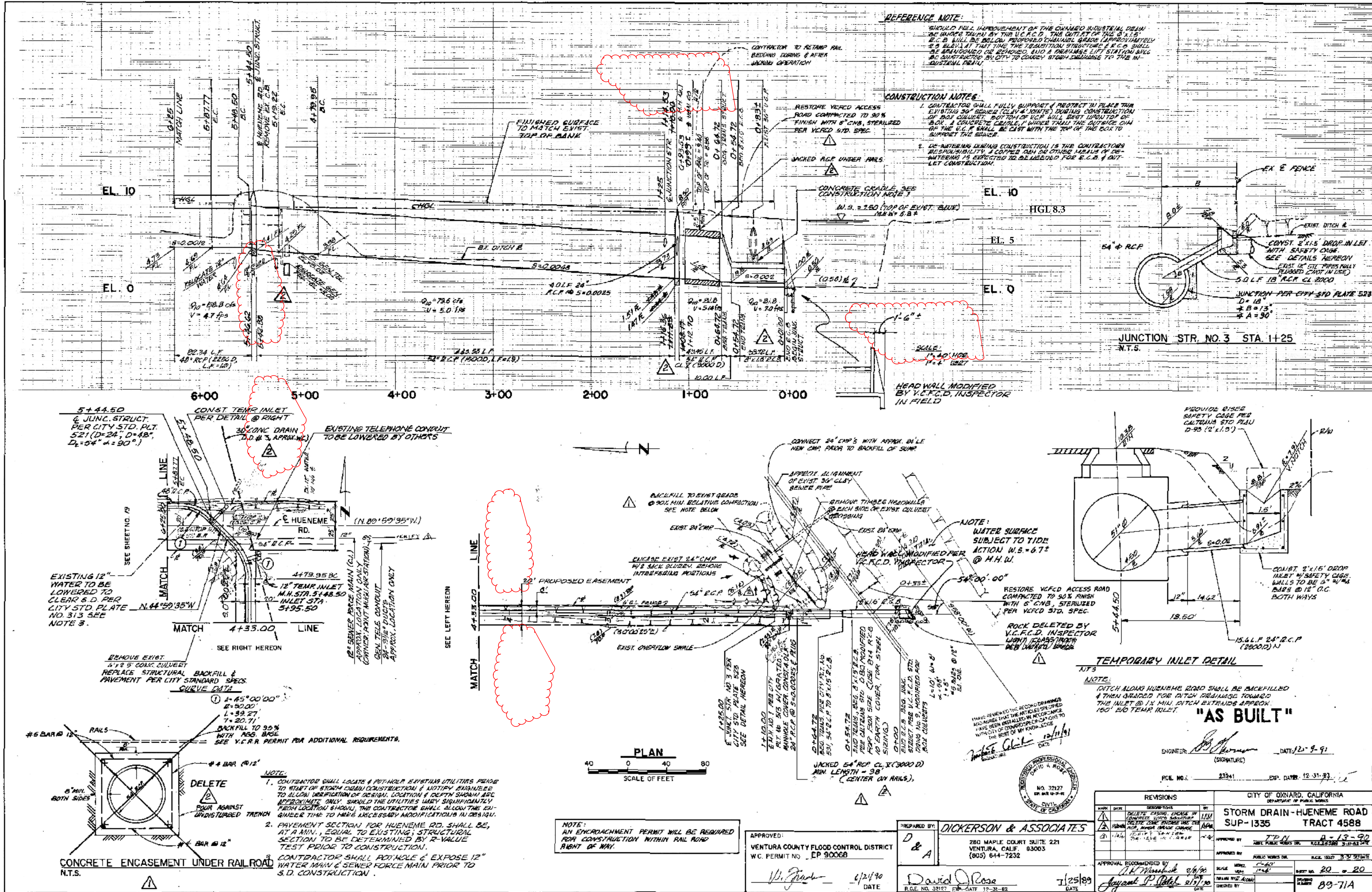
City of Oxnard, Storm Drain Plan, 89-71A, Sheet 20 of 20.

DRAWING NUMBER
89-71A
20/20

DRAWING NUMBER

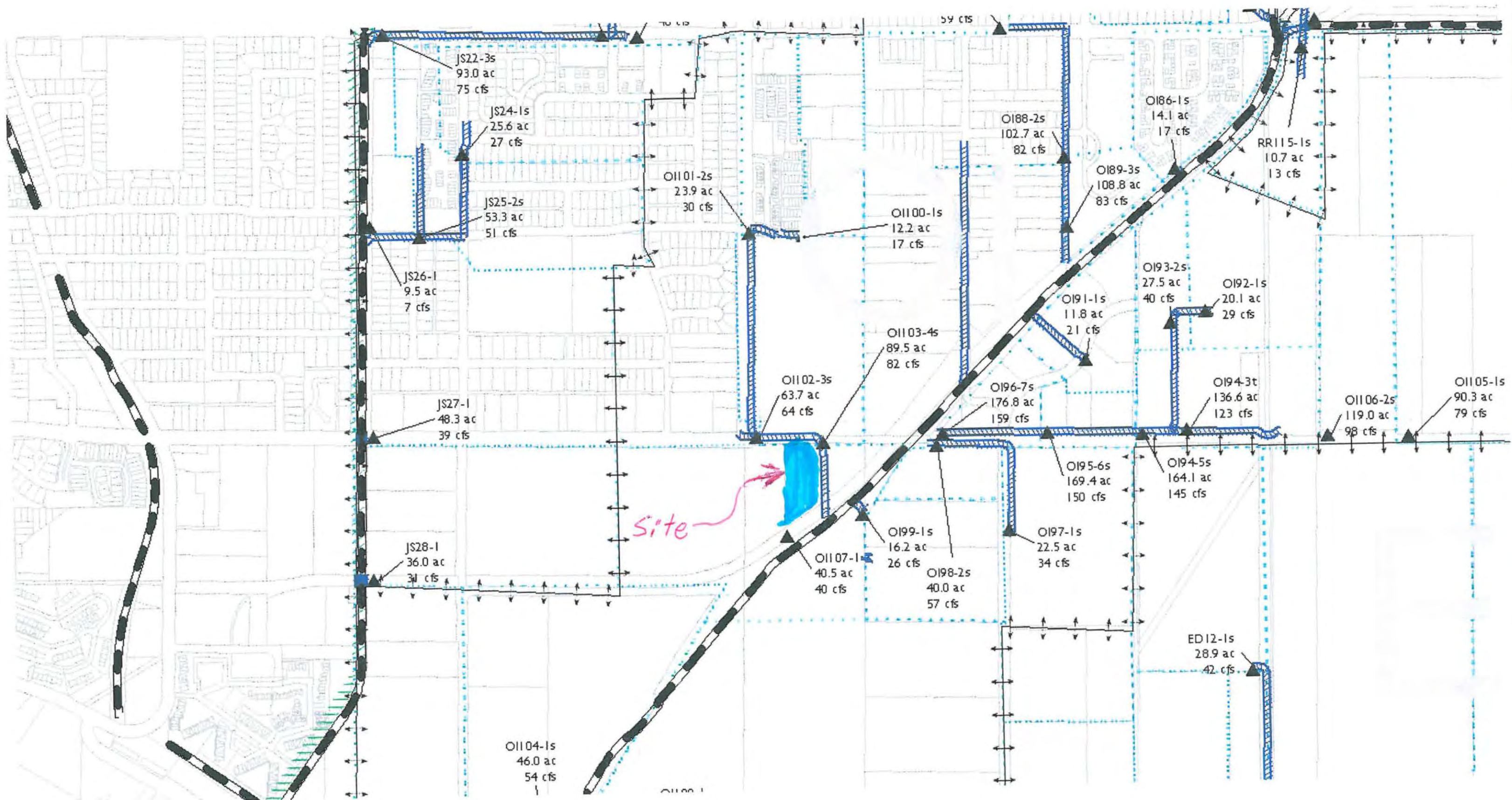
DRAWING NUMBER

DRAWING NUMBER
89-71A
20/20



APPENDIX E:

Master Plan of Drainage City of Oxnard



LEGEND

-  Concentration Point
-  Storm Drain
-  Hydrologic Subarea

-  Study Area
-  Watershed Boundary
-  Parcels
-  Open Channel

ED22-1	Conc pt. ID
85.9 ac	Cumulative Area
67 cfs	Q10



Appendix F.

Manning Formula Calculations for Pipes & Trap. Channel

1. Bio-3 Vegetated Swale Q 100 Post-Dev. Velocity Check, Manning's Formula Trap. Channel Calc.
2. Bio-3, 8" PVC Low Flow Drainpipe Q10 Pre-Dev., Volume Check, Manning's Pipe Flow
3. 3'x3' CB, 15" RCP flow restricting connector outlet, Check Max Flow, Manning's Pipe Flow

Manning Formula Uniform Trapezoidal Channel Flow at Given Slope and Depth

320 E Hueneme Rd., 2.81 Ac Post Dev., Velocity Check Bio-3, Veg Swale

Q-100=13.24 cfs, S=0.7%, Side Slope=9(H):1(V), Vp=2.22 fps, 3 fps max.

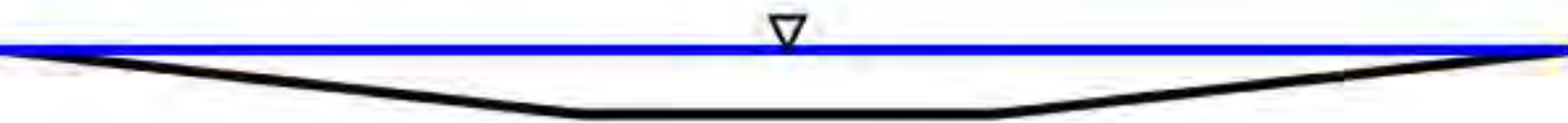
Inputs

Bottom width	4	ft ▾	X
Side slope 1 (horiz./vert.)	9		X
Side slope 2 (horiz./vert.)	9		X
Manning roughness, n ? ☐ Strickler ☐ B/B (See notes)	0.03		X
Channel slope	0.007	rise/run ▾	X
Flow depth	7.5	in ▾	X

Results

Flow area	6.0157	ft^2 ▾	X
Wetted perimeter	15.3191	ft ▾	X
Hydraulic radius	0.3927	ft ▾	X
Velocity, v	2.2222	ft/sec ▾	X
Flow, Q (See notes)	13.3675	cfs ▾	X
Velocity head, h_v	0.0767	ft ▾	X
Top width, T	15.2499	ft ▾	X

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Manning Formula Uniform Pipe Flow at Given Slope and Depth

BIO-3 VEGETATED SWALE CAPACITY CHECK 8" PVC LOW FLOW

Restrict flow to less then Pre-Dev. Flow. Q10=0.96(Cooks Mod.). S=1%, n=0.011, Q=0.96 Max. Allowed

Inputs

Pipe diameter, d_0	8	in	X
Manning roughness, n	0.011		X
Pressure slope (possibly ? equal to pipe slope), S_0	1	% rise/run	X
Percent of (or ratio to) full depth (100% or 1 if flowing full)	0.6	fraction	X

Results

Flow, Q (See notes)	0.9594	cfs	X
Velocity, v	4.3873	ft/sec	X
Velocity head, h_v	0.2992	ft H2O	X
Flow area	0.2187	ft^2	X
Wetted perimeter	1.1814	ft	X
Hydraulic radius	0.1851	ft	X
Top width, T	0.6532	ft	X
Froude number, F	1.34		X
Average shear stress (tractive force), τ	0.1156	psf	X

Printable version (reload/refresh to restore)



Notes:

This is the flow and depth *inside* the pipe.

Manning Formula Uniform Pipe Flow at Given Slope and Depth

20' L.F., 15" RCP LATERAL FROM 3' x 3' C.B. TO (E) 24" RCP CITY S.D. LAT

15" RCP, $S = 0.25\%$, Inlet WS=11.25, $>3 \times 2.62$ ft/sec (Velocity), $Q = 2.01$ cfs < 2.2 cfs allowable

Inputs

Pipe diameter, d_0	15	in ▾
Manning roughness, n	0.014	
Pressure slope (possibly ? equal to pipe slope), S_0	0.0025	rise/run ▾
Percent of (or ratio to) full depth (100% or 1 if flowing full)	0.6	fraction ▾

Results

Flow, Q (See notes)	2.0148	cfs ▾
Velocity, v	2.6208	ft/sec ▾
Velocity head, h_v	0.1067	ft H ₂ O ▾
Flow area	0.7688	ft ² ▾
Wetted perimeter	2.2152	ft ▾
Hydraulic radius	0.3471	ft ▾
Top width, T	1.2247	ft ▾
Froude number, F	0.58	
Average shear stress (tractive force), τ	2.5933	N/m ² ▾



Notes:

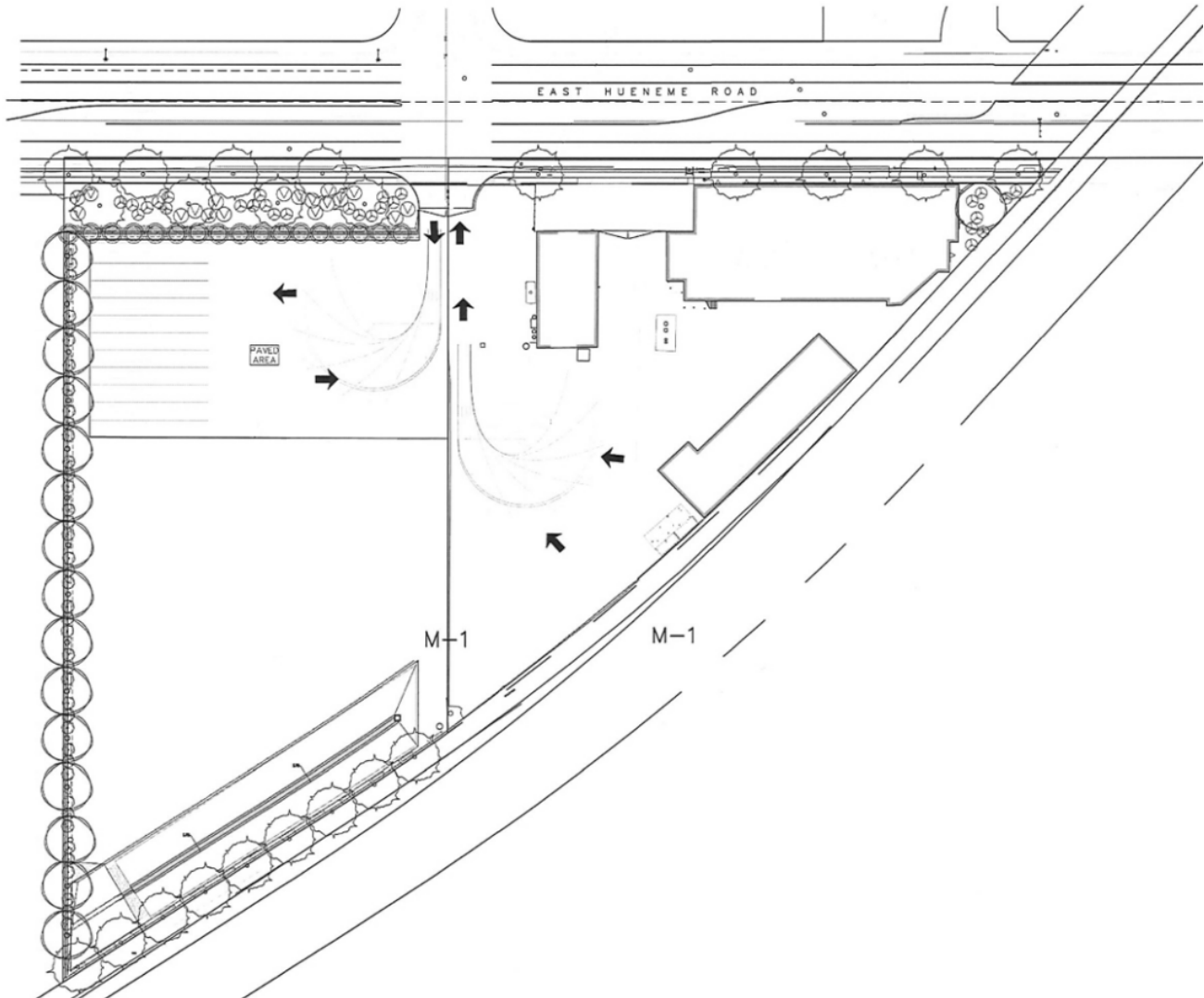
This is the flow and depth *inside* the pipe.

Appendix E

Traffic Study and Vehicle Miles Traveled Analysis

PANTOJA TRUCKING PROJECT OXNARD, CALIFORNIA

REVISED TRAFFIC STUDY AND VEHICLE MILES TRAVELED ANALYSIS



December 17, 2024

ATE Project 23058

Rincon Consultants
180 North Ashwood Avenue
Ventura, California 93003



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Since 1978

Richard L. Pool, P.E.
Scott A. Schell

December 17, 2024

Greg Martin
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Ventura, California 93003

REVISED TRAFFIC STUDY AND VEHICLE MILES TRAVELED ANALYSIS FOR THE PANTOJA TRUCKING PROJECT - CITY OF OXNARD

Associated Transportation Engineers (ATE) has prepared the following revised traffic study and Vehicle Mile Traveled analysis for the Pantoja Trucking Project. The revised traffic study address comments provided by City of Oxnard staff. It's our understanding that the results of revised traffic study and Vehicle Miles Travelled analysis will be used by the City of Oxnard to process the Project's environmental development application.

We appreciate the opportunity to assist Rincon Consultants with this Project.

Associated Transportation Engineers

By: Scott A. Schell
Vice President

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INTRODUCTION

The following study contains an analysis of the potential traffic and circulation effects associated with the Pantoja Trucking Company planned facilities improvement and permitting (the "Project"), located in the City of Oxnard. The guidelines set forth in the City of Oxnard's Traffic Impact Study guidelines were utilized in formatting the various sections of the traffic study. The study provides information relative to "Existing", "Existing + Project", "Cumulative" (existing + approved/pending projects) and "Cumulative + Project" traffic conditions. Site access and Vehicle Miles Traveled (VMT) are also addressed.

PROJECT DESCRIPTION



As illustrated on Figure 1, the Project is located at 210 and 320 Hueneme Road in the City of Oxnard. The Project site has historically operated as a truck and freight transportation storage yard, and the applicant (Pantoja Trucking) intends to continue operating the site as such. The Pantoja Trucking Company hauls frozen products (such as shrimp and fish) received in containers from the Port of Hueneme, either

directly to customers or to the Project site. Product stored on-site is then shipped to customers throughout California during the next several days.

The Project includes the permitting of un-permitted development on a property on Hueneme Road. The proposed Project would involve construction of an approximately 0.77-acre parking area for trucks, removal of a perimeter chain link fence and construction of a perimeter wrought iron fence with landscaping, a detention basin for drainage, and restoration of part of this parcel back to vacant undeveloped land. The new paved parking area will be utilized as truck overflow parking for trucks that are used to haul freight for the Pantoja Trucking Company. Three existing industrial buildings totaling 24,313 square-feet, as well as accessory structures with truck parking areas, are present on two other parcels that make up the Project site. No changes to these three buildings or accessory structures are proposed as part of the Project.

Access to the Project site will be provided via a proposed new vehicular entry/exit driveway directly opposite Conner Drive connection to Hueneme Road. The proposed entry gate would be open during hours of operation and monitored by security cameras. The existing driveway connection east of Conner Drive would be eliminated. The Project site plan is illustrated on Figure 2.

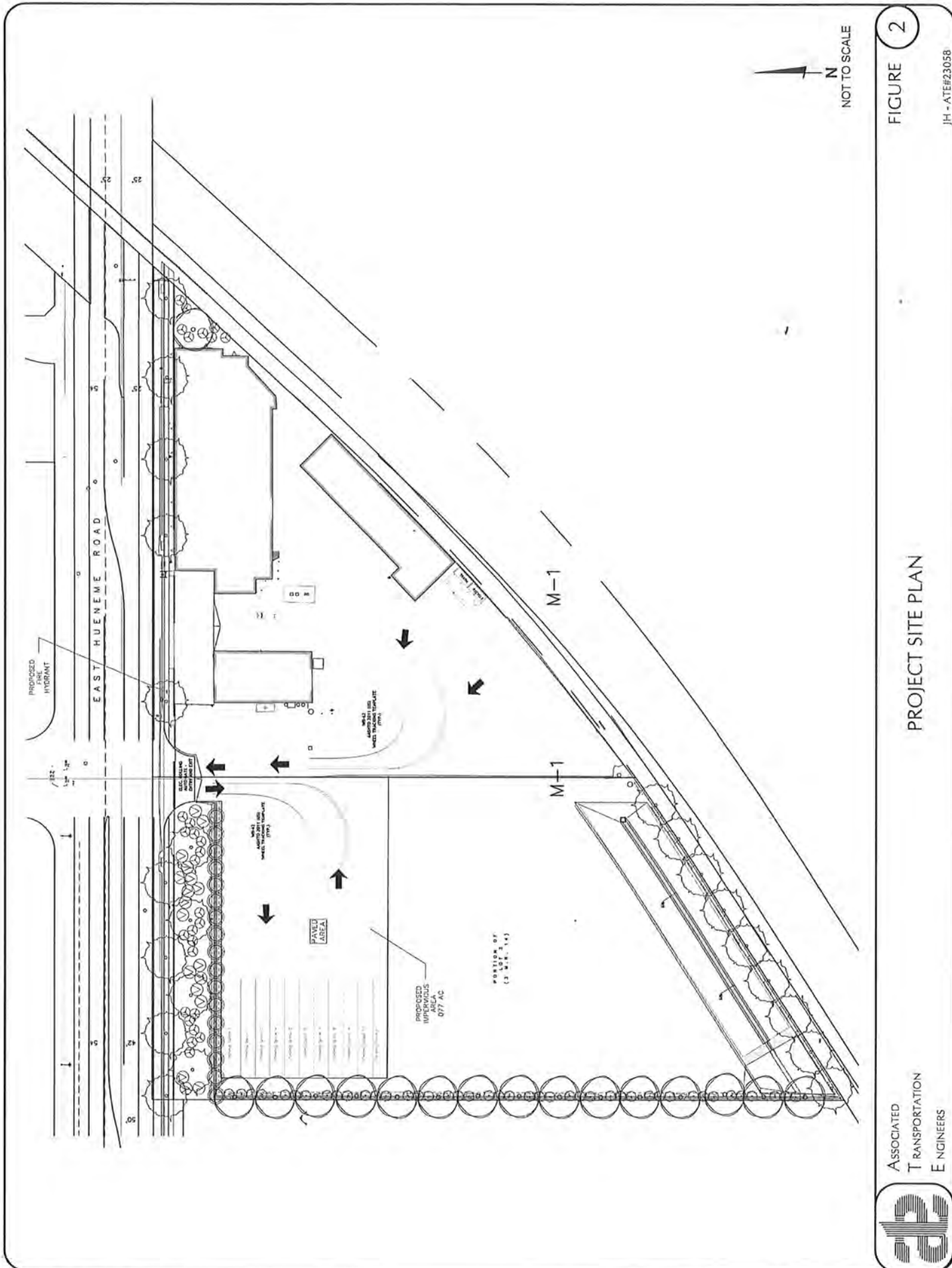


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PROJECT SITE LOCATION

FIGURE 1

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EXISTING CONDITIONS

Existing Street Network

The Project site is served by a circulation system comprised of arterial and collector streets, which are illustrated on Figure 1. The major roadways serving the site are discussed in the following text.

Hueneme Road, located adjacent to the Project site, is a 2- to 4-lane divided roadway extending from the Port of Hueneme gate to Potrero Road where it becomes Lewis Road. Hueneme Road in the study-area is fully improved with curb, gutter, sidewalk and street lighting. Hueneme Road serves the Port, residential, commercial, light industrial and agricultural land uses. The posted speed limit on Hueneme Road is 45 mph. In the study-area, the Hueneme Road/Saviers Road intersection is signalized. Direct access to the Project is provided via a new driveway connection on Hueneme Road opposite Conner Drive.



Saviers Road is a 2- to 6-lane divided arterial roadway that extends north from Hueneme Road to the Five Points intersection. In the study-area, Saviers Road serves residential and commercial land uses. Saviers Road is fully improved with curb, gutter, sidewalk and street lighting. The posted speed limit on Saviers Road is 40 mph. Saviers Road is signalized at Pleasant Valley Road and Hueneme Road.

Conner Drive is a 2-lane undivided north-south residential roadway that extends north from Hueneme Road terminating at Irwin Way. Conner Drive serves the Pacific Cove residential community and the Villa Cesar Chavez apartments north of the Project site. Conner Drive is fully improved with curb, gutter and sidewalk. Conner Drive is STOP-Sign controlled at Hueneme Road.



Existing Intersection Volumes and Levels of Service

Traffic flow on urban arterials is most constrained at intersections. Therefore, a detailed analysis of traffic flows must examine the operating conditions of critical intersections during peak travel periods. In rating intersection operations, "Levels of Service" (LOS) A through F are used, with LOS A indicating free flow operations and LOS F indicating congested operations (definitions of levels of service contained in the Technical Appendix). In the City of Oxnard LOS "C" is the acceptable operating standard for intersections.

Figure 3 illustrates the existing traffic controls and lane geometries for the study-area intersections. Existing intersection traffic volumes were obtained from traffic count data collected in August of 2023 (see Technical Appendix for count data). Counts were conducted during the AM peak commuter period (6:00 - 9:00 AM) and PM peak commuter period (3:00 - 6:00 PM). The peak 1-hour volumes were then identified for the analysis. The existing AM and PM peak hour traffic volumes at the study-area intersections are illustrated on Figure 4.

Existing levels of service for the study-area intersections were calculated using the Intersection Capacity Utilization (ICU) methodology for signalized intersections and the Highway Capacity Manual (HCM)¹ unsignalized intersection methodology as required by the City of Oxnard (Level of service worksheets contained in Technical Appendix). Table 1 lists the existing AM and PM peak hour levels of service for the study-area intersections

Table 1
Existing Peak Hour Levels of Service

No.	Intersection	Control Type	AM Peak Hour ^(a)		PM Peak Hour ^(a)	
			ICU/Delay	LOS	ICU/Delay	LOS
1.	Hueneme Road/Saviers Road	Signal	0.28	LOS A	0.46	LOS A
2.	Hueneme Road/Conner Drive	STOP-Sign	13.4 sec.	LOS B	16.8 sec.	LOS C

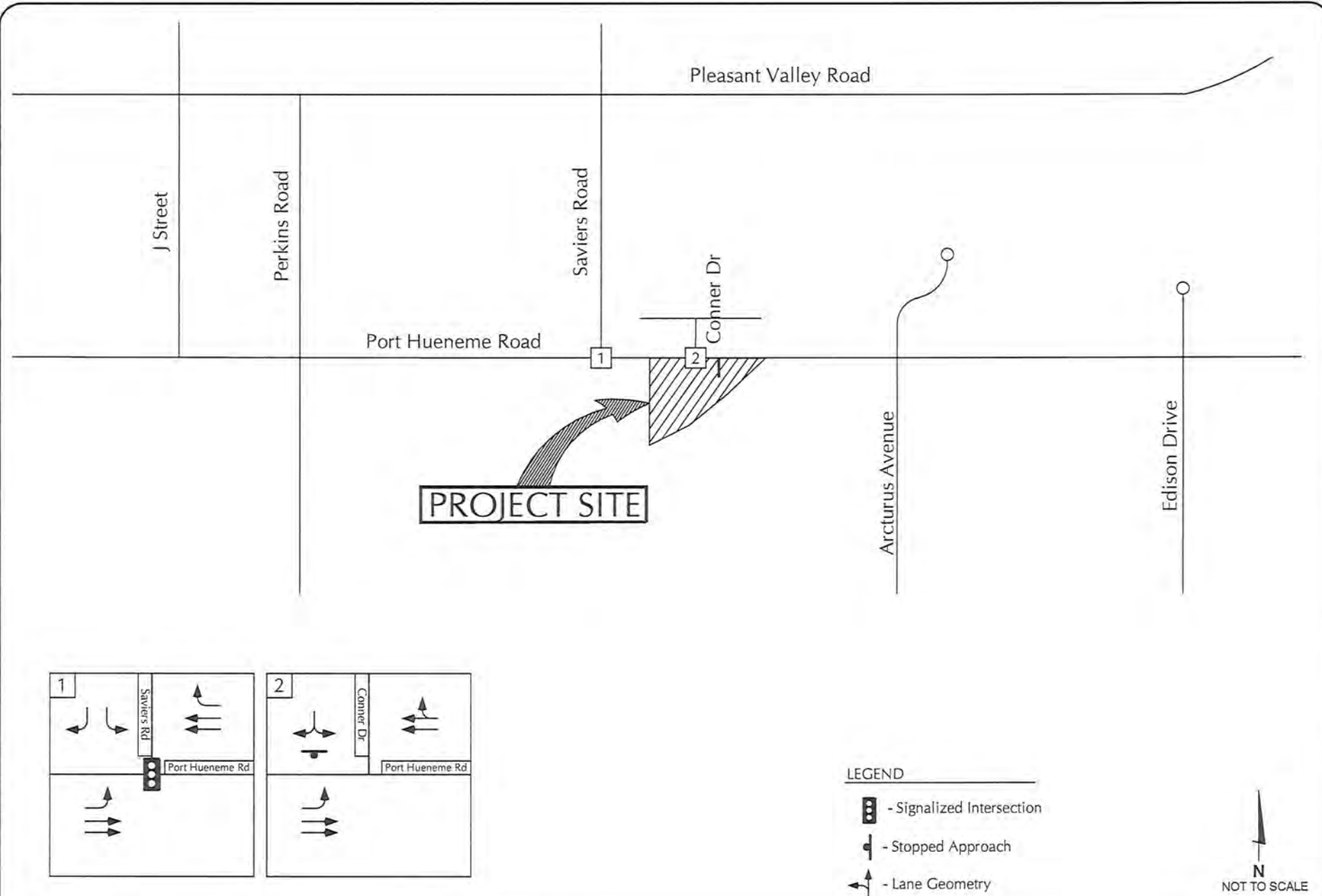
(a) AM peak hour between 6:00 - 9:00 AM; PM peak hour between 3:00 - 6:00 PM.

The data presented in Table 1 indicate that the study-area intersections currently operate at LOS "C" or better during the AM peak hour and PM peak hour periods, which meet the City's LOS "C" standard.

CITY OF OXNARD GENERAL POLICY

The City of Oxnard's criteria for evaluating project effects at intersections is based upon the change in ICU/LOS attributable to the project. The City of Oxnard has established LOS "C" as the threshold of significance for determining project effects at intersections. If the addition of project traffic increases the ICU by 0.02 or more at an intersection operating at LOS "C" or worse, it should be improved to the ICU level identified without the project traffic. These criteria were used to determine the significance of the impacts generated by the Project at the study-area intersections.

¹ Highway Capacity Manual, Transportation Research Board, 6th Edition, 2016.



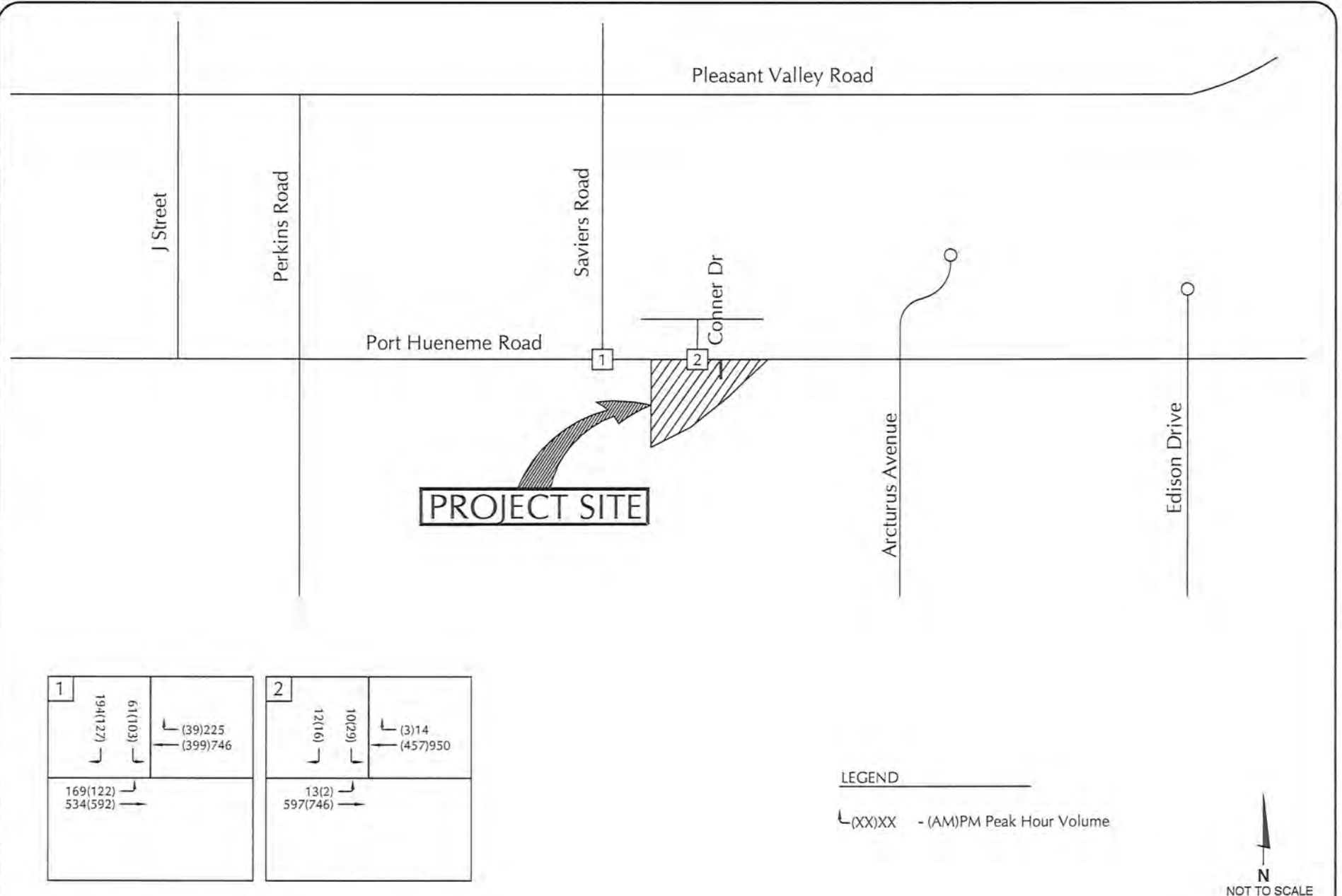
EXISTING LANE GEOMETRIES AND TRAFFIC CONTROLS

FIGURE 3

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EXISTING TRAFFIC VOLUMES

FIGURE 4

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PROJECT GENERATED TRAFFIC VOLUMES

Project Trip Generation

Trip generation estimates were calculated for the Project based on operational data provided by the applicant. Table 2 presents the estimated Project trip generation. The business currently employs 6 truck drivers and 4 full-time office employees providing office support services to the transportation and freight business. When the Project is complete, the business will employ 11 truck drivers and 4 full-time office employees. The support services include accounting, scheduling, and human resources. The hours of truck operation range from 7:00 AM to 5:00 PM, and the office staff hours of operation would range from 8:00 AM to 5:00 PM. Miscellaneous and customer trips occur during off-peak hours.

The peak hourly truck trip traffic for on-site business operation is 12 trips between 7:30 AM to 8:30 AM on Thursdays but this depends on when the containers are ready for pickup at the Port. The office support personnel peak trips from 7:30 AM to 8:30 AM on Monday through Friday. The standard operation of the trucking business consists of hooking up cargo containers on chassis at the Port of Hueneme and delivering between 10 to 20 percent directly to businesses in California and the remainder to Pantoja's yard to be stored then delivered to customers statewide over the next several days. The containers remain on the same chassis from Port to customer, with no transfer of the containers to different chassis in the Pantoja yard. Truck traffic on non-peak days averages approximately 20 (10 in/10 out) a day and consists of trucks hooking up the chassis with containers in Pantoja's yard and delivering to customers statewide then returning to Pantoja's yard, usually the following day.

Table 2
Project Trip Generation Estimates

Land Use	Employee	ADT	AM Peak Hour	PM Peak Hour
			Trips (Entering/Exiting)	Trips (Entering/Exiting)
Existing Trucking Operation:		-	-	-
- Office Employees	4	16	4 (4/0)	4 (0/4)
- Customer/Miscellaneous	2	4	0 (0/0)	0 (0/0)
- Truck Drivers	6	12	6 (6/0)	6 (0/6)
- Truck Deliveries	-	24 ^(a)	12 (6/6)	6 (6/0)
Total Trip Generation:		56	22 (16/6)	16 (6/10)
Proposed Trucking Operation:		-	-	-
- Office Employees	4	20	4 (4/0)	4 (0/4)
- Customer/Miscellaneous	2	4	0 (0/0)	0 (0/0)
- Truck Drivers	11	22	11 (11/0)	11 (0/11)
- Truck Deliveries	-	72 ^(b)	12 (6/6)	6 (6/0)
Total Trip Generation:		114	27 (21/6)	21 (6/15)
Net Trip Generation:		+ 58	5 (5/0)	5 (0/5)

(a) Based on peak existing daily trips.

(b) Based on peak future daily trips.

The data presented in Table 2 indicates that the Project would generate 114 average daily trips, 27 AM peak hour trips and 21 PM peak hour trips. The existing trucking operation generates 56 average daily trips, 22 AM peak hour trips and 16 PM peak hour trips. The proposed Project would result in a net increase of 58 average daily trips, 5 AM peak hour trips and 5 PM peak hour trips.

Project Trip Distribution and Assignment

The Project-generated employee AM and PM peak hour traffic volumes were assigned to the study-area intersections based on travel data derived from the existing traffic volumes as well as a general knowledge of the population, employment and commercial centers in the Oxnard/Ventura area. The distribution of truck traffic assumed the trip originates at the Port. Due to the raised median on Hueneme Road, it was assumed that trips exiting to the west would use the new driveway connection on Hueneme Road opposite Connor Drive. Figure 5 illustrates the trip assignment assumed for the Project's trips. Figure 6 illustrates the Existing + Project traffic volumes.

PROJECT-SPECIFIC ANALYSIS

Levels of service were calculated for the study-area intersections assuming the Existing + Project volumes. Tables 3 and 4 show the results of the calculations and identify the Project's impacts based on the City of Oxnard thresholds.

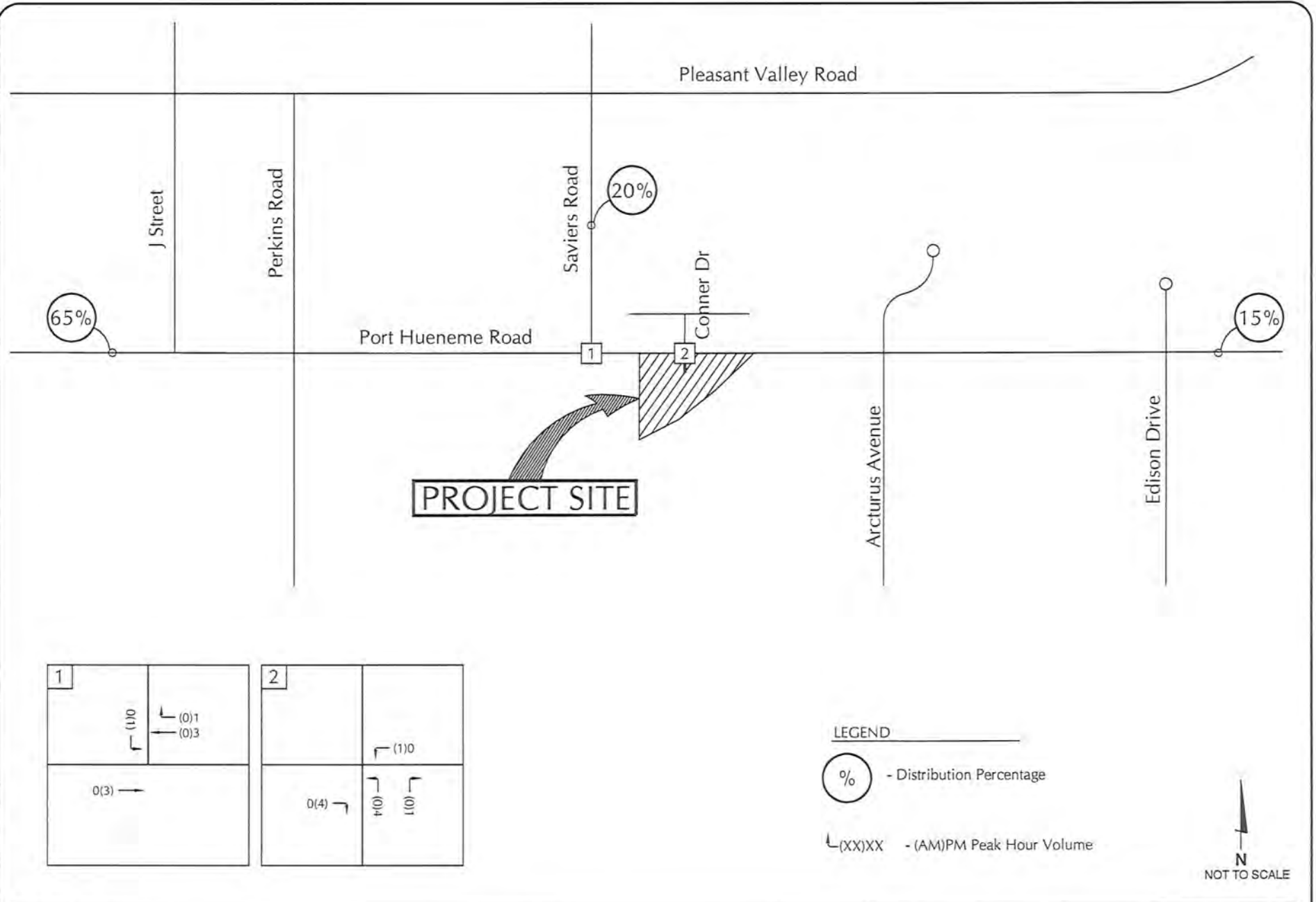
Table 3
Existing + Project AM Peak Hour Levels of Service

No.	Intersection	Existing		Existing + Project		Change	Consistent?
		ICU/Delay	LOS	ICU/Delay	LOS		
1.	Hueneme Rd/Saviers Rd	0.28	LOS A	0.28	LOS A	0.00	Yes
2.	Hueneme Rd/Conner Dr	13.4 sec.	LOS B	23.3 sec.	LOS B	9.9 sec.	Yes

Table 4
Existing + Project PM Peak Hour Levels of Service

No.	Intersection	Existing		Existing + Project		Change	Consistent?
		ICU/Delay	LOS	ICU/Delay	LOS		
1.	Hueneme Rd/Saviers Rd	0.46	LOS A	0.46	LOS A	0.00	Yes
2.	Hueneme Rd/Conner Dr	16.8 sec.	LOS C	16.9 sec.	LOS C	0.1 sec.	Yes

The data presented in Tables 3 and 4 indicate that the addition of Project trips would not have an adverse effect on the operation of the study-area intersections during the AM or the PM peak hour periods. The study-area intersection operations would be consistent with the General Plan policy. The study-area intersections would continue to operate at LOS "C" or better during the AM and PM peak hour periods with Existing + Project cumulative traffic volumes, which meets the City's LOS "C" standard.

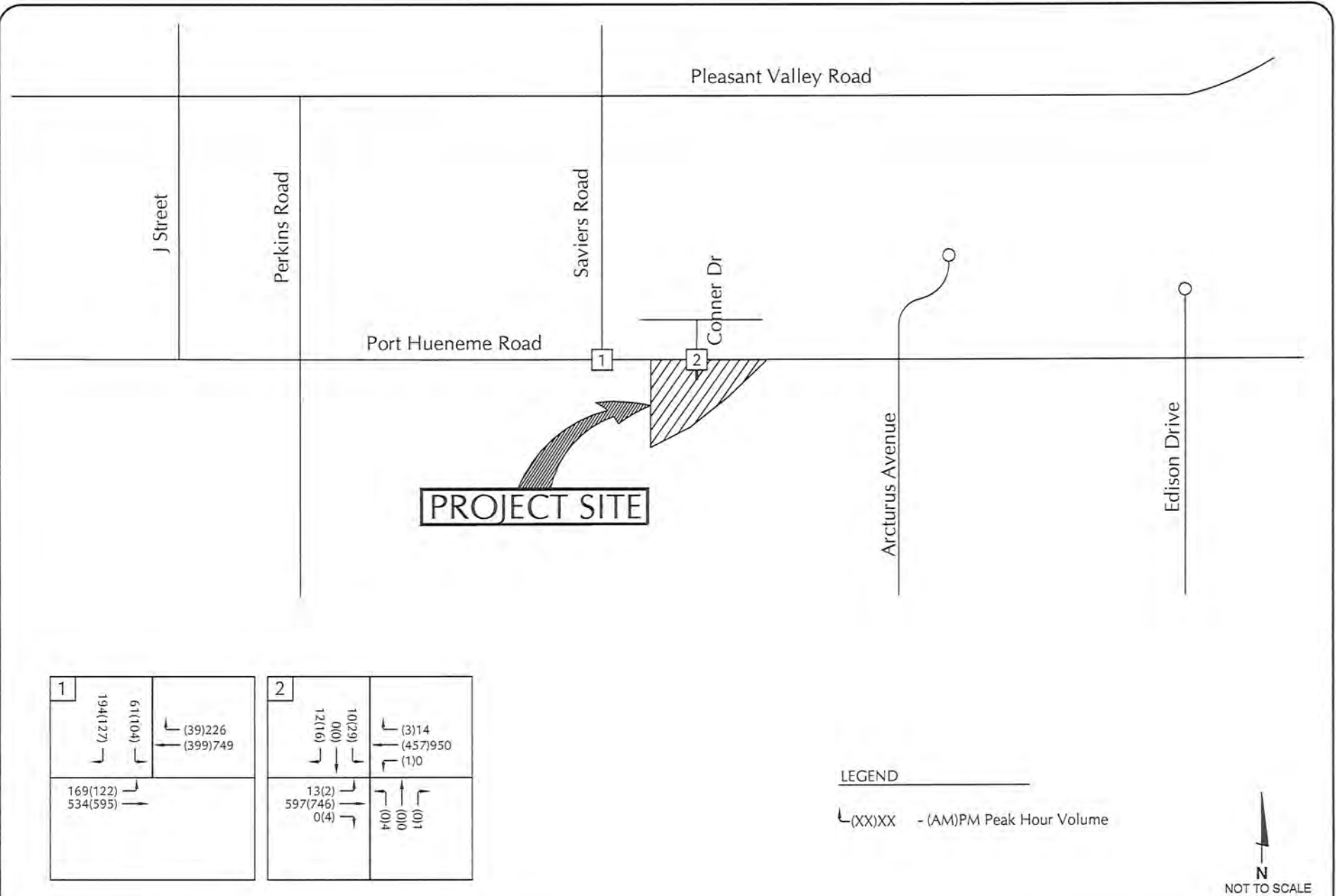


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PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

FIGURE 5

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EXISTING + PROJECT TRAFFIC VOLUMES

FIGURE 6

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CUMULATIVE (EXISTING + APPROVED/PENDING PROJECTS) CONDITIONS

Cumulative Traffic Forecasts and Levels of Service

The City of Oxnard requires that intersection operations be analyzed with the addition of traffic generated by projects which have been approved or are pending within the Project study-area. The cumulative projects account for future traffic growth. Trip generation estimates were developed for the cumulative developments using the rates presented in the ITE, Trip Generation, 11th Edition. Table 5 summarizes the average daily, AM and PM peak hour trip generation estimates for the approved/pending projects.

Table 5
Approved/Pending Projects Trip Generation

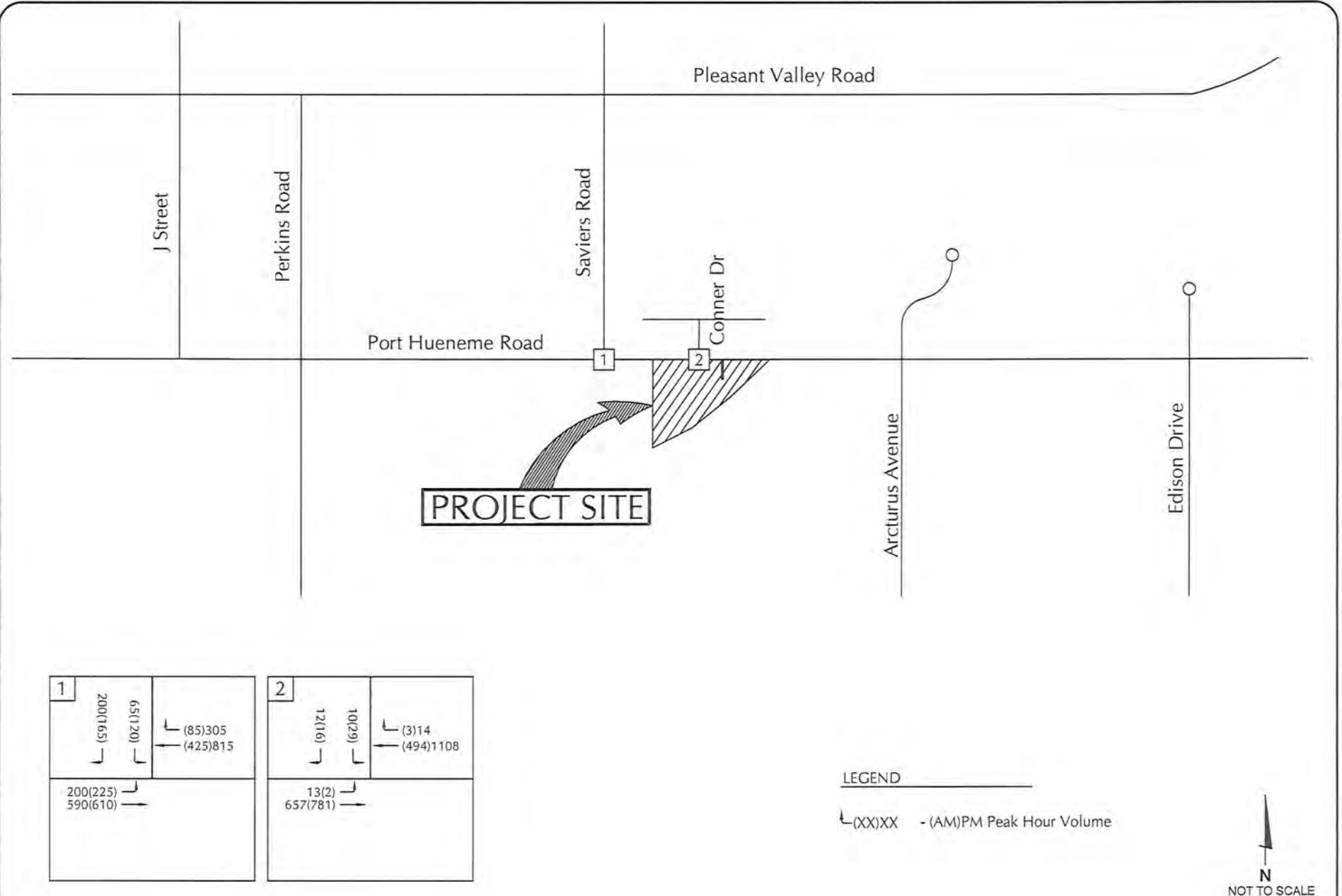
No.	Project	Land Use	Units/Size	ADT	AM Peak Hour	PM Peak Hour
1.	Garden City	Farmworker Res.	30 Units	50	6	4
2.	JBGR Investments, LLC	Townhomes	20 Units	146	9	11
3.	Daya Enterprise Gas Station	Gas Station	3,000 SF	2,121	128	147
4.	Cypress Place at Garden City	Multi-Family Res.	150 Units	721	75	41
5.	Cypress Court Tiny Homes	Multi-Family Res.	30 Units	293	18	22
6.	Pleasant Valley Plaza	Commercial	11,392 SF	430	11	43
7.	Port of Hueneme Vehicle Storage	Vehicle Storage	33.7 Acres	316	48	12
Total Trips:				4,077	295	280

The data presented in Table 5 indicate that the approved/pending projects would generate a total of 4,077 average daily trips, 295 AM peak hour trips and 280 PM peak hour trips. The traffic generated by the approved/pending projects was distributed and assigned to the study-area intersections based on the location of each project, recent traffic studies, existing traffic patterns observed in the study area as well as a general knowledge of the population, employment and commercial centers in Oxnard and surrounding Ventura County area. Figure 7 illustrates the Cumulative peak hour traffic volumes at the study-area intersections. Table 6 presents the Cumulative levels of service for the study-area intersections.

Table 6
Cumulative Levels of Service

No.	Intersection	Control Type	AM Peak Hour		PM Peak Hour	
			ICU/Delay	LOS	ICU/Delay	LOS
1.	Hueneme Road/Saviers Road	Signal	0.38	LOS A	0.51	LOS A
5.	Hueneme Road/Conner Drive	STOP-Sign	13.8 sec.	LOS B	19.3 sec.	LOS C

The data presented in Table 6 indicate that the study-area intersections would continue to operate at LOS "C" or better during the AM and PM peak hour periods with cumulative traffic volumes, which meets the City's LOS "C" standard.



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FIGURE 7

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Cumulative + Project Analysis

Levels of service were calculated for the study-area intersections assuming the Cumulative + Project volumes illustrated on Figure 8. Tables 7 and 8 show the results of the calculations and identify the constancy of the Project with the City of Oxnard LOS policies.

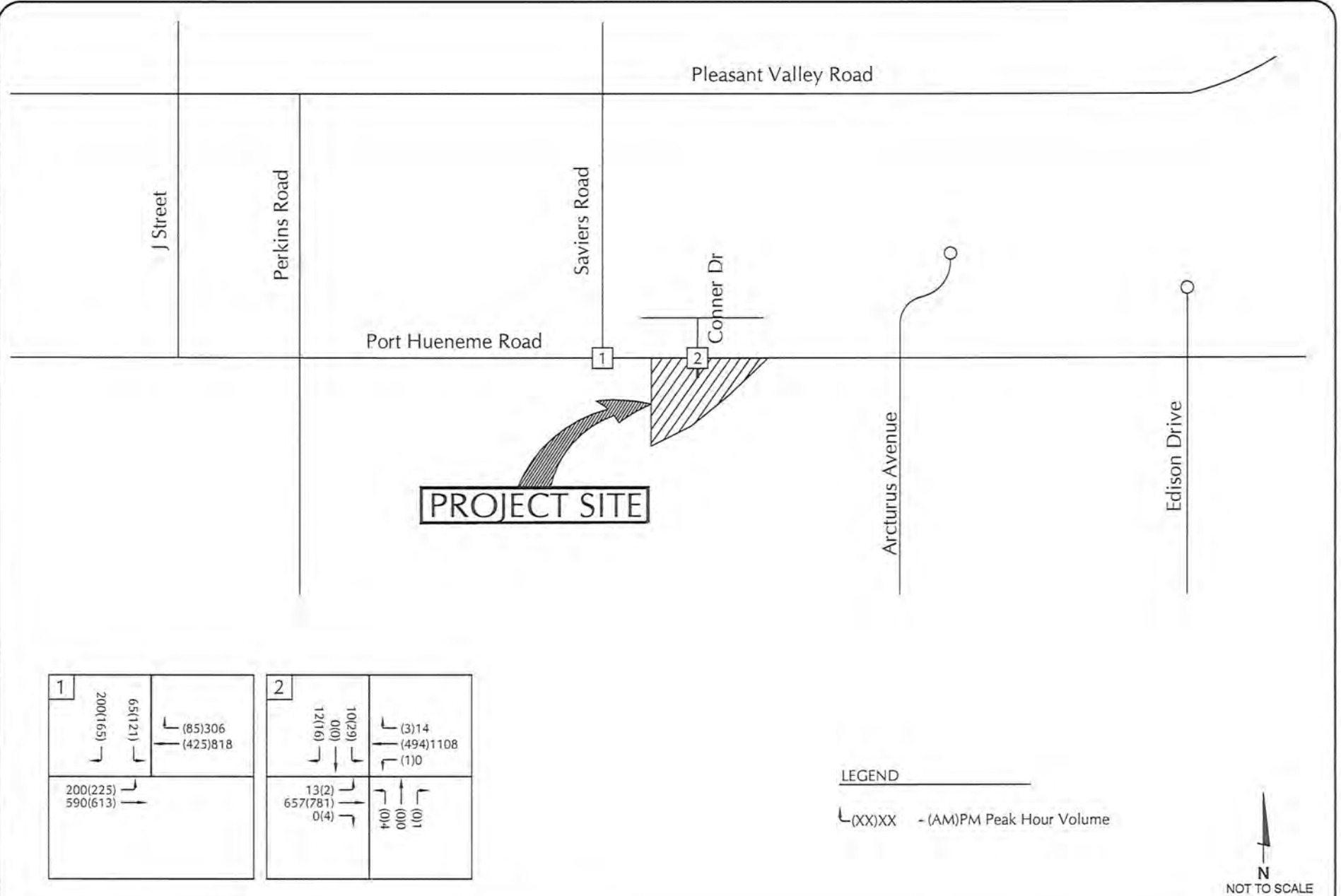
Table 7
Cumulative + Project AM Peak Hour Levels of Service

No.	Intersection	Cumulative		Cumulative+ Project		Change	Consistent?
		ICU/Delay	LOS	ICU/Delay	LOS		
1.	Hueneme Road/Conner Drive	0.38	LOS A	0.38	LOS A	0.00	Yes
2.	Hueneme Road/Saviers Road	13.8 sec.	LOS B	24.6 sec.	LOS C	10.8 sec.	Yes

Table 8
Cumulative + Project PM Peak Hour Levels of Service

No.	Intersection	Cumulative		Cumulative + Project		Change	Consistent?
		ICU/Delay	LOS	ICU/Delay	LOS		
1.	Hueneme Road/Conner Drive	0.51	LOS A	0.51	LOS A	0.00	Yes
2.	Huemene Road/Saviers Road	19.3 sec.	LOS C	22.1 sec.	LOS C	2.8 sec.	Yes

The data presented in Tables 7 and 8 indicate that the addition of Project trips would not have an adverse effect on the operation of the study-area intersections during the AM or the PM peak hour periods. The study-area intersection operations would be consistent with the General Plan policy. The study-area intersections would continue to operate at LOS "C" or better during the AM and PM peak hour periods with cumulative traffic volumes, which meets the City's LOS "C" standard.



CUMULATIVE + PROJECT TRAFFIC VOLUMES



SITE ACCESS



As illustrated on Figure 2, access to the Project site would be provided by a new driveway connection on Hueneme Road opposite Conner Drive. The Project driveway will operate with an automated gate. The new driveway connection will allow full access opposite Conner Drive. The existing Project driveway east of Conner Drive would be eliminated. The Project would extend the existing raised median from Salvador Drive on the east to the Conner Drive intersection, as illustrated on Figure 9. The westbound left-turn lane at

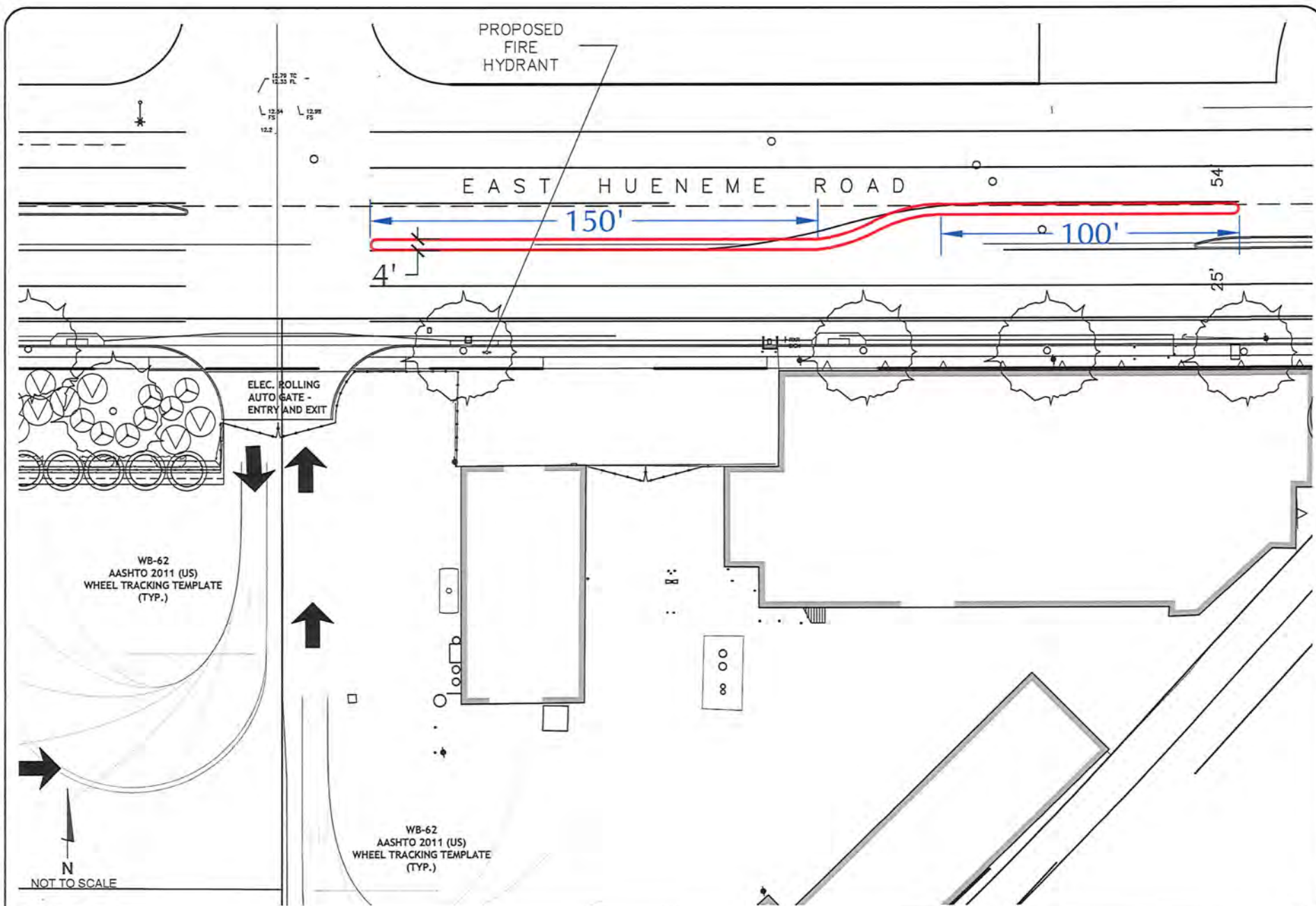
Connor Drive would provide 150 feet of left-turn storage. The eastbound left-turn lane at Salvador Drive would provide 100 feet of left-turn storage. Given the estimated Project trip generation and the traffic on Hueneme Road the driveway would operate at acceptable levels of service. Figures 10 through 14 illustrate the truck (WB-62) ingress and egress movements at the Hueneme Road driveway. As shown on the figures, adequate maneuvering widths are provided at the driveway. The Project driveway will be designed and constructed to City of Oxnard design standards. The Project will be required to complete any and all necessary frontage improvements on Hueneme Road.

TRANSIT, PEDESTRIAN AND BICYCLE FACILITIES

Transit Service

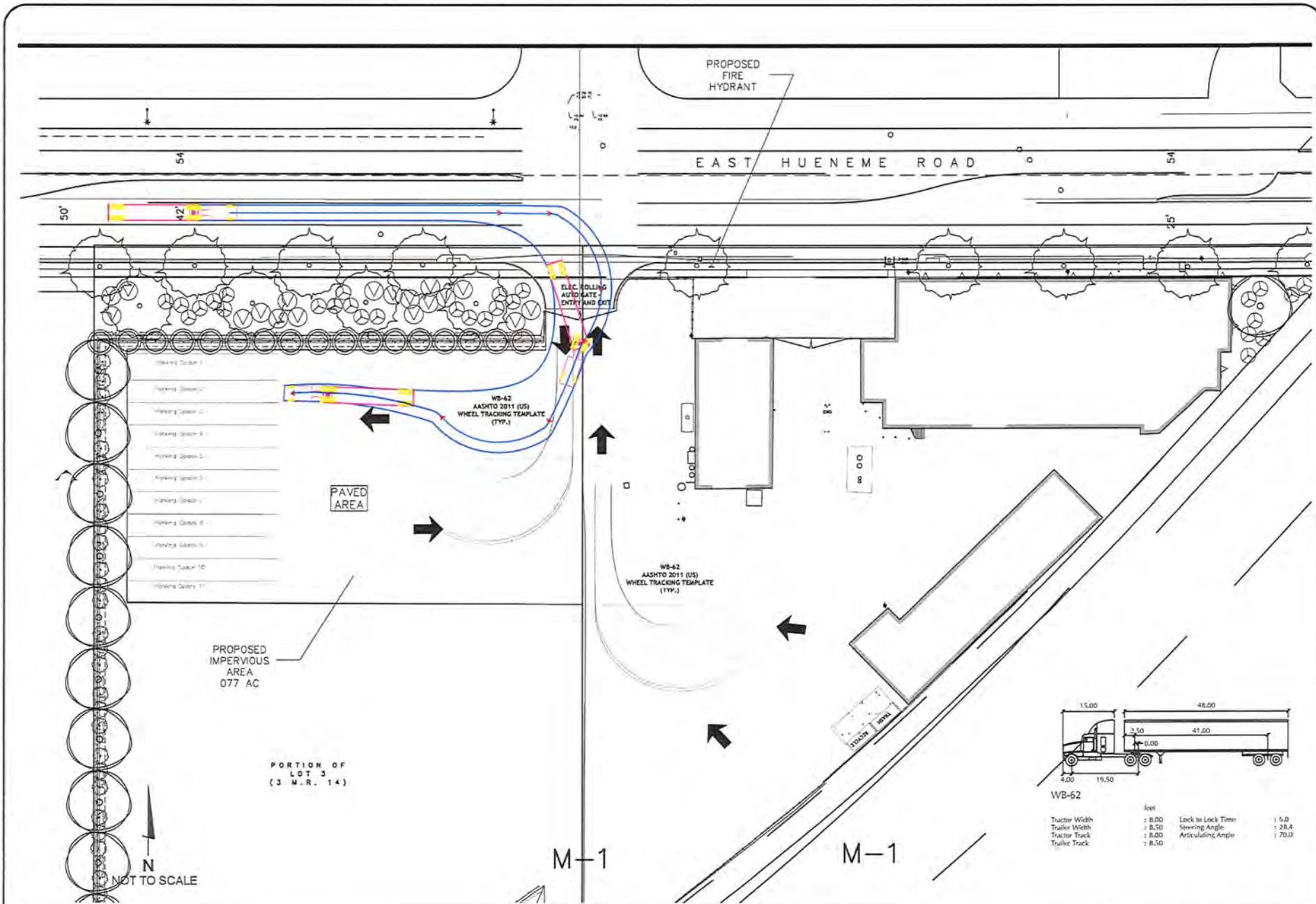
Gold Coast Transt is the local transit provider for the City of Oxnard. The Project site is served by the #23 Route (Oxnard College - Naval Base - Esplanade). The #23 Route operates on weekdays and weekends providing fixed route bus service on Hueneme Road and Saviers Road in the immediate vicinity of the Project site. An existing transit stop is located at the northwest corner of Hueneme Road and Courtland Street approximately 400 feet west of the Project.





RAISED MEDIAN TREATMENT ON EAST HUENEME ROAD

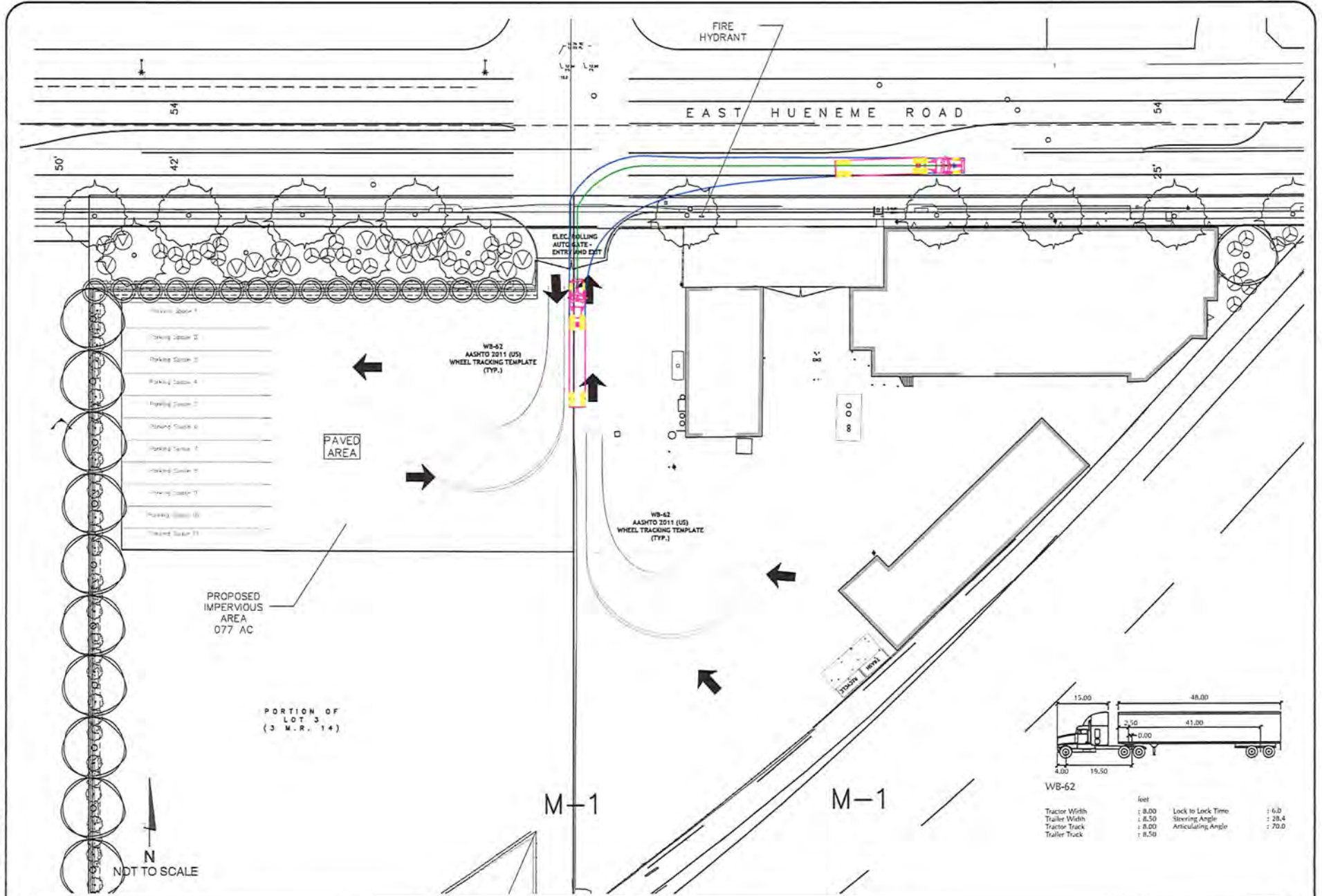




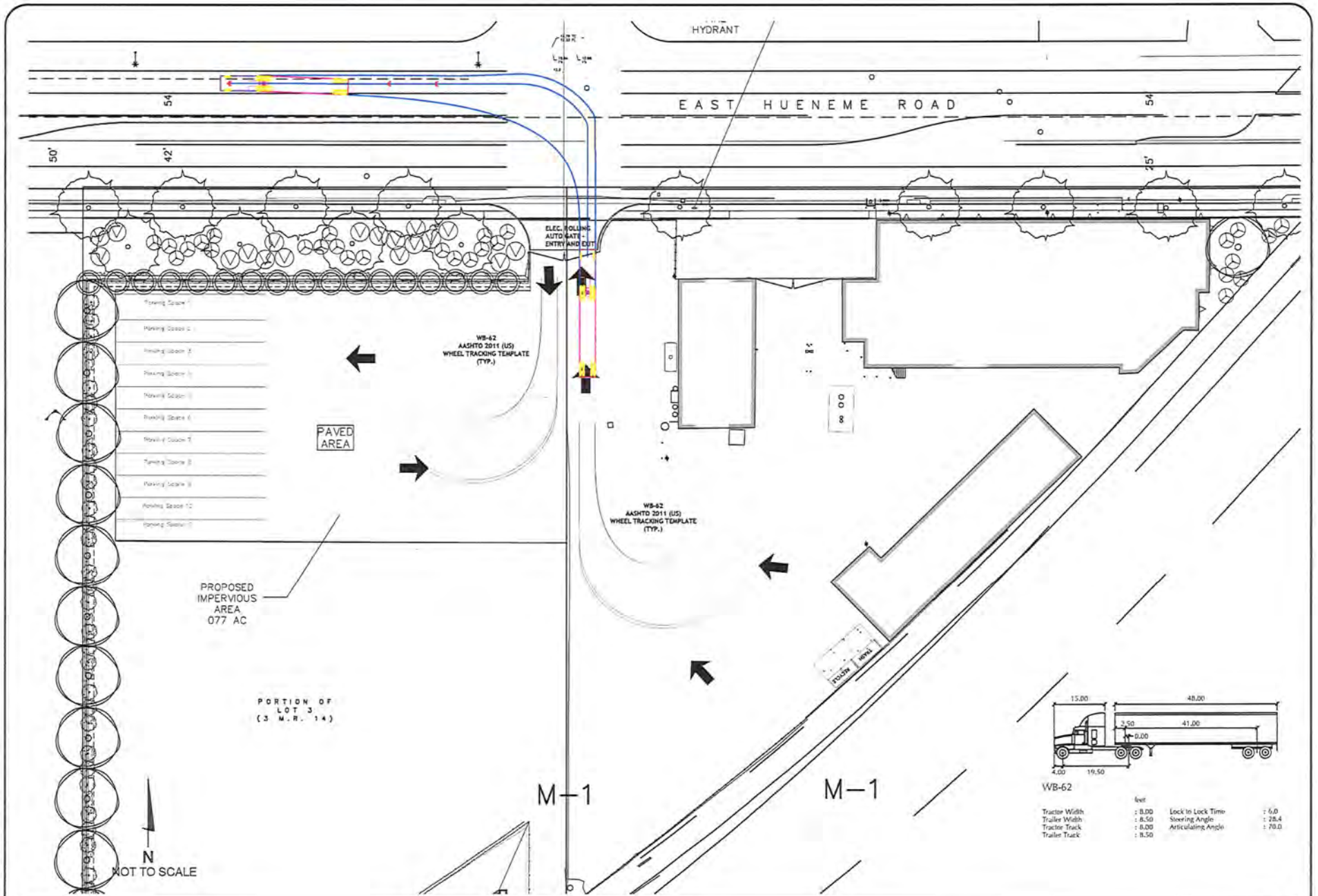
WB-62 TRUCK TURNING MOVEMENT - RIGHT TURN IN

FIGURE 10

JH - ATE#23058



WB-62 TRUCK TURNING MOVEMENT - RIGHT TURN OUT



WB-62 TRUCK TURNING MOVEMENT - LEFT TURN OUT

FIGURE 13

JH - ATE#23058

Pedestrian Facilities

Currently, sidewalks are provided along Hueneme Road and Saviers Road. The sidewalks connect the Project site to Hueneme Road, Saviers Road and Pleasant Valley Road where transit service is provided in the study-area. The Project would provide curb, gutter and sidewalk on Hueneme Road and Saviers Road along its frontage.

Bicycle Facilities



Hueneme Road and Saviers Road are identified as part of the City of Oxnard Bikeway System. Class II bike lanes currently exist along Hueneme Road from "J" Street to Saviers Road and Arcturus Avenue to Edison Drive through the City of Oxnard. Class II bike lanes are provided on Saviers Road from Hueneme Road to Birch Street just south of the Five Points intersection. The bike lanes on Hueneme Road and Saviers Road connect the Project site to the

residential areas north, east and west of the Project site.

VEHICLE MILES TRAVELED ANALYSIS

Recent legislation, Senate Bill 743, is moving away from the Level of Service (LOS) metric to a Vehicle Miles Traveled (VMT) metric to evaluate whether a project results in a significant traffic impact under CEQA. Per the State's Natural Resource Agency Updated Guidelines for the Implementation of the CEQA adopted in 2018, VMT has been designated as the most appropriate measure of transportation impacts. "Vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. For land use projects, vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact.



Ventura County VMT Thresholds

CEQA Guidelines. The Governor's Office of Planning and Research (OPR) published a Technical Advisory on Transportation that includes recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures.² The Technical Advisory provides screening tools to determine when a project may have a significant VMT impact, as follows:

"Many agencies use "screening thresholds" to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study. (See e.g., CEQA Guidelines, §§ 15063(c)(3)(C), 15128, and Appendix G.) As explained below, this technical advisory suggests that lead agencies may screen out VMT impacts using project size, maps, transit availability, and provision of affordable housing."

Screening Threshold for Small Projects

Many local agencies have developed screening thresholds to indicate when detailed analysis is needed. Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than significant transportation impact."

As shown in Table 2, the Project is forecast to generate 58 ADT which would be less than the Small Project screening criteria of 110 ADT. The Project would therefore have a less-than-significant VMT impact. It is also noted that bulk of the additional ADT generated by the Project would be large delivery trucks which are not subject to the VMT standards per the State guidance.



² Technical Advisory on Evaluating Transportation Impacts in CEQA, Governor's Office of Planning and Research, December 2018.

REFERENCES AND PERSONS CONTACTED

Associated Transportation Engineers

Scott A. Schell, Principal Planner
Darryl F. Nelson, Senior Transportation Planner
Glenn Manaois, Traffic Engineer I
Jiho Ha, Traffic Engineer I

Persons Contacted

Jose Riveria, Assistant City Traffic Engineer, City of Oxnard

References

Highway Capacity Manual, Transportation Research Board, 6th Edition 2016.

Trip Generation, Institute of Transportation Engineers, 11th Edition, 2021.

Technical Advisory on Evaluating Transportation Impacts in CEQA, Governor's Office of Planning and Research, December 2018.

TECHNICAL APPENDIX

CONTENTS

INTERSECTION LEVEL OF SERVICE CRITERIA/DEFINITIONS

TRAFFIC COUNTS

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

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Reference 2 – Hueneme Road/Conner Drive

INTERSECTION LEVEL OF SERVICE CRITERIA/DEFINITIONS

DISCUSSION OF INTERSECTION CAPACITY UTILIZATION (ICU)

The ability of a roadway to carry traffic is referred to as capacity. The capacity is usually less at intersections because traffic flows continuously between them and only during the green phase at them. Capacity at intersections is best defined in terms of vehicles per lane per hour of green. The technique used to compare the volumes and capacity of an intersection is known as Intersection Capacity Utilization (ICU). ICU or volume-to-capacity ratio, usually expressed as a percentage, is the proportion of an hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity. If an intersection is operating at 80 percent of capacity, then 20 percent of the signal cycle is not used.

The ICU calculation assumes that an intersection is signalized and that the signal is ideally timed. Although calculating ICU for an unsignalized intersection is invalid, the presumption is that a signal can be installed and the calculation shows whether the geometrics are capable of accommodating the expected volumes. It is possible to have an ICU well below 100 percent, yet have severe traffic congestion. This would occur if one or more movements is not getting sufficient time to satisfy its demand, and excess time exists on other movements. This is an operational problem which should be addressed.

Capacity is often defined in terms of roadway width. However, standard lanes have approximately the same capacity whether they are 11 or 14 feet wide. Data collected by Kunzman Associates indicates a typical lane, whether a through-lane or a left-turn lane, has a capacity of approximately 1,700 vehicles per hour, with nearly all locations showing a capacity greater than 1,600 vehicles per hour per lane. This finding is published in the August, 1978 issue of ITE Journal in the article entitled, "Another Look at Signalized Intersection Capacity" by William Kunzman. For this study, a capacity of 1,600 vehicles per hour per lane will be assumed for left-turn, through, and right-turn lanes as per City policy.

The yellow time can either be assumed to be completely used and no penalty applied, or it can be assumed to be only partially usable. Total yellow time accounts for less than 10 percent of a cycle, and a penalty of up to five percent is reasonable. On the other hand, during peak hour traffic operation, the yellow times are nearly completely used. In this study, no penalty will be applied for the yellow because the capacities have been assumed to be only 1,600 vehicles per hour per lane when in general they are 1,700-1,800 vehicles per hour per lane.

The ICU technique is an ideal tool to quantify existing as well as future intersection operations. The impact of adding a lane can be quickly determined by examining the effect the lane has on the intersection capacity utilization.

Source: Oxnard Airport Business Park Traffic Study, Kunzman Assoc., City of Oxnard, 1985.

LEVEL OF SERVICE DEFINITIONS

"Levels of Service" (LOS) A through F are used to rate roadway and intersection operating conditions, with LOS A indicating very good operations and LOS F indicating poor operations. More complete level of service definitions are:

LOS	Definition
A	Low volumes; primarily free flow operations. Density is low and vehicles can freely maneuver within traffic stream. Drivers can maintain their desired speeds with little or no delay.
B	Stable flow with potential for some restriction of operating speeds due to traffic conditions. Maneuvering is only slightly restricted. Stopped delays are not bothersome and drivers are not subject to appreciable tension.
C	Stable operations, however the ability to maneuver is more restricted by the increase in traffic volumes. Relatively satisfactory operating speeds prevail but adverse signal coordination or longer queues cause delays.
D	Approaching unstable traffic flow where small increases in volume could cause substantial delays. Most drivers are restricted in their ability to maneuver and their selection of travel speeds. Comfort and convenience are low but tolerable.
E	Operations characterized by significant approach delays and average travel speeds of one-half to one-third of free flow speed. Flow is unstable and potential for stoppages of brief duration. High signal density, extensive queuing, or signal progression/timing are the typical causes of delays.
F	Forced flow operations with high approach delays at critical signalized intersections. Speeds are reduced substantially and stoppages may occur for short or long periods of time because of downstream congestion.

Signalized Intersection Level of Service Definitions

LOS	Delay ^a	V/C Ratio	Definition
A	< 10.0	< 0.60	Progression is extremely favorable. Most vehicles arrive during the green phase. Many vehicles do not stop at all.
B	10.1 - 20.0	0.61 - 0.70	Good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.
C	20.1 - 35.0	0.71 - 0.80	Only fair progression, longer cycle lengths, or both, result in higher cycle lengths. Cycle lengths may fail to serve queued vehicles, and overflow occurs. Number of vehicles stopped is significant, though many still pass through intersection without stopping.
D	35.1 - 55.0	0.81 - 0.90	Congestion becomes more noticeable. Unfavorable progression, long cycle lengths and high v/c ratios result in longer delays. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	55.1 - 80.0	0.91 - 1.00	High delay values indicate poor progression, long cycle lengths and high v/c ratios. Individual cycle failures are frequent
F	> 80.0	> 1.00	Considered unacceptable for most drivers, this level occurs when arrival flow rates exceed the capacity of lane groups, resulting in many individual cycle failures. Poor progression and long cycle lengths may also contribute to high delay levels.

^a Average control delay per vehicle in seconds.

Unsignalized Intersection Level of Service Definitions

The HCM¹ uses *control delay* to determine the level of service at unsignalized intersections. Control delay is the difference between the travel time actually experienced at the control device and the travel time that would occur in the absence of the traffic control device. Control delay includes deceleration from free flow speed, queue move-up time, stopped delay and acceleration back to free flow speed.

LOS	Control Delay Seconds per Vehicle
A	< 10.0
B	10.1 - 15.0
C	15.1 - 25.0
D	25.1 - 35.0
E	35.1 - 50.0
F	> 50.0

¹ Highway Capacity Manual, National Research Board, 2000



TRAFFIC COUNT DATA

Prepared by National Data & Surveying Services

Saviers Rd & Hueneme Rd

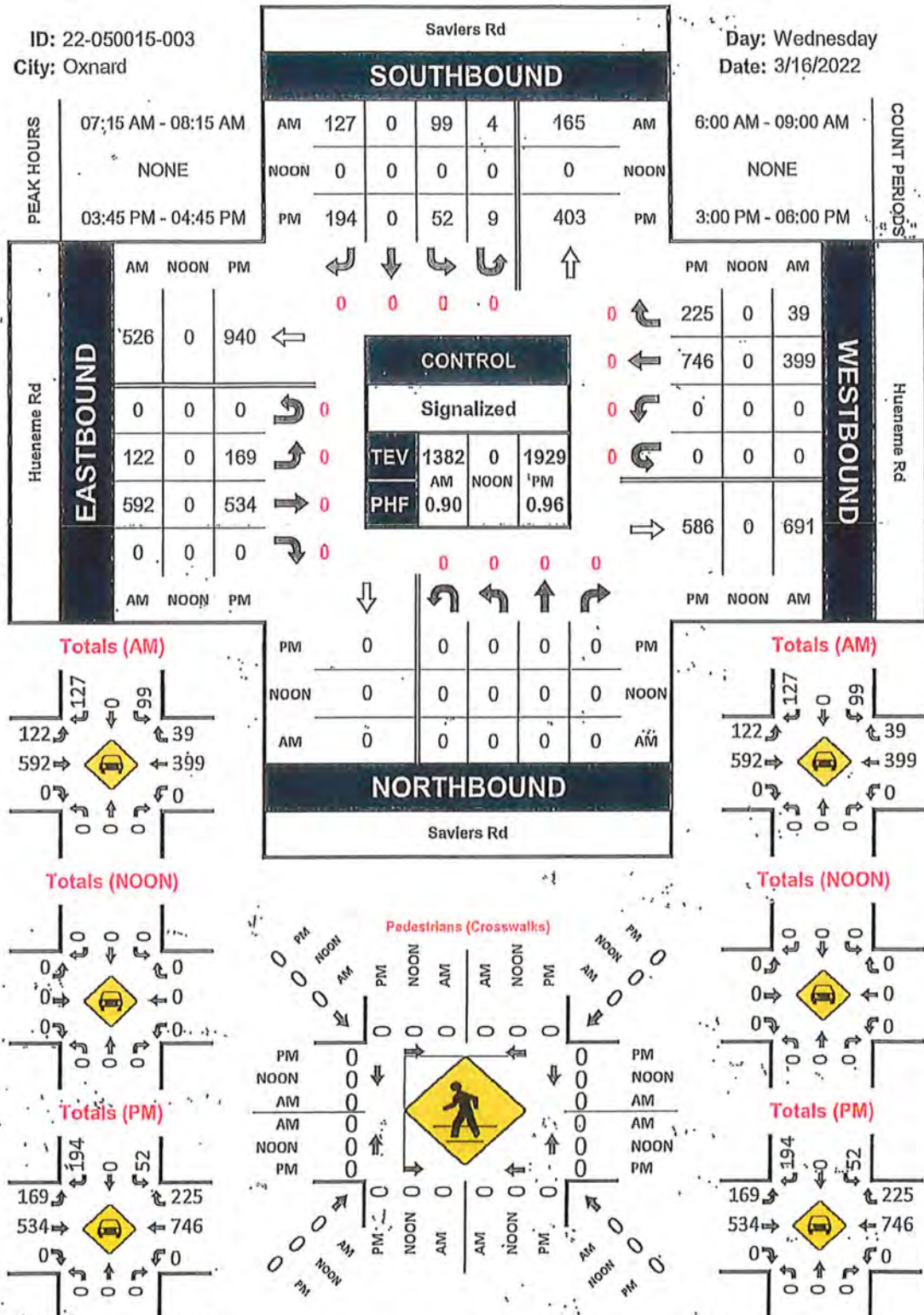
Peak Hour Turning Movement Count

ID: 22-050015-003

City: Oxnard

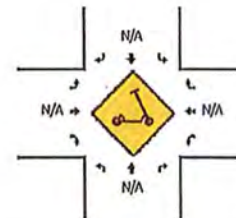
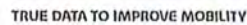
Day: Wednesday

Date: 3/16/2022



Method for determining peak hour: Total Entering Volume

QC JOB #: 16178901
DATE: Tue, Aug 22 2023

Page 1 of 2

5-Min Count Period Beginning At	Conner Dr (Northbound)				Conner Dr (Southbound)				Hueneme Rd (Eastbound)				Hueneme Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	32	0	28	0	4	876	0	0	0	464	0	4	1408
Heavy Trucks	0	0	0		0	0	4		0	36	0		0	44	0		84
Buses																	
Pedestrians		0				4				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

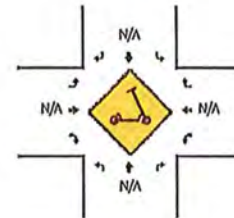
Comments:

Report generated on 8/31/2023 11:04 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Method for determining peak hour: Total Entering Volume

QC JOB #: 16178902
DATE: Tue, Aug 22 2023

Page 1 of 2

5-Min Count Period Beginning At	Conner Dr (Northbound)				Conner Dr (Southbound)				Hueneme Rd (Eastbound)				Hueneme Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	8	0	8	0	12	608	0	0	0	1236	12	0	1884
Heavy Trucks	0	0	0	0	0	0	0	0	0	40	0	0	0	16	0	0	56
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	4	0		0	20	0		24
Scooters																	

Comments:

Report generated on 8/31/2023 11:05 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

INTERSECTION LOS CALCULATION WORKSHEETS

Reference 1 – Hueneme Road/Saviers Road
Reference 2 – Hueneme Road/Conner Drive

PANTOJA TRUCKING (#23058)

REF: 01 AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 03/17/202

TIME PERIOD: AM PEAK HOUR

N/S STREET: SAVIERS ROAD

E/W STREET: HUENEME ROAD

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	0	0	0	103	0	127	122	592	0	0	399	39
(B) PROJECT-ADDED:	0	0	0	1	0	0	0	3	0	0	0	0
(C) CUMULATIVE:	0	0	0	120	0	165	225	610	0	0	425	85

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND		SOUTH BOUND		EAST BOUND		WEST BOUND	
	L	R	L	R	L	TT	TT	R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)

SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)

SCENARIO 3 = CUMULATIVE (C)

SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	0	0	0	0	-	-	-	-		
NBT	0	0	0	0	0	0	-	-	-	-		
NBR	0	0	0	0	0	0	-	-	-	-		
SBL	1	1600	103	104	120	121	0.064	0.065	0.075	0.076		
SBT	0	0	0	0	0	0	-	-	-	-		
SBR	1	1600	127	127	165	165	0.079 *	0.079 *	0.103 *	0.103 *		
EBL	1	1600	122	122	225	225	0.076 *	0.076 *	0.141 *	0.141 *		
EBT	2	3200	592	595	610	613	0.185	0.186	0.191	0.192		
EBR	0	0	0	0	0	0	-	-	-	-		
WBL	0	0	0	0	0	0	-	-	-	-		
WBT	2	3200	399	399	425	425	0.125 *	0.125 *	0.133 *	0.133 *		
WBR	1	1600	39	39	85	85	0.024	0.024	0.053	0.053		
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.28	0.28	0.30	0.30		
SCENARIO LEVEL OF SERVICE:							A	A	A	A		

NOTES:

PANTOJA TRUCKING (#23058')

REF: 01 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 03/17/2022

TIME PERIOD: PM PEAK HOUR

N/S STREET: SAVIERS ROAD

E/W STREET: HUENEME ROAD

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	0	0	0	61	0	194	169	534	0	0	746	225
(B) PROJECT-ADDED:	0	0	0	0	0	0	0	0	0	0	3	1
(C) CUMULATIVE:	0	0	0	65	0	200	200	590	0	0	815	305

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)

SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)

SCENARIO 3 = CUMULATIVE (C)

SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	0	0	0	0	-	-	-	-		
NBT	0	0	0	0	0	0	-	-	-	-		
NBR	0	0	0	0	0	0	-	-	-	-		
SBL	1	1600	61	61	65	65	0.038	0.038	0.041	0.041		
SBT	0	0	0	0	0	0	-	-	-	-		
SBR	1	1600	194	194	200	200	0.121 *	0.121 *	0.125 *	0.125 *		
EBL	1	1600	169	169	200	200	0.106 *	0.106 *	0.125 *	0.125 *		
EBT	2	3200	534	534	590	590	0.167	0.167	0.184	0.184		
EBR	0	0	0	0	0	0	-	-	-	-		
WBL	0	0	0	0	0	0	-	-	-	-		
WBT	2	3200	746	749	815	818	0.233 *	0.234 *	0.255 *	0.256 *		
WBR	1	1600	225	226	305	306	0.141	0.141	0.191	0.191		
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.46	0.46	0.51	0.51		
SCENARIO LEVEL OF SERVICE:							A	A	A	A		

NOTES:

Printed: 01/04/24

HCS7 Two-Way Stop-Control Report

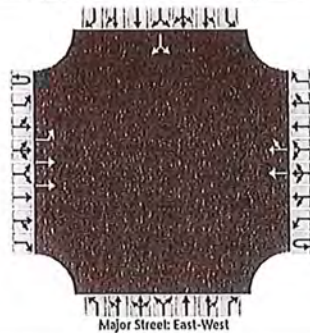
General Information

Analyst	Darryl F. Nelson
Agency/Co.	ATE
Date Performed	8/31/2023
Analysis Year	2023
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	Pantoja Trcuking #23058

Site Information

Intersection	Hueneme Road/Conner Drive
Jurisdiction	City of Oxnard
East/West Street	Hueneme Road
North/South Street	Conner Drive
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	2	746				457	3						29		16
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

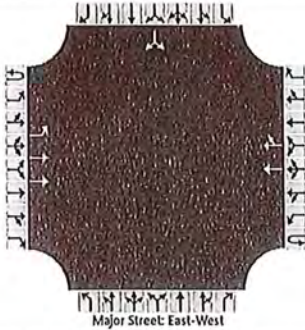
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2													49	
Capacity, c (veh/h)		1053													478	
v/c Ratio		0.00													0.10	
95% Queue Length, Q ₉₅ (veh)		0.0													0.3	
Control Delay (s/veh)		8.4													13.4	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.0												13.4			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Darryl F. Nelson	Intersection	Hueneme Road/Conner Drive
Agency/Co.	ATE	Jurisdiction	City of Oxnard
Date Performed	8/31/2023	East/West Street	Hueneme Road
Analysis Year	2023	North/South Street	Conner Drive
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Pantoja Trcuing #23058		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	13	597				950	14						10		12
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

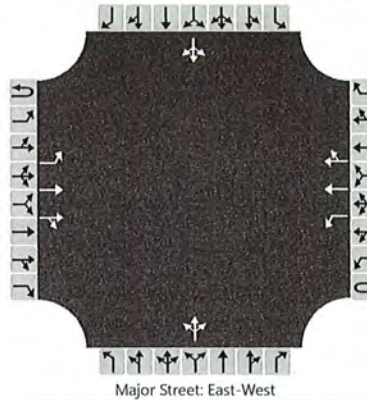
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		14													24	
Capacity, c (veh/h)		654													330	
v/c Ratio		0.02													0.07	
95% Queue Length, Q ₉₅ (veh)		0.1													0.2	
Control Delay (s/veh)		10.6													16.8	
Level of Service (LOS)		B													C	
Approach Delay (s/veh)	0.2												16.8			
Approach LOS													C			

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	Darryl F. Nelson	Intersection	Hueneme Road/Conner Drive
Agency/Co.	ATE	Jurisdiction	City of Oxnard
Date Performed	8/31/2023	East/West Street	Hueneme Road
Analysis Year	2023 <i>Project</i>	North/South Street	Conner Drive
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Pantoja Trcuking #23058		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)		2	746	14		7	457	3		4	0	2		29	0	16
Percent Heavy Vehicles		3				33				85	3	85		3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

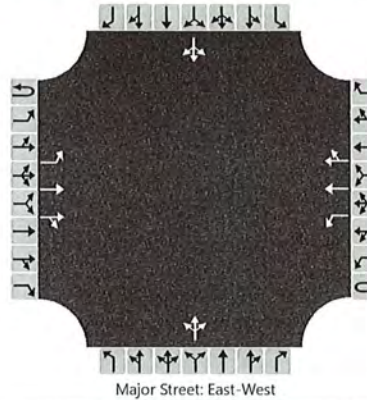
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		2				8					6				49	
Capacity		1054				629					202				423	
v/c Ratio		0.00				0.01					0.03				0.12	
95% Queue Length		0.0				0.0					0.1				0.4	
Control Delay (s/veh)		8.4				10.8					23.3				14.6	
Level of Service (LOS)		A				B					C				B	
Approach Delay (s/veh)	0.0				0.2				23.3				14.6			
Approach LOS									C				B			

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	Darryl F. Nelson	Intersection	Hueneme Road/Conner Drive
Agency/Co.	ATE	Jurisdiction	City of Oxnard
Date Performed	8/31/2023	East/West Street	Hueneme Road
Analysis Year	2023 <i>+ Project</i>	North/South Street	Conner Drive
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Pantoja Trcuking #23058		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)		13	597	4		2	950	14		10	0	5		10	0	12
Percent Heavy Vehicles		3				33				3	3	3		3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		14				2					16				24	
Capacity		654				748					319				288	
v/c Ratio		0.02				0.00					0.05				0.08	
95% Queue Length		0.1				0.0					0.2				0.3	
Control Delay (s/veh)		10.6				9.8					16.9				18.7	
Level of Service (LOS)		B				A					C				C	
Approach Delay (s/veh)	0.2				0.0				16.9				18.7			
Approach LOS									C				C			

HCS7 Two-Way Stop-Control Report

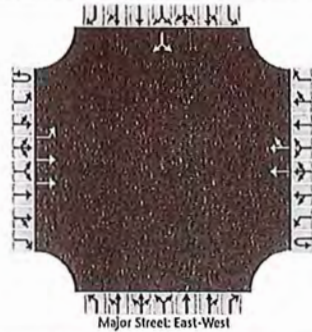
General Information

Analyst	Darryl F. Nelson
Agency/Co.	ATE
Date Performed	8/31/2023
Analysis Year	Cum
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	Pantoja Trcuking #23058

Site Information

Intersection	Hueneme Road/Conner Drive
Jurisdiction	City of Oxnard
East/West Street	Hueneme Road
North/South Street	Conner Drive
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	2	781				494	3						29		16
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2													49	
Capacity, c (veh/h)		1017													456	
v/c Ratio		0.00													0.11	
95% Queue Length, Q ₉₅ (veh)		0.0													0.4	
Control Delay (s/veh)		8.5													13.8	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.0												13.8			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

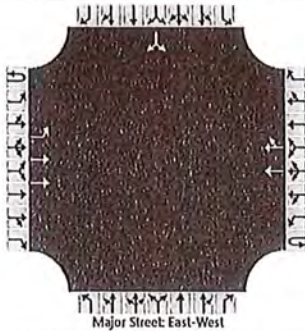
General Information

Analyst	Darryl F. Nelson
Agency/Co.	ATE
Date Performed	8/31/2023
Analysis Year	Cum
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	Pantoja Trcuking #23058

Site Information

Intersection	Hueneme Road/Conner Drive
Jurisdiction	City of Oxnard
East/West Street	Hueneme Road
North/South Street	Conner Drive
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	13	657				1108	14						10		12
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

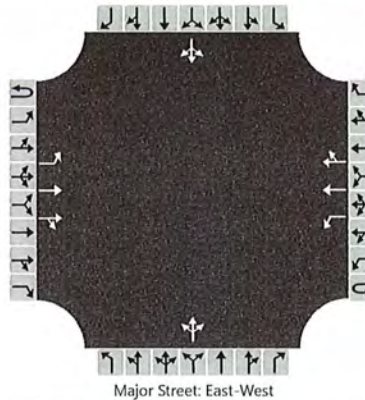
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		14													24	
Capacity, c (veh/h)		562													276	
v/c Ratio		0.03													0.09	
95% Queue Length, Q ₉₅ (veh)		0.1													0.3	
Control Delay (s/veh)		11.6													19.3	
Level of Service (LOS)		B													C	
Approach Delay (s/veh)	0.2												19.3			
Approach LOS													C			

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	Darryl F. Nelson	Intersection	Hueneme Road/Conner Drive
Agency/Co.	ATE	Jurisdiction	City of Oxnard
Date Performed	8/31/2023	East/West Street	Hueneme Road
Analysis Year	Cum <i>& Project</i>	North/South Street	Conner Drive
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Pantoja Trcuking #23058		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)		2	781	14		7	494	3		4	0	2		29	0	16
Percent Heavy Vehicles		3				33				85	3	85		3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

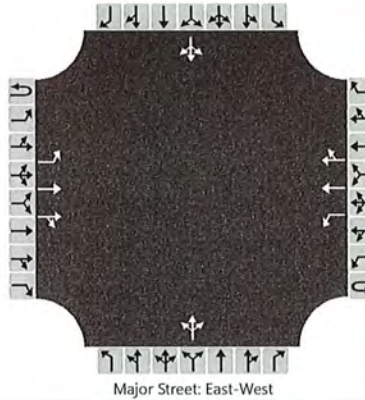
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		2				8					6				49	
Capacity		1018				606					189				401	
v/c Ratio		0.00				0.01					0.03				0.12	
95% Queue Length		0.0				0.0					0.1				0.4	
Control Delay (s/veh)		8.5				11.0					24.6				15.2	
Level of Service (LOS)		A				B					C				C	
Approach Delay (s/veh)	0.0				0.2				24.6				15.2			
Approach LOS									C				C			

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	Darryl F. Nelson	Intersection	Hueneme Road/Conner Drive
Agency/Co.	ATE	Jurisdiction	City of Oxnard
Date Performed	8/31/2023	East/West Street	Hueneme Road
Analysis Year	Cum <i>Project</i>	North/South Street	Conner Drive
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Pantoja Trcuking #23058		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)		13	657	4		2	1108	14		10	0	5		10	0	12
Percent Heavy Vehicles		3				33				3	3	3		3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		14				2					16				24	
Capacity		562				701					280				235	
v/c Ratio		0.02				0.00					0.06				0.10	
95% Queue Length		0.1				0.0					0.2				0.3	
Control Delay (s/veh)		11.6				10.1					18.6				22.1	
Level of Service (LOS)		B				B					C				C	
Approach Delay (s/veh)	0.2				0.0				18.6				22.1			
Approach LOS									C				C			

Appendix F

Noise Data

Attachment A

Noise Measurement Data

Freq Weight : A
 Time Weight : SLOW
 Level Range : 40-100
 Max dB : 89.1 - 2023/10/26 15:42:21
 Level Range : 40-100
 SEL : 102.5
 Leq : 73.0

No.s	Date Time		(dB)				
1	2023/10/26	15:38:36	62.2	70.3	75.5	74.6	76.4
6	2023/10/26	15:38:51	76.6	75.4	77.5	77.9	74.7
11	2023/10/26	15:39:06	76.8	74.0	77.1	74.5	70.9
16	2023/10/26	15:39:21	73.9	72.1	73.1	75.0	77.1
21	2023/10/26	15:39:36	69.5	70.2	67.3	72.5	66.2
26	2023/10/26	15:39:51	69.0	72.8	71.8	68.8	70.8
31	2023/10/26	15:40:06	76.0	75.0	73.7	77.4	75.4
36	2023/10/26	15:40:21	72.4	71.7	74.1	73.6	74.0
41	2023/10/26	15:40:36	72.6	72.6	72.4	72.3	73.8
46	2023/10/26	15:40:51	71.4	75.5	73.4	69.5	69.6
51	2023/10/26	15:41:06	70.2	65.1	62.4	70.0	74.8
56	2023/10/26	15:41:21	73.1	74.8	76.2	77.1	76.4
61	2023/10/26	15:41:36	74.5	73.3	70.5	64.3	61.1
66	2023/10/26	15:41:51	65.4	71.1	68.0	67.2	59.7
71	2023/10/26	15:42:06	57.6	73.9	71.3	70.8	81.1
76	2023/10/26	15:42:21	83.5	77.1	72.3	68.1	73.0
81	2023/10/26	15:42:36	73.8	72.5	74.9	73.8	74.2
86	2023/10/26	15:42:51	82.7	78.1	75.4	75.3	75.9
91	2023/10/26	15:43:06	75.6	80.2	74.6	73.3	76.0
96	2023/10/26	15:43:21	74.8	75.3	72.6	72.6	73.6
101	2023/10/26	15:43:36	73.3	70.9	68.4	67.8	61.2
106	2023/10/26	15:43:51	57.0	59.9	73.9	71.1	70.5
111	2023/10/26	15:44:06	73.4	70.8	69.8	69.4	61.7
116	2023/10/26	15:44:21	58.0	65.3	69.0	70.0	65.0
121	2023/10/26	15:44:36	68.4	69.0	72.2	71.2	68.6
126	2023/10/26	15:44:51	73.0	70.2	76.7	74.7	69.7
131	2023/10/26	15:45:06	68.0	71.6	68.3	71.5	74.3
136	2023/10/26	15:45:21	70.3	70.4	75.6	74.6	75.4
141	2023/10/26	15:45:36	78.1	74.9	73.3	72.5	70.1
146	2023/10/26	15:45:51	66.0	67.8	78.3	78.8	78.2
151	2023/10/26	15:46:06	76.6	74.3	75.7	72.9	67.7
156	2023/10/26	15:46:21	60.3	55.8	59.2	72.1	71.5
161	2023/10/26	15:46:36	69.1	75.5	77.0	71.1	67.0
166	2023/10/26	15:46:51	72.1	71.0	72.4	69.6	64.9
171	2023/10/26	15:47:06	62.7	68.5	68.0	74.6	74.5
176	2023/10/26	15:47:21	71.4	70.4	73.5	72.8	71.3
181	2023/10/26	15:47:36	69.6	73.3	74.1	68.0	71.8
186	2023/10/26	15:47:51	73.9	71.4	73.9	75.0	75.1
191	2023/10/26	15:48:06	73.3	67.3	67.3	72.3	73.3
196	2023/10/26	15:48:21	76.8	76.1	73.8	73.2	74.4
201	2023/10/26	15:48:36	75.8	75.3	72.0	71.5	69.5
206	2023/10/26	15:48:51	67.6	74.2	71.7	72.0	73.8
211	2023/10/26	15:49:06	71.8	75.1	71.2	71.3	73.7
216	2023/10/26	15:49:21	74.6	76.9	70.7	66.6	63.1
221	2023/10/26	15:49:36	55.9	59.5	72.2	73.6	71.9
226	2023/10/26	15:49:51	70.3	69.0	67.5	64.9	67.6
231	2023/10/26	15:50:06	74.0	73.0	72.2	73.3	77.1
236	2023/10/26	15:50:21	75.1	73.7	73.5	71.3	69.9
241	2023/10/26	15:50:36	63.5	62.2	61.4	57.6	67.5
246	2023/10/26	15:50:51	71.7	78.1	76.4	71.4	72.6
251	2023/10/26	15:51:06	74.8	71.9	75.9	71.7	66.8
256	2023/10/26	15:51:21	69.6	76.7	74.9	75.3	70.9
261	2023/10/26	15:51:36	74.4	79.4	72.6	69.5	77.7
266	2023/10/26	15:51:51	75.3	73.4	73.3	74.4	76.2
271	2023/10/26	15:52:06	74.5	75.9	74.9	74.7	76.4
276	2023/10/26	15:52:21	74.4	67.9	65.0	71.1	74.2
281	2023/10/26	15:52:36	72.8	74.6	77.5	78.1	79.1
286	2023/10/26	15:52:51	76.8	72.3	70.2	73.1	69.0
291	2023/10/26	15:53:06	70.3	75.0	78.8	80.9	77.7
296	2023/10/26	15:53:21	75.3	75.1	74.8	74.7	72.3

Freq Weight : A
 Time Weight : SLOW
 Level Range : 40-100
 Max dB : 59.9 - 2023/10/26 15:18:36
 Level Range : 40-100
 SEL : 80.6
 Leq : 51.1

No.s	Date Time		(dB)					
1	2023/10/26	15:12:36	49.8	49.7	49.7	49.2	54.8	
6	2023/10/26	15:12:51	51.2	50.3	50.3	49.0	49.4	
11	2023/10/26	15:13:06	50.9	51.9	50.8	52.2	51.4	
16	2023/10/26	15:13:21	50.3	53.0	52.2	48.3	48.7	
21	2023/10/26	15:13:36	47.5	47.3	46.1	47.1	46.2	
26	2023/10/26	15:13:51	46.4	47.1	47.8	49.8	51.7	
31	2023/10/26	15:14:06	50.5	50.3	50.4	50.3	50.7	
36	2023/10/26	15:14:21	50.7	50.8	50.8	49.3	48.7	
41	2023/10/26	15:14:36	48.7	50.1	51.1	52.2	51.6	
46	2023/10/26	15:14:51	51.9	52.1	52.2	52.2	52.2	
51	2023/10/26	15:15:06	51.0	49.4	47.9	47.4	48.6	
56	2023/10/26	15:15:21	52.3	50.5	49.9	50.3	51.8	
61	2023/10/26	15:15:36	50.1	48.3	47.0	48.0	49.5	
66	2023/10/26	15:15:51	50.5	49.5	49.3	49.3	51.5	
71	2023/10/26	15:16:06	52.2	51.8	52.0	51.7	52.3	
76	2023/10/26	15:16:21	50.4	51.2	51.4	52.1	51.8	
81	2023/10/26	15:16:36	49.3	49.4	47.6	48.0	49.0	
86	2023/10/26	15:16:51	48.1	48.6	49.6	49.0	48.8	
91	2023/10/26	15:17:06	50.5	50.1	50.7	53.7	52.9	
96	2023/10/26	15:17:21	53.1	52.7	52.5	52.2	53.1	
101	2023/10/26	15:17:36	51.2	52.2	51.4	49.6	48.4	
106	2023/10/26	15:17:51	47.4	47.0	48.2	48.7	48.7	
111	2023/10/26	15:18:06	48.2	47.6	49.3	50.9	55.3	
116	2023/10/26	15:18:21	54.0	51.8	50.6	51.2	58.1	
121	2023/10/26	15:18:36	53.7	51.3	50.3	50.2	49.8	
126	2023/10/26	15:18:51	48.5	48.3	49.9	49.4	49.9	
131	2023/10/26	15:19:06	50.0	50.8	50.3	49.8	51.0	
136	2023/10/26	15:19:21	51.3	53.3	53.8	54.9	55.7	
141	2023/10/26	15:19:36	56.9	56.2	54.4	54.9	54.4	
146	2023/10/26	15:19:51	53.3	52.2	52.4	51.7	50.1	
151	2023/10/26	15:20:06	48.9	48.0	48.2	47.9	51.0	
156	2023/10/26	15:20:21	52.5	53.5	51.5	51.5	53.6	
161	2023/10/26	15:20:36	55.6	56.1	56.4	56.3	56.1	
166	2023/10/26	15:20:51	54.5	51.8	53.4	53.0	52.2	
171	2023/10/26	15:21:06	51.9	51.7	51.6	51.7	50.9	
176	2023/10/26	15:21:21	50.6	50.8	50.8	49.8	49.5	
181	2023/10/26	15:21:36	49.8	49.9	49.0	48.5	48.8	
186	2023/10/26	15:21:51	48.5	47.6	48.2	47.7	48.4	
191	2023/10/26	15:22:06	47.9	50.0	51.5	49.8	50.8	
196	2023/10/26	15:22:21	50.9	51.1	50.3	49.3	49.0	
201	2023/10/26	15:22:36	50.4	51.3	51.0	52.0	51.8	
206	2023/10/26	15:22:51	51.2	51.0	52.2	51.7	50.4	
211	2023/10/26	15:23:06	51.0	51.5	51.8	50.0	48.4	
216	2023/10/26	15:23:21	47.8	48.3	46.6	45.1	45.6	
221	2023/10/26	15:23:36	45.8	47.0	46.9	46.4	47.1	
226	2023/10/26	15:23:51	47.8	48.8	49.7	50.5	56.4	
231	2023/10/26	15:24:06	57.4	55.5	51.8	51.2	52.6	
236	2023/10/26	15:24:21	52.5	53.6	51.5	48.2	48.3	
241	2023/10/26	15:24:36	45.7	46.0	46.0	46.4	47.3	
246	2023/10/26	15:24:51	47.3	47.3	49.2	48.6	47.9	
251	2023/10/26	15:25:06	49.0	50.3	51.0	50.2	49.4	
256	2023/10/26	15:25:21	47.9	48.8	49.5	48.6	50.4	
261	2023/10/26	15:25:36	51.9	50.1	51.4	49.2	49.5	
266	2023/10/26	15:25:51	50.1	51.8	53.3	52.1	54.9	
271	2023/10/26	15:26:06	53.9	52.2	49.8	52.1	52.1	
276	2023/10/26	15:26:21	52.2	51.1	52.0	51.5	51.4	
281	2023/10/26	15:26:36	52.0	54.9	53.6	50.1	49.6	
286	2023/10/26	15:26:51	50.3	48.2	49.8	49.9	50.6	
291	2023/10/26	15:27:06	51.2	50.4	48.4	48.8	48.7	
296	2023/10/26	15:27:21	47.6	47.1	46.4	47.6	47.4	

Attachment B

Roadway Construction Noise Modeling (RCNM)

Construction Noise

	Noise Level @ 50 ft	Single-Family Residential Area to N
Distance	110	
Demolition	83	76.152
Site Preparation	79	72.152
Grading	84	77.152
Building Construction	76	69.152
Paving	77	70.152
Architectural Coating	79	72.152

Construction Vibration

	Vibration @ 25 ft	Single-Family Residential Area to N
Distance	110	
Large Bulldozer	0.089	0.010
Loaded Trucks	0.076	0.008
Small Bulldozer	0.003	0.000

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 10/23/2023
Case Description: Demolition

**** Receptor #1 ****

Description	Land Use	Daytime	Baselines (dBA)	
			Evening	Night
Demolition	Residential	65.0	55.0	50.0

Description	Impact Device	Usage (%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Concrete Saw	No	20		89.6	50.0	0.0
Backhoe	No	40		77.6	50.0	0.0

Results

Noise Limit Exceedance (dBA)					Noise Limits (dBA)				

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 10/23/2023
Case Description: Site Preparation

**** Receptor #1 ****

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Site Preparation	Residential	65.0	55.0	50.0

Description	Impact Device	Usage (%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Dozer	No	40		81.7	50.0	0.0
Backhoe	No	40		77.6	50.0	0.0

Results

Noise Limit Exceedance (dBA)							Noise Limits (dBA)		
		Calculated (dBA)			Day		Evening		
Night	Day		Evening		Night				
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax
Dozer	N/A	N/A	81.7	77.7	N/A	N/A	N/A	N/A	N/A
Backhoe	N/A	N/A	77.6	73.6	N/A	N/A	N/A	N/A	N/A
Total	N/A	N/A	81.7	79.1	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 10/23/2023
Case Description: Building Construction

**** Receptor #1 ****

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
-----	-----	-----	-----	-----
Building Construction	Residential	65.0	55.0	50.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Vibratory Concrete Mixer	No	20		80.0	50.0	0.0
Backhoe	No	40		77.6	50.0	0.0

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

			Calculated (dBA)		Day		Evening		
Night	Day		Evening		Night				
			Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax
Vibratory N/A	Concrete N/A	Mixer N/A	80.0 N/A	73.0 N/A	N/A N/A	N/A N/A	N/A	N/A	N/A
Backhoe N/A	N/A	N/A	77.6 N/A	73.6 N/A	N/A N/A	N/A N/A	N/A	N/A	N/A
		Total	80.0	76.3	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 10/23/2023
Case Description: Paving

**** Receptor #1 ****

Description	Land Use	Daytime	Baselines (dBA)	
			Evening	Night
Paving	Residential	65.0	55.0	50.0

Description	Impact Device	Usage (%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Paver	No	50		77.2	50.0	0.0
Backhoe	No	40		77.6	50.0	0.0

Results

Noise Limit Exceedance (dBA)					Noise Limits (dBA)				

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 10/23/2023
Case Description: Architectural Coating

**** Receptor #1 ****

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
-----	-----	-----	-----	-----
Architectural Coating	Residential	65.0	55.0	50.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Slurry Trenching Machine	No	50		80.4	50.0	0.0
Backhoe	No	40		77.6	50.0	0.0
Welder / Torch	No	40		74.0	50.0	0.0

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

[illegible]

Appendix G

Responses to Comments on the IS-MND

Responses to Comments on the IS-MND

This section includes comments received during the circulation of the Draft Initial Study-Mitigated Negative Declaration (IS-MND) prepared for the Pantoja Trucking Project (Project).

The Draft IS-MND was circulated for a 32-day public review period that began on March 27, 2025 and ended on April 28, 2025. The City of Oxnard received three comment letters on the Draft IS-MND. The commenters and the page number on which each commenter's letter appear are listed below.

Letter No. and Commenter		Page No.
1	Yunsheng Su, PWA-WP Case Reviewer, Watershed Planning and Permits Division, Ventura County Public Works Department	2
2	Timothy Crone, R.E.H.S., Land Use Section, Environmental Health Division, County of Ventura Resource Management Agency	6
3	Dave Ward, AICP, Planning Director, County of Ventura Resource Management Agency	8

The comment letters have been numbered sequentially and each separate issue raised by the commenter, if more than one, has been assigned a number. The responses to each comment identify first the number of the comment letter, and then the number assigned to each issue, if more than one (Response 3.1, for example, indicates that the response is for the first issue raised in comment Letter 3).

Where a comment resulted in a change to the Draft IS-MND text, a notation is made in the response indicating that the text is revised in the Final IS-MND, and these changes are shown in strikeout font (~~strikeout font~~) where text was removed and in underlined font (underlined font) where text was added. The comment letters and responses follow:



WATERSHED PROTECTION

WATERSHED PLANNING AND PERMITS DIVISION
800 South Victoria Avenue, Ventura, California 93009

MEMORANDUM

DATE: April 10, 2025

TO: Philip Hess, Case Planner
County of Ventura

FROM: Yunsheng Su, PWA-WP Case Reviewer

SUBJECT: RMA25-010
APN:231009226
CEQA Review Comments and Condition

Pursuant to your request dated 4/9/2025, this office has reviewed the submitted materials and provides the following comments.

PROJECT LOCATION:

Location Map:



PROJECT DESCRIPTION:

MND: The Pantoja Trucking Company (applicant) hauls frozen products (such as shrimp and fish) received in containers from the Port of Hueneme, either directly to customers or to their existing facilities at the project site. Product stored on the project site is then shipped to customers throughout California during the next several days. The applicant proposes to increase their existing use of the project site and construct an approximately 0.77-acre parking area for trucks on the westernmost parcel, including removal of a perimeter chain link fence and construction of a perimeter wrought iron fence with landscaping, a detention basin (with a vegetated bioswale) to retain on-site drainage flows, and restoration of a portion of the parcel back to vacant undeveloped land (proposed project).

APPLICATION COMPLETENESS:

Complete - from our area of concern.

ENVIRONMENTAL IMPACT ANALYSIS:

Item 31a. Flood Control Facilities/Watercourses – Ventura County Public Works Agency, Watershed Protection is deemed to be Less Than Significant.

The proposed project is situated about 50 feet from the Ormond Lagoon Waterway, which is a WP jurisdictional redline channel. No new or modified direct stormwater drainage connections to this WP channel, activities within WP's easement, or activities over, under, or within the redline channel appear to be proposed or indicated on the applicant's submitted materials.

This proposed project would result in an increase of impervious area within the subject property. It is understood that impacts from the proposed increase in impervious area and stormwater drainage design within the project site will be required to be mitigated to less than significant under the conditions imposed by County of Ventura. The mitigation requires that runoff from the proposed project site be released at no greater than the existing flow rate and in such manner as to not cause an adverse impact downstream in peak discharge, velocity, or duration.

WP staff determines that the proposed project design with the conditions mentioned above mitigates the direct and indirect project-specific and cumulative impacts to flood control facilities and watercourses. Therefore, the environmental impact is less than significant (LS) on redline channels under the jurisdiction of the Ventura County Public Works Agency - Watershed Protection.

WATERSHED PROTECTION COMMENTS:

None.

WATERSHED PROTECTION CONDITIONS:

RMA25-010
April 10, 2025
Page 3 of 3

None.

If you have any questions, please feel free to contact me by email at Yunsheng.Su@Ventura.Org or by phone at 805-654-2005.

END OF TEXT.

Letter 1

COMMENTER: Yunsheng Su, PWA-WP Case Reviewer, Watershed Planning and Permits Division, Ventura County Public Works Department

DATE: April 10, 2025

Response

After an introductory paragraph summarizing the proposed project, the commenter states that the Watershed Planning and Permits Division finds that the application is complete “from our area of concern.” They then state that the project site is about 50 feet from the Ormond Lagoon Waterway, which is a “WP [Watershed Protection] jurisdictional redline channel,” but that no new or modified stormwater drainage connections, activities within WP’s easement, or activities over, under, or within the redline channel are included in the proposed project. They also state that project “impacts from the proposed increase in impervious area and stormwater drainage design within the project site will be required to be mitigated to less than significant under the conditions imposed by the County of Ventura,” and this condition “requires that runoff from the proposed project site be released at no greater than the existing flow rate and in such manner as to not cause an adverse impact downstream in peak discharge, velocity, or duration.” Lastly, they state that they have determined that “the proposed project design with the conditions mentioned above mitigates the direct and indirect project-specific and cumulative impacts to flood control facilities and watercourses,” and that “the environmental impact is less than significant (LS) on redline channels under the jurisdiction of the Ventura County Public Works Agency – Watershed Protection.”

While these comments do not directly refer to the Draft IS-MND and request no changes to the document, the commenter’s conclusion that there would be a less than significant impact on channels under their jurisdiction is consistent with the findings of the Draft IS-MND. For example, Section 10, *Hydrology and Water Quality* of the Draft IS-MND finds that the proposed project would have a less than significant impact related to compliance with water quality standards or waste discharge requirements, or alterations of the existing drainage pattern of the site or area.

The commenter has no further comments on the Draft IS-MND or the proposed project, and no further response is required.



April 24, 2025

City of Oxnard
ATTN: Jay Dobrowalski, Planning Supervisor
214 South C Street
Oxnard, CA 93030

Pantoja Trucking Project, Environmental Document Review – Draft Initial Study – Mitigated Negative Declaration, (RMA REF # 25-010)

Ventura County Environmental Health Division staff reviewed the Draft Initial Study – Mitigated Negative Declaration and provides the following comment:

The environmental analysis section on “Hazardous and Hazardous Materials” states “...the proposed project would be subject to compliance with the programs administered by nearby agencies, including the County of Ventura.” The regulation of this project would not be administered by the Ventura County Environmental Division Health Certified Unified Program Agency (CUPA). Instead, since it is within the city limits of Oxnard, the handling of hazardous material must comply with the City of Oxnard CUPA.

If you have any questions, please contact me at (805) 654-5040 or timothy.krone@ventura.org.

Timothy Krone, R.E.H.S.
Land Use Section
Environmental Health Division

Letter 2

COMMENTER: Timothy Crone, R.E.H.S., Land Use Section, Environmental Health Division,
County of Ventura Resource Management Agency

DATE: April 24, 2025

Response

The commenter asks the City to correct a statement in Section 9, *Hazards and Hazardous Materials* of the Draft IS-MND that the proposed project would be subject to compliance with programs administered by nearby agencies, including the County of Ventura. The commenter states that the Ventura County Environmental Health Division Health Certified Unified Program Agency (CUPA) would not administer the regulation of this project, and that instead handling of hazardous materials must comply with the City of Oxnard CUPA instead because the project site is within the city limits of Oxnard.

The statement to which the commenter is referring is in the second paragraph of impact discussion 9(a) of the Draft IS-MND. In response to this comment, this paragraph has been edited in the Final IS-MND as follows:

Specifically, the proposed project would be subject to compliance with the programs administered by the Oxnard City Fire Department, the Certified Unified Program Agency (CUPA) for all projects within the jurisdiction of the City of Oxnard (County of Ventura, 2025). ~~nearby agencies, including the County of Ventura.~~

The new citation in the revised paragraph above has also been added to the *Bibliography* section of the Final IS-MND, as follows:

County of Ventura, Resource Management Agency. 2025. CUPA – Certified Unified Program Agency. Available at: <https://vcrma.org/habitat-connectivity-and-wildlife-movement-corridors>. Accessed May 2025.



April 28, 2025

Jay Dobrowalski, Planning Supervisor
City of Oxnard, Community Development Department, Planning Division
214 South C Street
Oxnard, California 93030

Sent via email: Jay.Dobrowalski@oxnard.org

SUBJECT: Notice of Intent to Adopt a Mitigated Negative Declaration for the City of Oxnard Pantoja Trucking Project

Dear Jay,

Thank you for providing the County of Ventura Planning Division with the opportunity to comment on the Notice of Intent to Adopt a Mitigated Negative Declaration (MND) for the Pantoja Trucking Project at 210 and 320 East Hueneme Road, Oxnard (Proposed Project). This letter provides comments on the truck trips and electrification.

The Proposed Project includes:

- An expansion of the trucking operations that intakes products from the Port of Hueneme from 24 peak daily truck trips per day to 72 peak daily truck trips;
- Approximately 28,742 square feet of new landscaping;
- A new, approximately 0.77-acre paved parking area for trucks;
- New vehicular entry; and,
- Fencing, lighting, and a stormwater detention basin.

3.1

Ventura County General Plan¹

The County's General Plan recognizes the importance of a circulation, transportation, and mobility (CTM) network that reduces greenhouse gas emissions and supports the Port of Hueneme's contributions to the local economy. Below are County General Plan policies that are relevant to the Proposed Project:

3.2

Policy EV-5.4 (Economic Vitality Goal): The County shall support the creation and enhancement of shipping, warehousing facilities at the Port of Hueneme as well as improvements to surface transportation connections to the supportive industries and businesses that are located outside of the Port.

¹ For the complete 2040 General Plan, please visit the Planning Division website at <https://vcrma.org/divisions/planning/ventura-county-general-plan/>.

Policy CTM-1.10 (Direct Traffic to Highways to Preserve Community

Character): The County shall strive to direct interregional traffic to federal and state highways. Improvements to County roadways shall not be for the primary purpose of relieving congestion on federal or state highways.

Policy CTM-1.11 (Safe and Efficient Goods Movement): The County shall coordinate with Caltrans and cities to ensure that truck routes are appropriately designed and designated for the safe and efficient movement of goods throughout the county, particularly to the Port of Hueneme.

3.2

Biological Resources

The MND identified nine special status species were identified as occurring within two-miles of the project site. Ormond Lagoon Waterway, south of the Proposed Project site, drains to Ormond Beach and as mentioned in the MND, may function as a nursery site or wildlife corridor. The Nature Conservancy owns parcels south of the Proposed Project, and is currently planning for wetland restoration, public access, and to allow for habitat changes in response to sea-level rise. While the MND did not identify any direct impacts on sensitive species, the potential for indirect impacts associated with lighting has the potential to disrupt wildlife behavior, cause injury or death to migrating animals, and may lead to a decline in invertebrates, and disrupt development in amphibians (Longcore and Rich, 2017; Wilson et. Al. 2018; Rodrigues et. al. 2017).

3.3

While the MND identifies continual noise and night lighting may indirectly affect wildlife movement and that all lighting will be on a timer that adjusts to dawn and dusk, the MND should also include the following mitigation measures to mitigate potential indirect outdoor lighting impacts on nearby sensitive species that occur in the neighboring habitats, wetlands, and coastal areas:

- For any perimeter lighting, motion detectors should be included and set for 10 minutes or less;
- The use of light fixtures that bear the “IDA-approved Dark Sky Friendly” Fixture Seal of Approval (FSA).

Truck Trips

The MND includes a project trip generation estimates table and analysis of the Proposed Project’s vehicle trip generation for truck deliveries to both local and statewide customers, and for office employees. However, there is no map showing the routine delivery truck trip routes for cargo deliveries through the unincorporated area. Truck routes to and from the facility on the Regional Road Network and local roads should be analyzed in the MND. Please include a map in the MND showing the proposed truck routes to the highways and verify that the truck trips would avoid County Designated Disadvantaged Communities to the maximum extent feasible: El Rio, Nyeland Acres, and Saticoy. This would support the County’s General Plan Policy CTM-1.10 and CTM-1.11. Please also consider whether the frequency of use on truck routes could cause significant impacts pursuant to Section 15064.3 of the CEQA guidelines in terms of vehicle miles traveled, and consider the reduction of greenhouse gas emissions.

3.4

Electrification of Trucks

3.5

In 2020, the Governor of California issued Executive Order N-79-20, directing the State Air Resources Board to propose regulations that medium-and heavy-duty vehicles to transition to a 100 percent zero-emission fleet by 2045². To comply with the State's goal to transition away from fossil fuels, the Port of Hueneme (Port) announced a goal of making their operations zero emissions by 2030³. As this trucking facility is directly related to the Port operations, the Proposed Project could be designed to support the Port's goal of transitioning to a zero emissions fleet. While the MND analyzed the greenhouse gases generated by the operations to be 302 metric tons of carbon dioxide equivalent, there did not appear to include any analysis of or phasing plans to include zero emission vehicles (ZEVs). Please include analysis of how the proposed project would be consistent with the State, Port, City and County goals to phase in medium-and heavy-duty vehicles to ZEVs and reduce green-house gas emissions.

3.5

The City and applicant may consider including EV truck charging facilities on the site. With consideration of the Port's goals to transition to zero emissions, the Port stated in a November 20, 2024 letter to the County, that for medium and heavy-duty charging stations, "The Port plans to help fleets with reducing their zero emissions vehicle acquisition costs but, in order to best leverage federal funding, the Oxnard region will need publicly accessible (EV truck) charging stations." The Proposed Project is a potential location for a publicly accessible charging station for medium and heavy-duty charging stations as it is adjacent to an underground electrical distribution line.

3.6

In the Oxnard 2030 General Plan, Chapter 2 recognizes that "Oxnard's large industrial parks and industrial areas yet to be developed is an opportunity to not only develop "green" industrial parks but also create jobs in the green economy." A charging station or phasing of ZEVs supports the green economy and would support the City of Oxnard's 2030 General Plan Policy SC-3.6, Targets for Zero-Emission Vehicles. If the Project incorporates solar panels, this will further support the transition to renewal energy production.

Closing

Thank you again for the opportunity to comment on this Mitigated Negative Declaration. This Proposed Project is aligned with the County's General Plan Policy EV-5.4 to support Port of Hueneme operations, but the truck routes on unincorporated roads should be included in the analysis. The applicant, County, and Port could consider including an EV truck charging component. If you have any questions about this letter, please contact Brittany Webber at Brittany.Webber@ventura.org or (805) 654-2469.

3.7

Sincerely,



Dave Ward, AICP
Planning Director

CC: Giles Pettifor, Port Hueneme, Director of Environment and Sustainability, sent via email to gpettifor@portofh.org

² <https://www.gov.ca.gov/wp-content/uploads/2020/09/9.23.20-EO-N-79-20-Climate.pdf>

³ <https://www.portofhueneme.org/zero-emissions-by-2030-port-of-hueneme/>

Letter 3

COMMENTER: Dave Ward, AICP, Planning Director, County of Ventura Resource Management Agency

DATE: April 28, 2025

Response 3.1

The commenter thanks the City of Oxnard for the opportunity to comment on the IS-MND, states that their letter provides comments on truck trips and electrification, and summarizes the components of the proposed project.

The commenter explains their comments regarding truck trips and electrification in subsequent comments in the letter. These comments are responded to below.

Response 3.2

The commenter lists Ventura County General Plan policies they believe are relevant to the proposed project. This is not a comment on the IS-MND; rather, it provides context for subsequent comments. Therefore, no further response is required to this comment other than the responses provided below.

Response 3.3

The commenter points out that the IS-MND found the following:

- Nine special status species occur within two miles of the project site
- Ormond Lagoon Waterway drains to Ormond Beach and may function as a nursery site or wildlife corridor
- The Nature Conservancy owns parcels south of the project site and is planning for wetland restoration, public access, and to allow for habitat changes in response to sea level rise
- While no direct impacts on sensitive species were identified, the proposed project would have the potential for indirect impacts associated with lighting, including the potential disruption of wildlife behavior, potential injury or death to migrating animals, and potential decline in invertebrates and disruption of development in amphibians.

The commenter then states that the IS-MND should include the following mitigation measures to mitigate the potential indirect outdoor lighting impacts listed in the last bullet above:

- For any perimeter lighting, motion detectors should be included and set for 10 minutes or less
- The use of light fixtures that bear the “IDA-approved Dark Sky Friendly” Fixture Seal of Approval (FSA)

The City agrees with the commenter’s general characterization of the findings of the IS-MND relating to potential lighting impacts on biological resources. The commenter does not directly contradict the finding of a less than significant impact without mitigation in impact discussion 4(d) of the IS-MND, but requests that mitigation be added to the measures already included in the applicant’s Lighting and Security Plan’s General Operational Notes and the California Building Code requirements and Oxnard Municipal Code requirements described in impact discussion 4(d) of the IS-MND. To address the commenter’s request and further reduce potential lighting impacts on nearby sensitive species,

the following language has been added to the Final IS-MND at the end of impact discussion 4(d), starting with the end of the last paragraph of page 35 of the Draft IS-MND, as shown below.

The applicant is required to submit an integrated lighting and landscape plan to demonstrate that the proposed project is consistent with the City’s Zoning Code. At the time of building permit issuance, City staff would verify that the proposed lighting is consistent with the Zoning Code requirements. Also, based on public comments received on the Draft IS-MND, the City has added Mitigation Measure BIO-2 to the Final IS-MND to further reduce potential lighting impacts on nearby sensitive species.

Mitigation Measures

BIO-2 Operational Light Reduction Measures

The following light reduction measures shall be incorporated into the proposed project’s design and implementation:

- All perimeter lighting shall include motion detectors set for 10 minutes or less
- All exterior lighting shall include “Darky Sky Friendly” fixtures, as determined by the City of Oxnard

The City of Oxnard Building & Engineering Division shall confirm that the features required by this mitigation measure have been incorporated into the final plans for the proposed project before final plan approval; and shall perform a final inspection after they are built to confirm that these features have been built and are properly operational, as determined by the City.

Significance After Mitigation

For the reasons described above, the proposed project, with incorporation Mitigation Measure BIO-2, would not substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites, and this impact would be less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED
LESS THAN SIGNIFICANT IMPACT

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐

Similarly, because the significance level of impact 4(d) has now been changed from “Less than Significant Impact” to “Less than Significant with Mitigation Incorporated,” the discussion of Biological Resources in the second paragraph of Section 20, *Mandatory Findings of Significance* has also been changed as follows:

As discussed in Section 4(d) of this IS-MND, the project site does not function as a wildlife movement corridor or habitat linkage, but the adjacent Ormond Lagoon Waterway may function as a nursery site or a wildlife corridor for common fish species. Because the bioswale included in the proposed project would filter pollutants before they reach off-site waterways, and through required compliance with Mitigation Measure BIO-2 and regulations relating to water quality and lighting, the proposed project would not make a substantial contribution to cumulative impacts related to wildlife corridors or habitat linkages. The project site is not located within a Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan; therefore, no impact (either cumulative or otherwise) related to habitat plans would occur.

Response 3.4

The commenter states that, while the IS-MND includes a project trip generation estimates table and analysis of the proposed project's vehicle trip generation (including truck trips), there is no map showing the routes that delivery trucks would routinely take for cargo deliveries through the unincorporated area. The commenter requests a map to be added to the IS-MND, as well as an analysis of truck routes to and from the project site on local roads and the regional road network. They also ask for verification that truck trips would avoid the County Designated Disadvantaged Communities of El Rio, Nyeland Acres, and Saticoy to the maximum extent feasible.

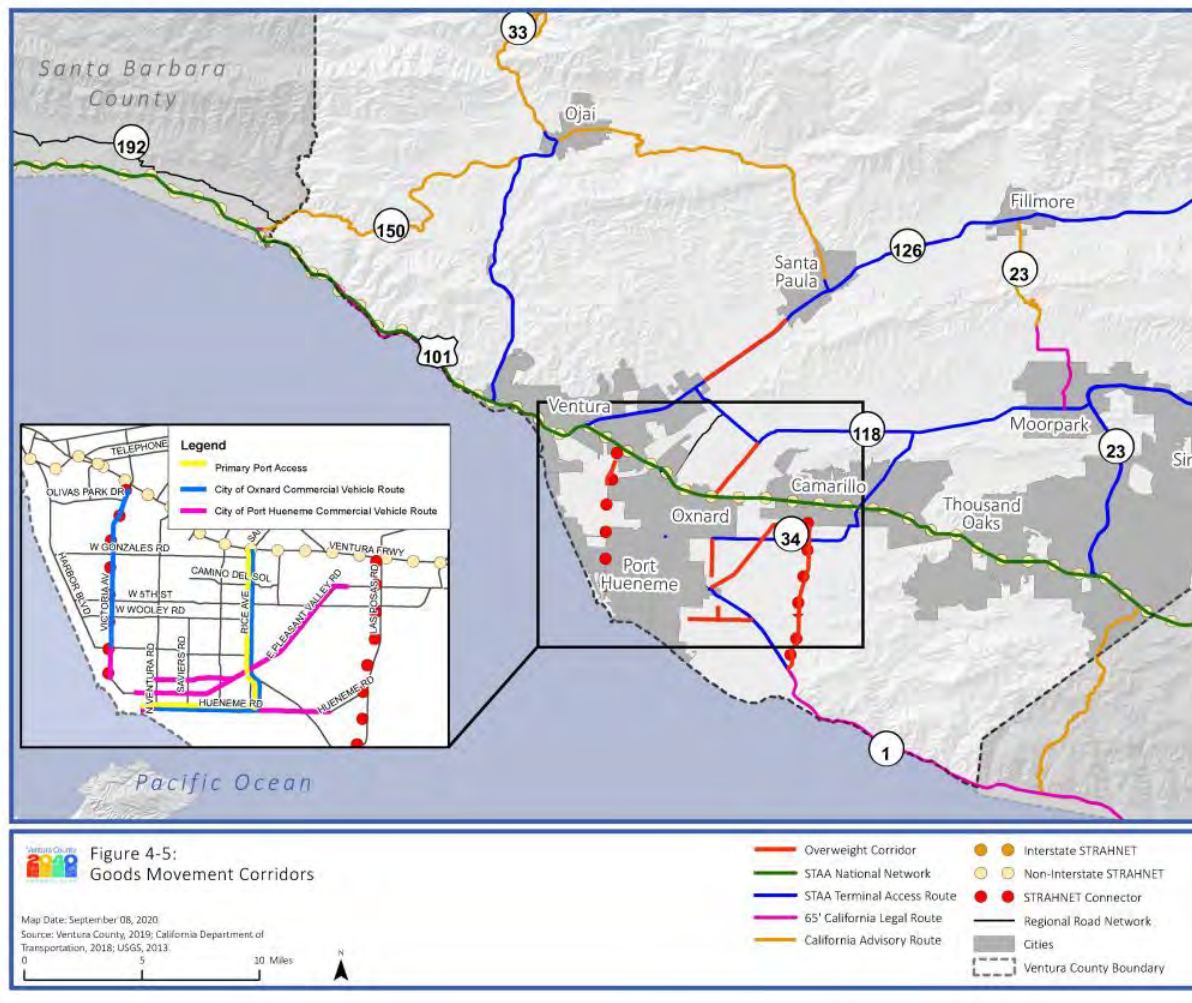
Section 8, *Description of Project* on page 4 of the Draft IS-MND states the following regarding the routing of truck traffic to and from the project site:

The Pantoja Trucking Company hauls frozen products (such as shrimp and fish) received in containers from the Port of Hueneme, either directly to customers or to the project site. Product stored on the project site is then shipped to customers throughout California during the next several days. The closest vehicular entry point to the Port of Hueneme is at the western terminus of the public portion of Hueneme Road just west of its intersection with Market Street approximately 1.4 miles west of the project site in the City of Port Hueneme. The assumed route for truck traffic between the project site and the Port of Hueneme is therefore entirely along Hueneme Road.

The route described above from the Port of Hueneme runs entirely through the City of Port Hueneme and the City of Oxnard along Hueneme Road, which is shown as a Primary Port Access route, City of Oxnard Commercial Vehicle Route, and City of Port Hueneme Commercial Vehicle Route in Figure 4-5, *Goods Movement Corridors* of the Ventura County General Plan Circulation, Transportation and Mobility Element. After leaving the project site (or when making deliveries directly from the Port to customers) Pantoja Trucking Company trucks would continue to travel along designated truck routes including Rice Avenue/CA Highway 1 northbound from Hueneme Road, Hueneme Road east to California Highway 1 (a 65' California Legal Route) or east past California Highway 1 to Las Posas Road (a STRAHNET Connector route), to the regional highway system. Ventura County General Plan Figure 4-5, as well as the City of Oxnard's truck route map (which shows Hueneme Road as a City-designated truck route) are shown below.



Source: Oxnard Truck Routes, October 2020. Available online at:
<https://www.oxnard.gov/wp-content/uploads/Oxnard-Truck-Routes-1.pdf>. Accessed May 2025.



Source: Ventura County 2040 General Plan Circulation, Transportation and Mobility Element, September 2020. Available online at:

<https://rmadocs.venturacounty.gov/planning/programs/general-plan/publications/general-plan-circulation-transportation-element.pdf>. Accessed May 2025.

As shown above, none of these routes traverse through the County Designated Disadvantaged Communities of El Rio, Nyeland Acres, and Saticoy other than on designated truck routes such as U.S. Highway 101 (an STAA National Network route) adjacent to Nyeland Acres and Los Angeles Avenue/Wells Road (an STAA Terminal Access Route) through Saticoy. As shown in Table 16 of the Draft IS-MND, the peak ADT (average daily trips) for truck trip traffic of Pantoja Trucking would increase by four trips when comparing Pantoja's existing trucking operations to operations under the proposed project. These four trips would be spread throughout the day and throughout the local and regional roadway network. On these routes, which already carry high traffic volumes including a substantial number of trucks, these four additional truck trips would not have a substantial impact.

Response 3.5

The commenter briefly summarizes State Executive Order N-79-20 (which directs the State Air Resources Board to propose regulations to transition medium- and heavy-duty vehicles to 100 percent zero-emissions fleets by 2045) and the Port of Hueneme's goal to make their operations zero

emissions by 2030 to comply with the State's zero emissions fleets goal expressed in Order N-79-20. They then state that the proposed project is directly related to Port operations and could be designed to support the Port's goal of transitioning to a zero emissions fleet, but that the IS-MND did not appear to include any analysis or phasing plans to include zero emissions vehicles (ZEVs). They then ask for analysis of how the proposed project would be consistent with State, Port, City, and County goals to phase in ZEVs and reduce greenhouse gas (GHG) emissions.

The proposed project's consistency with the Oxnard General Plan and Climate Adaptation and Action Plan (CAAP) is analyzed in impact discussion 5(a, b) on in Section 5, *Climate Change and Greenhouse Gas Emissions* of the Draft IS-MND. Oxnard's CAAP includes GHG Reduction Strategy T-1: "Expand Zero Emission Vehicle (ZEV) Charging and Fueling Infrastructure." To support this strategy, the CAAP includes the Key 2030 Performance objective to "Increase the number of EV charging stations throughout the city to 1,500," as well as the implementing actions listed on page 3-21 of the CAAP. However, none of these implementing actions impose any requirement on applicants for development projects in Oxnard to develop infrastructure for ZEVs; rather, they provide direction for City-led actions. Strategy T-1 and its related performance objectives and implementing actions were therefore not discussed in impact discussion 5(a, b) of the Draft IS-MND because they are not directly applicable to the proposed project. Impact discussion 5(a, b) of the Draft IS-MND also analyzes the proposed project's consistency with other applicable plans for GHG-reduction, including the State's 2022 Scoping Plan and the Southern California Association of Governments' 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy. The analysis found that the proposed project would be consistent with applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions. Because the project site is in the City of Oxnard and under the jurisdiction of the City, the proposed project is not required to be consistent with ZEV-related policies of the Port of Hueneme or Ventura County.

While it is unknown what percentage of the applicant's trucking fleet will consist of ZEVs when the proposed project initially begins operation, the applicant will be required to comply with California's policies for incorporating ZEVs into their fleet. Therefore, whatever the initial composition of their fleet, as trucks age out and California policies for ZEV fleets increase, the applicant's fleet will employ more and more ZEVs, which will further reduce emissions beyond any reductions already reflected in the Draft IS-MND analysis.

Response 3.6

The commenter states that "The City and applicant may consider including EV truck charging facilities on the site," and explains various ways in which such an action would be consistent with Port Hueneme's goals to transition to zero emissions and the Oxnard General Plan Policy SC-3.6, Targets for Zero-Emissions Vehicles. Lastly, the commenter states that incorporating solar panels into the proposed project would further support the transition to renewable energy production.

The commenter does not relate any of these comments to the environmental analysis in the IS-MND. The proposed project's consistency with policies related to ZEVs is discussed in Response 3.5 above. As explained in Response 3.5, Oxnard's CAAP includes GHG reduction strategies, performance objectives, and implementing actions to expand ZEV charging and fueling infrastructure but none of these strategies, objectives, or actions impose any requirement on applicants for development projects in Oxnard to develop infrastructure for ZEVs; rather, they provide direction for City-led actions. Oxnard General Plan Policy SC-3.6, Targets for Zero-Emissions Vehicles, is to "...meet or exceed state targets for zero-emission fuel vehicle miles traveled within the City by supporting the use of zero-emission vehicles...within City departments and divisions." This policy is directed to City

departments and divisions and it does not impose requirements on private-sector applicants. While including EV truck charging facilities and solar panels on the project site might help achieve various policy objectives related to ZEVs and GHG reduction, these features are not required by any City Oxnard regulation or policy, and all conclusions of the Draft IS-MND related to climate change, greenhouse gas emissions, and energy usage remain valid.

Response 3.7

The commenter thanks the City for the opportunity to comment on the Draft IS-MND, summarizes their previous comments throughout their letter, and provides contact information in case of questions about their letter.

The City of Oxnard appreciates the commenter's comments on the Draft IS-MND, all of which have been addressed in the above responses. No further response is required.

Appendix H

Mitigation Monitoring and Reporting Program

Mitigation Monitoring and Reporting Program

CEQA requires adoption of a reporting or monitoring program for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code 21081.6). This mitigation monitoring and reporting program is intended to track and ensure compliance with adopted mitigation measures during the project implementation phase. For each mitigation measure recommended in the Final Initial Study – Mitigated Negative Declaration for the Pantoja Trucking Project, specifications are made herein that identify the action required, the monitoring that must occur, and the agency or department responsible for oversight.

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
Biological Resources							
BIO-1: Nesting Bird Avoidance and Minimization Measures							
▪ To avoid the disturbance of nesting and special-status birds, including raptor species protected by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGC), initial ground disturbance activities related to the project including, but not limited to, vegetation removal, ground disturbance, demolition, and construction shall occur outside of the bird breeding season (February 1 through August 31), if feasible. ▪ If construction must begin within the general avian nesting season indicated above, a qualified biologist shall conduct a pre-construction nesting bird survey no more than 7 days prior to initial disturbances in the work area. The pre-construction nesting bird survey shall be conducted on foot inside the project site, including a 100-foot buffer and in inaccessible areas (e.g., private lands) from afar using binoculars, to the extent practicable. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in southern California. ▪ If active nests are discovered, a qualified biologist shall establish a species-specific avoidance buffer around the nest where no construction activity is allowed until they have determined that the nest is no longer active. The buffer shall be a minimum of 100 feet for non-raptor bird species and 300 feet for raptor species. Larger buffers may be required and/or smaller buffers may be	1. Verify that a nesting bird survey has been conducted by a qualified biologist within seven days of the beginning of construction activities if construction occurs from February 1 through August 31 2. If active nests are found, verify that a qualified biologist has delineated a species-specific buffer around active bird nests, and that this fencing is maintained and remains in place until a qualified biologist determines that the nest is no longer active	1. During construction phases that occur during the breeding season (February 1 through August 31) 2. If active nests are found during construction phases that occur during the breeding season (February 1 through August 31)	1. Ongoing throughout construction activities during the breeding season (January 1 through August 31) 2. If active nests are found, ongoing throughout construction activities	City of Oxnard Planning and Environmental Services Division			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
established depending upon the species, status of the nest, and construction activities occurring in the vicinity of the nest. The buffer area(s) shall be closed to all construction personnel and equipment until the adults and young are no longer reliant on the nest site. Encroachment into the buffer shall only occur at the discretion of a qualified biological monitor. If construction activities in a given work area cease for more than 7 days, additional surveys shall be conducted for the work area if suitable nesting habitat is present. If active nests are located, the buffer zone measures shall be implemented.							
BIO-2: Operational Light Reduction Measures							
The following light reduction measures shall be incorporated into the proposed project's design and implementation: - All perimeter lighting shall include motion detectors set for 10 minutes or less - All exterior lighting shall include "Dark Sky Friendly" fixtures, as determined by the City of Oxnard The City of Oxnard Building & Engineering Division shall confirm that the features required by this mitigation measure have been incorporated into the final plans for the proposed project before final plan approval; and shall perform a final inspection after they are built to confirm that these features have been built and are properly operational, as determined by the City.	- Confirm that the features required by this mitigation measure have been incorporated into the final plans for the proposed project - Perform a final inspection after the features required by this mitigation measure are built to confirm that they have been built and are properly operational	- Once - Once	- Before final plan approval - After the features required by this mitigation measure are built	City of Oxnard Building & Engineering Division			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
Cultural Resources							
CUL-1 Unanticipated Discovery of Cultural Resources							
In the event archaeological resources are unexpectedly encountered during ground-disturbing activities, work within 50 feet of the find shall halt and an archaeologist meeting the Secretary of the Interior’s Professional Qualifications Standards for archaeology (National Park Service 1983) shall be contacted immediately to evaluate the resource. If the resource is determined by the qualified archaeologist to be prehistoric, then a Native American representative shall also be contacted to participate in the evaluation of the resource. If the qualified archaeologist and/or Native American representative determine it to be appropriate, archaeological testing for California Register of Historic Resources eligibility shall be completed. If the resource proves to be eligible for the California Register of Historic Resources and significant impacts to the resource cannot be avoided via project redesign, a qualified archaeologist shall prepare a data recovery plan tailored to the physical nature and characteristics of the resource, per the requirements of California Code of Regulations Guidelines Section 15126.4(b)(3)(C). The data recovery plan shall identify data recovery excavation methods, measurable objectives, and data thresholds to reduce any significant impacts to cultural resources related to the resource. Pursuant to the data recovery plan, the qualified archaeologist and Native American representative, as appropriate, shall recover and document the scientifically consequential information that justifies the resource’s significance. The City shall review and approve the treatment plan and archaeological testing, and the resulting	1. If and when archaeological resources are discovered during ground-disturbing activities, verify that work within 50 feet of the find has ceased and an archaeologist meeting the Secretary of the Interior’s Professional Qualifications Standards for archaeology (National Park Service 1983) has been contacted to evaluate the find and, If the resource is determined by the qualified archaeologist to be prehistoric, that a Native American representative has also been contacted to participate in the evaluation. 2. Review and approve the treatment plan and archaeological testing reports required by this mitigation measure to confirm that the qualified archaeologist and (if applicable) Native American representative have carried out all actions required of them in this mitigation measure and that any recommendations contained in their report that require actions by other parties are also followed.	1. During construction period (as needed) 2. Prior to removal of any archaeological resources discovered during ground-disturbing activities	1. Once per each discovery of archaeological resources 2. Once per each discovery of archaeological resources	City of Oxnard Planning and Environmental Services Division			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
documentation shall be submitted to the regional repository of the California Historical Resources Information System, per California Code of Regulations Guidelines Section 15126.4(b)(3)(C).							

Attachment D

Pantoja Trucking Facility

General Plan Consistency Table

Consistency with the 2030 General Plan is defined by the relationship between 2030 General Plan policies and the proposed Project. The three consistency classification levels are:

- I. Direct Applicability to a Proposed Project or Program (full text of the policy and an explanation).
- II. Related or Indirect Applicability to the Proposed Project or Program (policy title and an explanation for each or groups of related or indirectly related policies).
- III. No or Distant Applicability to the Proposed Project or Program (all policies not listed as Level I and II are assumed to be consistent).

POLICY	LEVEL	POLICY OR TITLE	EXPLANATION
CD-1.2	I	Promote the efficient use of larger vacant parcels of the City by encouraging infill development, with a priority to mixed uses that reduce vehicle trips and GHG emissions and promote sustainable development goals and objectives.	A portion of the project site is a large vacant parcel that is bordered by urban development on three sides and is located near the port to reduce truck trip mileage.
CD-14.1 CD-14.2	I	Design review process that continues to ensure that public and private development projects comply with City design policies, plans, and guidelines. Continue to require that a staff Development Advisory Committee review new development projects for consistency with the City's development policies and	The Development Advisory Committee (DAC) review process led to changes in the project and/or conditions of approval.

		appropriateness for the proposed sites.	
CD-5.1	I	<i>Industrial Clustering</i> Encourage the clustering of industrial uses into areas that have common needs and are compatible in order to maximize efficiency.	The project site is located within an industrial area that is bordered on two sides by industrial uses.
CD-5.3			
CD-5.5		<i>Available Services</i> Encourage industrial activities to locate where municipal services are available including adequate storm drainage and water facilities, as well as easy access to multiple modes of transportation. <i>"Green" Major Transportation Routes</i> Guide industrial development to locate near transportation facilities capable of handling goods movements in an efficient manner without decreasing the level of service on the transportation network or dividing existing neighborhoods.	The project site has adequate municipal services and access to road infrastructure capable of handling goods without decreasing the level of service.
CD-8.5	I	<i>Impact Mitigation</i> Ensure that new development avoids or mitigates impacts on air quality, traffic congestion, noise, and environmental resources to the maximum extent feasible.	A Mitigated Negative Declaration (MND) was prepared to evaluate project impacts and mitigations measures have been incorporated as conditions of approval.
CD-9.2	II	Revitalization and Redevelopment	The project is subject to conditions of approval that meet these Level II policies.
CD-16.5		<i>Industrial and Commercial Development Standards</i>	
ICS-1.2	II	<i>Development Impacts to Existing Infrastructure</i>	The project was reviewed by DAC for impacts to

ICS-1.3		<i>Funding for Public Facilities</i>	infrastructure and is subject to conditions of approval requiring improvements and payment of development impact fees.
ICS-1.4		<i>Infrastructure Conditions of Approval</i>	
ICS-12.6		<i>Timing of Future Development</i>	
ICS-20.5		<i>Fire Services to New Development</i>	
ICS-20.7		<i>Adherence to City Standards</i>	
ICS-20.8		<i>Development Review</i>	
ICS-20.10		<i>Adequate Emergency Access and Routes</i>	
ICS-3.1	II	<i>CEQA Level of Service Threshold</i>	The MND did not identify significant impacts to Level of Service. The project is subject to conditions of approval requiring payment of impact fees.
ICS-3.1		<i>New Development Level of Service C</i>	
ICS-11.7	I	<i>Water Wise Landscapes</i> Promote water conservation in landscaping for public facilities and streetscapes, residential, commercial and industrial facilities and require new developments to incorporate water conserving fixtures (low water usage) and water-efficient plants into new landscaping.	Project is subject to conditions of approval requiring water efficient landscaping.
All others	III	All policies not listed above	No or distant applicability to the proposed project.

RESOLUTION NO. 2025-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD ADOPTING MITIGATED NEGATIVE DECLARATION NO. 25-01 AND APPROVING PLANNING AND ZONING PERMIT NO. 24-500-05 (SPECIAL USE PERMIT) TO ALLOW FOR THE CONSTRUCTION OF A FREIGHT CLASSIFICATION YARD, AND INFRASTRUCTURE IMPROVEMENTS ON A PREVIOUSLY DEVELOPED 4.76-ACRE, THREE-LOT SITE LOCATED AT 210 AND 320 EAST HUENEME ROAD (APNS: 231-0-092-260, -270, AND -280), SUBJECT TO CERTAIN FINDINGS AND CONDITIONS. FILED BY WADE LEWIS, ROBERT WILLIAM COMPANY, ON BEHALF OF PROPERTY OWNERS JESUS A PANTOJA AND REBECCA O PANTOJA, PANTOJA TRUCKLINE, INCORPORATED, 320 EAST HUENEME ROAD, OXNARD, CALIFORNIA 93033.

WHEREAS, on December 22, 2022, Wade Lewis, on behalf of Jesus A Pantoja and Rebecca O Pantoja, Pantoja Truckline, Incorporated, (“**Property Owner**”) submitted a request to approve Planning and Zoning Permit No. 24–500-05 (Special Use Permit) to permit the construction of a freight classification yard for the hauling of frozen products (such as shrimp and fish) received in containers from the Port of Hueneme which includes the construction of a 0.77 acre truck parking area, perimeter fencing with landscaping, drainage improvements, and the restoration of a portion of the westernmost lot to vacant undeveloped land and includes no changes to the existing three industrial buildings (a total of 24,313 square feet), accessory structures, and truck parking areas on a 4.76 acre developed site located at 210 and 320 East Hueneme Toad (APNs: 231-0-092-260, -270, and -280) (the “**Project**”); and

WHEREAS, the City of Oxnard as the Lead Agency, has prepared Final IS/MND No. 25-01 in accordance with the requirements of the California Environmental Quality Act (CEQA, Public resources Code § 21000, et seq.), the regulations promulgated thereunder (14 California Code of Regulations, §15000, et seq., CEQA Guidelines), and the City’s Environmental Review Guidelines; and

WHEREAS, Pursuant to provisions of the California Environmental Quality Act and CEQA Guidelines, Section 15063, and following an Initial Study and environmental assessment of possible adverse impacts, the project will not have a significant effect on the environment because of the inclusion of certain mitigation measures which lessen potential adverse impacts to a level of less than significant. Therefore, the Planning Division has prepared a Mitigated Negative Declaration with mitigation measures and monitoring program in accordance with the provisions of CEQA, including, without limitation CEQA Guidelines Sections 15070, 15071, 15072, and 15073, which have been incorporated as conditions; and

WHEREAS, a Notice of Intent to Adopt an Initial Study and Draft Mitigated Negative Declaration (IS/MND) (MND No. 25-01) for the Project was published and posted on March 27, 2025, at the Ventura County Recorder’s Office pursuant to CEQA Guidelines Sections 15072 and 15073; and

WHEREAS, the public comment period on the Draft IS/MND ran for thirty (30) days commencing on March 27, 2025 and ending on April 28, 2025; and

WHEREAS, after the close of the comment period on the IS/MND, the IS/MND was modified as set forth in Chapter 4 of the Response to Comment document; and

WHEREAS, in accordance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, the City has prepared Final IS/MND No. 25-01 containing all comments received on the Draft IS/MND No. 25-01, written responses to all substantive comments, and necessary changes to the text of the Draft IS/MND No. 25-01; and

WHEREAS, pursuant to CEQA Guidelines §15074, the Final MND reflects the City's independent judgment and analysis. The Planning Commission has independently reviewed and analyzed the Final IS/MND 25-01 prepared for the Project. The Final IS/MND 25-01 is an accurate and complete statement of the potential environmental impacts of the project. The Final IS/MND 25-01 was prepared under the direction of the City of Oxnard Planning Division and reflects its independent judgment and analysis of the environmental impacts; and

WHEREAS, in accordance with the California Environmental Quality Act, the Planning Commission considered the proposed Final IS/MND 25-01 before making its determination, on the basis of the whole record before it finds, there is no substantial evidence that the project will have a significant effect on the environment; and

WHEREAS, on June 5, 2025, the Planning Commission conducted a duly noticed public hearing to consider the Applicant's request to approve Planning and Zoning Permit No. 24-500-05 (Special Use Permit) for a freight classification yard, in accordance with Section 16-536 of the Oxnard City Code; and

WHEREAS, Section 16-540 of the OCC authorizes the Planning Commission of the City of Oxnard ("**Commission**") to approve a Special Use Permit; and

WHEREAS, the Project has been reviewed by the Development Advisory Committee (DAC) and the DAC has prepared conditions of approval that are incorporated within the recommended permit; and

WHEREAS, on June 5, 2025, the Commission conducted a duly noticed public hearing, and received and reviewed all written and oral evidence related to the proposed Project, in accordance with Section 16-536 of the Oxnard City Code (OCC); and

WHEREAS, the Commission finds, after due study, deliberation and public hearing, that the project meets the criteria set out in Sections 16-531 of the OCC; and

WHEREAS, Mitigated Negative Declaration (MND) No. 25-01 has been prepared to evaluate potential environmental impacts of the proposed Project. The MND was prepared pursuant to the requirements of the California Environmental Quality Act (CEQA, Public resources Code § 21000, et seq.), the regulations promulgated thereunder (14 California Code of Regulations, §15000, et seq., CEQA Guidelines), and the City's Environmental Review Guidelines. The City of Oxnard is the Lead Agency. The MND is appropriate pursuant to CEQA Guidelines § 15070 since the initial study identifies potentially significant effects that will be mitigated to a less than significant level

through the adoption of a mitigation a monitoring plan that will be enforced through conditions of approval; and

WHEREAS, the Commission has held a public hearing at which it received and considered oral and written testimony on Mitigated Negative Declaration No. 25-01 (MND) for the proposed project, the MND documents are incorporated by reference in this resolution; and

WHEREAS, the Commission considered Final IS/MND No. 25-01 prior to taking action on the Project; and

WHEREAS, the Commission finds that the Project conforms to the City of Oxnard 2030 General Plan elements thereof and the Oxnard City Code for the reasons set forth in the Planning Commission Hearing Staff Report; and

WHEREAS, the Commission finds after due study and deliberation that the applicant agrees with the necessity of and accepts all elements, requirements, and conditions of this Resolution as being a reasonable manner of preserving, protecting, providing for, and fostering the health, safety, and welfare of the citizenry in general and the persons who work, visit or live in this development in particular; and

WHEREAS, the Planning Commission finds that the Applicant agrees as a condition of this Resolution that at its own expense, to indemnify and defend the City of Oxnard and its agents, officers and employees from and against any claims, actions or proceedings to attack, set aside, void or annul the approval of this Resolution or any actions or proceedings, acts or determinations taken, done or made before the approval of this resolution that were part of the approval process.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF OXNARD:

SECTION 1. Based on the entire record before the Planning Commission and all written and oral evidence presented, including the Special Use Permit Staff Report and all attachments thereto, the Planning Commission finds:

1. The proposed use is in conformance with the General Plan and other adopted policies of the City of Oxnard.

The Project has a zoning designation of Light Manufacturing Planned Development (M-1-PD) which is consistent with the 2030 General Plan land use designation of Industrial Light (ILT). As discussed in detail in the Community Development Director Staff Report Sections 6) b, c, d, and e, the Project, as designed and conditioned, meets all applicable development standards. Therefore, the proposed project is in compliance with the 2030 General Plan and other adopted policies of the City of Oxnard and meets this Finding.

2. The proposed use will not adversely affect or be materially detrimental to the adjacent uses, buildings or structures or to the public health, safety or general welfare.

As described in the Staff Report, pursuant to the 2030 General Plan land use designation of Industrial Light (ILT) and the zoning designation of Light Manufacturing with Planned Development Additive Zone (M-1-PD), the proposed use of the project site as a freight classification facility with associated site improvements, is an allowed use, subject to a Special Use Permit (OCC §16-163). The surrounding uses are characterized by residential uses across Hueneme Road to the north, light industrial uses (produce processing and logistics trucking) to the east, vacant undeveloped land (Ormond Beach headlands area) to the south, and light industrial uses (vehicle storage) to the west. Construction activities, anticipated uses, and development design will be subject to standard construction requirements of the Building, Fire, and Traffic Codes. Therefore, the proposed use and improvements, as conditioned, will not adversely affect or be materially detrimental to the adjacent uses, buildings or structures or to the public health, safety or general welfare.

3. **The site for the proposed use is adequate in size and shape to accommodate the setbacks, parking, landscaping, and other City standards except as may be specifically excepted by the special findings and conditions of this Resolution.**

As proposed and conditioned, the Project is consistent with the development standards of the Light Manufacturing with Planned Development Additive Zone (M-1-PD) zone to ensure that development is adequately proportional to the size of the property and served by public infrastructure. The Project site is a total of 4.76 acres, which includes a 1.95 acre portion that was previously developed with the existing structures used for the facility, and a 2.81 acre portion that was developed without the required permits for a gravel and fenced truck parking area. A portion of the recently developed truck parking area will be restored to a vacant undeveloped lot. The Project has been designed to be consistent with the development and design standards included within the Light Manufacturing zone and the Oxnard Zoning Code, including, but not limited to, maximum building height, front, side and rear setbacks, lot coverage, landscaping, parking standards, and equipment screening standards. The Project provides on-site parking consistent with the Zoning Code. The proposed Project's landscaping is designed to be consistent with the Landscape Water Conservation Standards of the Zoning Code. Given these circumstances, the site for the proposed use is adequate in size and shape to accommodate the setbacks, parking, landscaping, and other City standards.

4. **The site for the proposed use will be served by streets and highways adequate in width and structure to carry the kind and quantity of traffic such use will generate.**

The Project site is located along East Hueneme Road. Access to the site is currently provided via a driveway from the roadway into the property. The project includes a redesign for access: the current driveway will be abandoned and access will be provided via a new driveway that will be constructed to align with Connor Drive for increased safety. The current driveway curb cut will be removed, the driveway will be replaced with landscaping, and the existing vehicle gate will be replaced with a wrought iron fence. The site includes various areas that can be used for vehicle parking (a total of 29 vehicle spaces and 5 bicycle parking spaces are required). The freight classification yard

is required to provide 29 parking spaces, based on a formula of 1 space per 250 gross square feet of building area for office use and the graduated requirements for warehouse structures over 20,000 square feet resulting in a calculation of 22 parking spaces for the applicable warehouse square footage. The project is conditioned to provide the required parking area consistent with City parking requirements. Additionally, the facility includes 11 truck trailer spaces in the proposed truck parking area in the western portion of the Project site. The Project has been conditioned to submit a draft Transportation Demand Management Plan (TDMP) that identifies means for encouraging employee use of alternative transportation.

Therefore, the site will be served by streets and highways adequate to carry the kind and quantity of traffic such use will generate.

5. The site for the proposed use will be provided with adequate sewerage, water, fire protection and storm drainage facilities.

The Project site is currently connected to sewer lines managed by the City of Oxnard, which direct wastewater to the Oxnard Wastewater Treatment Plant (OWTP). The proposed Project will not require additional wastewater conveyance or treatment capacity to serve proposed Project demands. The proposed Project expected water demand is within City demand projections outlined in the 2020 Urban Water Management Plan (UWMP). The proposed Project will not result in new or expanded fire facilities to serve the development. The Project site includes existing structures that have adequate fire protection, and the proposed truck parking area will be paved which is not anticipated to require additional fire protection resources. The proposed Project includes the installation of a detention basin (with a vegetated bioswale) to reduce the stormwater runoff into City storm drainage facilities. Therefore, the site for the proposed use will be provided with adequate sewerage, water, fire protection and storm drainage facilities.

SECTION 2. The City of Oxnard as the Lead Agency has prepared Final IS/MND No. 25-01 in accordance with the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Section 21000, et seq.), the regulations promulgated thereunder (14 California Code of Regulations, Section 15000, et seq., CEQA Guidelines, and the City's Environmental Review Guidelines. Pursuant to provisions of the California Environmental Quality Act and CEQA Guidelines, Section 15063, and following an Initial Study and environmental assessment of possible adverse impacts, the Project will not have a significant effect on the environment because of the inclusion of certain mitigation measures to mitigate potential adverse impacts to a less than significant level. Therefore, the Planning Division has prepared a Mitigated Negative Declaration (No. 25-01) with mitigation measures and a monitoring program in accordance with the provisions of CEQA which have been incorporated as conditions of approval.

SECTION 3. The Final IS/MND was presented to the Planning Commission, which, at a hearing before the public, reviewed and considered the information contained in the Initial Study/Mitigated Negative Declaration prior to taking action regarding the Project and its associated development entitlements.

SECTION 4. Based on the entire record before the Planning Commission and all written and oral evidence presented, including the Planning Commission Staff Report and all attachments thereto, the Planning Commission finds pursuant to CEQA Guidelines §15074, the Final MND reflects the City's independent judgment and analysis. The Planning Commission has independently reviewed and analyzed the Final IS/MND No. 25-01 prepared for the Project. The Final IS/MND No. 25-01 is an accurate and complete statement of the potential environmental impacts of the project. The Final IS/MND No. 25-01 was prepared under the direction of the City of Oxnard Planning Division and reflects its independent judgment and analysis of the environmental impacts.

SECTION 5. The Planning Commission hereby adopts the Final IS/MND No. 25-01, set forth attached hereto and incorporated herein by reference, and based thereon and on the Record as a whole, the Planning Commission hereby finds that all potentially significant environmental effects of the Project and its associated development entitlement actions have been reduced to a less-than-significant level in that all significant environmental effects have been eliminated or substantially lessened as set forth in the IS-MND. Based upon the foregoing, the Planning Commission finds that the Project and its associated actions will not have a significant effect upon the environment.

SECTION 6. The Planning Commission hereby adopts the mitigation measures set forth in the Final IS/MND No. 25-01 and its accompanying Mitigation, Monitoring, and Reporting Program ("MMRP"), pursuant to Public Resources Code Section 21081.6, which is a program designed to ensure compliance with the mitigation measures imposed to avoid or substantially lessen the significant effects identified in the Mitigated Negative Declaration/Initial Study and said mitigation measures are described in the MMRP included therein and incorporated herein by reference.

SECTION 7. Based on the findings set forth herein and the Staff Report and all attachments thereto, the Planning Commission hereby approves Planning and Zoning Permit No. 24-500-05 (Special Use Permit), subject to the attached conditions of approval.

SECTION 8. The decision of the Commission shall be final unless an appeal of the action is filed in accordance with the provisions of Section 16-545 of the Oxnard City Code.

CONDITIONS OF APPROVAL ON NEXT PAGE

**PANTOJA TRUCKING
CONDITIONS OF APPROVAL
SPECIAL USE PERMIT NO. 24-500-05**

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

DEPARTMENTS AND DIVISIONS			
CA	City Attorney	PL	Planning Division
DS	Dev Services/Eng Dev/Inspectors	TR	Traffic Division
PD	Police Department	B	Building Plan Checker
SC	Source Control	FD	Fire Department
PK	Landscape Design	CE	Code Compliance

GENERAL PROJECT CONDITIONS

1. This permit is granted for the property described in the application on file with the Planning Division, and may not be transferred from one property to another. (PL, *G-1*).
2. This permit is granted for the plans approved June 5, 2025, (“the plans”) on file with the Planning Division. The project shall conform to the plans, except as otherwise specified in these conditions, or unless a minor modification to the plans is approved by the Planning and Environmental Services Manager (“Planning Manager”) or a major modification to the plans is approved by the Community Development Director. A minor modification may be granted for minimal changes or increases in the extent of use or size of structures or of the design, materials or colors of structures or masonry walls. A major modification shall be required for substantial changes or increases in such items. (PL, *G-2*)
3. This permit shall automatically become null and void 36 months from the date of its issuance, unless Developer has diligently developed the proposed project, as shown by the issuance of a grading, foundation, or building permit and the construction of substantial improvements. (PL, *G-3*)
4. All required off-site and on-site improvements for the project, including structures, paving, and landscaping, shall be completed prior to occupancy unless the Development Services Manager allows Developer to provide security or an executed agreement approved by the City Attorney to ensure completion of such improvements. (DS, *G-4*)

5. By commencing any activity related to the project or using any structure authorized by this permit, Developer accepts all of the conditions and obligations imposed by this permit and waives any challenge to the validity of the conditions and obligations stated therein. (CA, G-5)
6. Developer agrees, as a condition of adoption of this resolution, at Developer's own expense, to indemnify, defend (with counsel selected by the City in its discretion) and hold harmless the City and its agents, officers and employees from and against any claim, action or proceeding to attack, review, set aside, void or annul the approval of the resolution or any condition attached thereto or any proceedings, acts or determinations taken, done or made prior to the approval of such resolution that were part of the approval process. (CA, G-6)
7. Any covenants, conditions, and restrictions (CC&Rs) applicable to the project property shall be consistent with the terms of this permit and the City Code. If there is a conflict between the CC&Rs and the City Code or this permit, the City Code or this permit shall prevail. (CA, G-7)
8. Developer shall complete the "Notice of Land Use Restrictions and Conditions" form, using the form provided by the City, for recording with the Ventura County Recorder. Before the City issues building permits, Developer shall submit the original completed, signed and notarized document, together with the required fees to the Planning Manager. (PL, G-8)
9. Developer shall provide off-street parking for the project, including the number of spaces, stall size, paving, striping, location, and access, as required by the City Code. (PL/B, G-9)
10. Before placing or constructing any signs on the project property, Developer shall obtain a sign permit from the City. Except as provided in the sign permit, Developer may not change any signs on the project property. (PL/B, G-10)
11. Developer shall obtain a building permit for any new construction or modifications to structures, including interior modifications, authorized by this permit. (B, G-11)
12. Developer shall not permit any combustible refuse or other flammable materials to be burned on the project property. (FD, G-12)
13. Developer shall not permit any materials classified as flammable, combustible, radioactive, carcinogenic or otherwise potentially hazardous to human health to be handled, stored or used on the project property, except as provided in a permit issued by the Fire Chief. (FD, G-13)
14. If Developer, owner or tenant fails to comply with any of the conditions of this permit, the Developer, owner or tenant shall be subject to a civil fine pursuant to the City Code. (CA, G-14)
15. Prior to issuance of building permits, Developer shall correct all violations of the City Code existing on the project property for which the Code Compliance Division has open cases. (PL, G-15).

LANDSCAPE CONDITIONS

16. Prior to submittal of landscape and irrigation plans, Developer shall obtain approval of the Planning Manager or designee of a plan showing on the project property all existing trees and identifying the trees to be saved, transplanted or removed. (PK, *PK-1*)
17. Prior to issuance of building permits or the proposed use is initiated, whichever comes first, Developer shall submit two copies of landscape and irrigation plans, along with the appropriate permit application and fees, to the Development Services Division and obtain approval of such plans. (PK/DS, *PK-2*)
18. Prior to issuance of a certificate of occupancy, Developer shall install landscape and automatic irrigation systems that have been approved by Parks and Facilities Superintendent. (PK, *PK-3*)
19. Developer shall properly maintain landscape planting and all irrigation systems as required by the City Code and as specified by this permit. Failure of Developer to do so may result in the revocation of this permit and initiation of legal proceedings against Developer to ensure compliance (PK, *PK-4*)
20. Prior to the issuance of a certificate of occupancy, Developer shall provide a watering schedule to the building owner or manager and to Planning Division or designee. The irrigation system shall include automatic rain shut-off devices, or instructions on how to override the irrigation system during rainy periods. (PK, *PK-5*)
21. All trees planted or placed on the property by Developer shall be at least 24-inch-box size. All shrubs and vines shall be at least five-gallon size, except as otherwise specified by this permit. (PK, *PK-6*)
22. At the time of landscape plan check submittal, the landscape planting and irrigation plans shall comply with the current title 23 Model Water Efficient Landscape Ordinance (MWEO). (PK, *PK-7.1*)
23. Developer agrees that the project has aesthetic impacts arising from conversion of undeveloped land to developed land, which the landscaping improvements for the project are intended to mitigate. Developer further agrees that the landscaping improvements must be maintained in order to continue to mitigate such impacts. In order to provide for such maintenance, Developer has agreed to enter into an agreement with the City to cast a ballot in favor of formation of an assessment district to fund such maintenance and in favor of assessments on the project property if such assessment district is proposed to be created. In the event that such an assessment district is not proposed or formed, Developer agrees to maintain the project landscaping for the life of the project.
24. Developer shall install an irrigation system that includes a water sensor shut off device as a water conservation measure. (PK, *PK-22*)

25. At time of submittal to the Building and Engineering Division for plan check, Developer's Landscape Architect or Architect shall provide the City with written confirmation that they have reviewed the civil engineering construction drawings and that the NPDES requirements are not in conflict with meeting the City's landscape requirements. (PK, PK-23)
26. Developer shall include a note on the Landscape Plans submitted to the Building and Engineering Division for a building permit that "all landscaping and irrigation comply with Ordinance No. 2822, which adopted the City of Oxnard Landscape Water Conservation Standards, and applicable water conservation requirements of the State of California". (PK, PK-24)

FIRE DEPARTMENT CONDITIONS

27. Developer shall construct all vehicle access driveways on the project property to be at least 26 feet wide, exclusive of shoulders. Developer shall mark curbs adjacent to designated fire lanes in parking lots to prohibit stopping and parking in the fire lanes. Developer shall mark all designated fire lanes in accordance with the California Vehicle Code. (FD/B, F-1)
28. All roof covering materials on the project property shall be of non-combustible or fire retardant materials approved by the Fire Chief and in compliance with the City Code. (FD, F-2)
29. Before the City issues building permits, Developer shall obtain the Fire Chief's approval of a plan to ensure fire equipment access and the availability of water for fire combat operations to all areas of the project property. The Fire Chief shall determine whether or not the plan provides adequate fire protection. (FD/DS, F-3)
30. All structures on the project property shall conform to the minimum standards prescribed in Title 19 of the California Code of Regulations. (FD, F-5)
31. The project shall meet the minimum requirements of the "Fire Protection Planning Guide" published by the Fire Department. (FD, F-6)
32. At all times during construction, Developer shall maintain paved surfaces capable of handling loads of 76,000 pounds which will provide access for firefighting apparatus to all parts of the project property. (FD/DS, F-7)
33. Developer shall identify all hydrants and fire protection equipment on the project property as required by the Fire Chief. (FD, F-8)
34. Developer shall install security devices and measures, including walkway and vehicle control gates, entrance telephones, intercoms and similar features, subject to approval of the Police Chief and the Fire Chief. Vehicle control gates shall be operable by City approved radio equipment. (FD/PD, F-9)
35. The turning radius of all project property driveways and turnaround areas used for emergency access shall be approved by the City Traffic Engineering Department. (FD, F-11)

36. Developer shall comply with Certified Unified Program Agency (CUPA) requirements regarding the storage, handling and generation of hazardous materials or waste. Prior to the issuance of building permits, Developer shall contact the CUPA division of the Fire Department to ensure that such requirements are followed. (FD, F-16)
37. Areas designated by the Fire Marshal as Fire Lanes shall be identified by a red curb and signage per the California Department of Motor Vehicles.
38. All landscape on project property will coordinate with the fire protection features, to prevent access problems to fire protection features.
39. Fire hydrants shall be operational and accessible at all times. No parking, storage or staging of equipment/supplies shall be located within 15 feet on either side of fire hydrants. Prior to final inspection, blue reflective hydrant location markers shall be placed on the access roads in accordance with Fire Department standards.
40. Before the city issues a certificate of occupancy, the developer shall install a Knox key vault at a location to be determined by the Fire Department.
41. Vegetation clearance from structure(s) required prior to construction.
42. A minimum 20-foot clear width and 13 foot, 6 inch (13'-6") clear height emergency access shall be maintained free of obstructions at all times within the development once construction starts.

POLICE DEPARTMENT CONDITIONS

Security Camera Systems:

43. A security camera system shall be required and shall be operated 24 hours a day to monitor the activity at the site. The system shall be designed to capture images of all persons and all vehicles that enter the site. Cameras shall also be distributed throughout the site to capture general activities. The camera system shall comply with the following minimum standards:
 - a. The camera system shall be cloud based to facilitate off-site and mobile monitoring.
 - b. Cameras and supporting equipment shall supply digital color images under normal lighting conditions. Greyscale images are required for infra-red lighting.
 - c. Cameras shall be made by a reputable manufacturer as determined by the Chief of Police or his/her designee and maintained to current industry standards.
 - d. Cameras shall have low light capability and gray-scale image capture to facilitate quality recordings as determined by the Chief of Police or his/her designee.
 - e. The video system shall utilize a Digital Video Recorder (DVR). VHS and other formats are prohibited.
 - f. The video system shall allow recording, live viewing and playback of recorded video for a period of a period of at least 30 days.
 - g. Recorded images shall bear a date and time stamp that cannot be altered.

- h. All entry doorways to the premises shall be monitored by a camera or cameras that are strategically mounted for face capture of persons who enter. Such cameras shall be mounted no higher than 7-feet above the floor/ground. Face capture images shall be determined as those images where the clarity of a person's facial image is sufficient for later identification.
- i. All vehicular entrances to the parking facilities shall be monitored by a camera or cameras that are placed to capture images of sufficient quality as determined by the Chief of Police or his/her designee where the vehicle's license plate, make, model and color can be easily identified.
- j. Cameras in domed casings are required as their area of focus is not easily determined by a casual observer.
- k. A camera shall be dedicated to capture an image of the face of any person accessing the call system at the exterior of the primary entrance. The quality of the face image shall be detailed sufficiently to be able to distinguish one person from another as determined by the Chief of Police or his/her designee
- l. Site management shall provide upon demand by any police employee any digital records of security camera or access control systems requested pursuant to a police investigation or for the periodic inspection of equipment required under these conditions.
- m. Security cameras shall be installed to monitor activity around each side of the building's exterior.

Security Plan:

44. A Security Plan shall be submitted to a police representative (via specialprojects@oxnardpd.org) and approved prior to the issuance of building permits. The purpose of the Security Plan is to align the applicant's need to secure the development site for its end users with current security standards and to provide the Police Department an understanding of the layout of the site in the event of a critical incident. The Security Plan, when submitted directly to the Police Department, is considered a confidential document. The plan shall include:
- a. The Security Plan Sheet will identify the location of each security camera, camera recording/support equipment, all elements of an access control system, and any safe or secure room or rooms designed to maintain valuable assets or records.
 - b. The Security Plan shall include a chart identifying each camera by a unique alpha-numeric, the scope of their capture area, and placement of the camera above the floor/ground.
 - c. The Security Plan shall identify all buildings, fencing and gates. Call outs and elevations shall clearly identify fencing and gate material description and manufacturer.
 - d. The Security Plan shall identify any area which is served by an intrusion/burglary alarm system. All alarm sensors shall be dual technology or approved by the Police Department.
 - e. The Security Plan shall identify all the components of the access control system, their location, and a chart that identifies each instrument with an alpha-numeric with the device name, make and model and storage location.

- f. Click-to-Enter technology shall be installed to provide access for first responders to the primary vehicular gate to the facility yard. This access point shall be identified on the Security Plan.
 - g. The permittee/property manager/owner shall maintain all security features in good working condition and consistent with industry standards.
45. Any digital records from the security camera system or access control system shall be made available to any representative of the Oxnard Police Department upon demand related to any official police investigation. If requested, the site manager shall upload or email any digital records at the request of a representative of the Oxnard Police Department..
46. A Security Plan shall be submitted to and approved by the Police Department prior to the issuance of building permits. The submission shall be made in a PDF format and sent to specialprojects@oxnardpd.org. The email "subject line" shall have the 7-digit Planning "PZ" number and the site's address to identify the project. The plan shall include the location of the security features at the site consistent with the Security Plan Requirements document provided during the development review process. The Security Plan shall not be submitted with other development documents or plan sheets. This is done to maintain a level of confidentiality of the security features of the site between the developer/end user of the development and the Oxnard Police Department.

Alarms:

47. Any intrusion alarm system installed at the site shall utilize motion and infrared technology or similar technology to differentiate between human and non-human motion. The alarm system shall be compliant with Oxnard City Code 11-95 through 11-100.

First Responder Access:

48. Click-to-Enter technology shall be installed to provide access for first responders to all entrances to the facility that serve as an interface between public and semi-public areas.

Landscaping:

49. Landscape elements shall be arranged to provide clear lines of sight and eliminate potential places of concealment and dissuade the application of graffiti. Through the life of the project, the property shall be maintained to address these issues.

PLANNING DIVISION CONDITIONS

50. Plans submitted by Developer with building permit applications shall show on the building elevation sheets all exterior building materials and colors, including product and finish manufacturer name, color name and number, and surface finish type (such as: stucco with sand finish, plaster with smooth finish) to be used in construction. (PL/B, PL-1)

51. Any application for a minor modification to the project shall be accompanied by four copies of plans reflecting the requested modification, together with applicable processing fees. (PL, *PL-2*)
52. Before the City issues building permits, Developer shall include a reproduction of all conditions of this permit as adopted by resolution of the Community Development Director and/or the City Council in all sets of construction documents and specifications for the project. (PL, *PL-3*)
53. Before the City issues building permits, Developer shall provide to the Planning Division Manager color photographic reductions (8 1/2" by 11") of full-size colored elevations and any other colored exhibit approved by the Community Development Director. Developer may retain the full-size colored elevations after the reductions are so provided. (PL, *PL-4*)
54. Developer may not modify any use approved by this permit unless the Planning Division Manager determines that Developer has provided the parking required by the City Code for the modified use. (PL, *PL-7*)
55. During the plan check review process, the Developer shall provide a lighting plan that provides design details (light standards, bollards, wall mounted packs, etc.) and illumination site information within alleyways, pathways, streetscapes, and open spaces proposed throughout the development. An electrical engineer shall prepare the site lighting plan demonstrating that adequate lighting ranges will be provided throughout the development without creating light spillover, light pollution, or conflicts with surrounding factors such as tree locations, off-site or adjacent lighting. (PL)
56. Prior to issuance of building permits, Developer shall demonstrate that light standards illustrated on conceptual lighting plan do not conflict with tree locations. Developer shall submit a plan showing both the lighting and landscape on the same sheet.
57. Lighting within physical limits of the area required to be lighted shall not exceed seven footcandles, nor be less than one footcandle at any point. All exterior lighting shall be LED or similar in nature and spectrum (3,000K to 20,000K Correlated Color Temperature).
58. Project on-site lighting shall be of a type and in a location that does not constitute a hazard to vehicular traffic, either on private property or on adjoining streets. To prevent damage from vehicles, standards in parking areas shall be mounted on reinforced concrete pedestals or otherwise protected. Developer shall recess or conceal under-canopy lighting elements so as not to be directly visible from a public street. Developer shall submit a lighting plan showing standard heights and light materials for design review and approval of the Planning Division Manager. (PL/B, *PL-8*)
59. In order to minimize light and glare on the project property, all parking lot and exterior structure light fixtures shall be high cut-off type that divert lighting downward onto the property and shall not cast light on any adjacent property or roadway. (PL, *PL-9*)

60. Integrated landscape/lighting/photometric plan shall be submitted illustrating a 20-year tree maturity. This plan shall include all outdoor areas as well as the parking facility. This is to ensure that tree growth will not adversely impact future lighting and therefore site safety as the project matures. Luminaires used in the photometric calculations shall only include those instruments mounted 8-feet or more above walking/driving surface.
61. Developer shall provide for dust control at all times during project property preparation and construction activities. (B/DS, *PL-13*)
62. Developer agrees to participate in a water conservation program that includes refitting water fixtures existing on the project property with water conserving devices within residences or businesses in the City's water service area, if such a program is in effect when building permits are issued for this project. Among the requirements of such a program might be refitting existing toilets, faucets, shower heads, landscaping irrigation or other fixtures and items that consume water within the structure. (PL, *PL-14*)
63. Because of water limitations placed upon the City by its water providers, approval of this permit does not guarantee that the City will issue building permits. Issuance of building permits may be delayed as a result of implementation of a water conservation or allocation plan. (PL, *PL-15*)
64. Prior to issuance of building permits, Developer shall pay a document imaging fee for the planning files in an amount calculated by planning staff at the time of building permit review based on fees then in effect. (PL/B, *PL-16*).
65. Developer shall participate in the City's Public Art Program by paying the Public Art fee prior to issuance of building permits, in accordance with City Council Resolution No. 14,124. (PL, *PL-50*)
66. Developer shall recess or screen roof heating and cooling systems and other exterior mechanical equipment from adjoining property and public streets, as required by this permit. Plumbing vents, ducts and other appurtenances protruding from the roof of structures shall be placed so that they will not be visible from the front of the property or other major public vantage points. Developer shall include a note on the construction plumbing drawings of exterior elevations to indicate to contractors that roof features shall be grouped and located in the described manner. Roof vents shall be shown on construction drawings and painted to match roof material color. (PL/B, *PL-41*)
67. Developer shall install all roof and building drainpipes and downspouts inside building elements. These items shall not be visible, to the extent feasible as determined by the Community Development Director, on any exterior building elevations.
68. For any exterior utility meter panels, Developer shall paint such panels to match the structure upon which it is located. Such panels shall be located to take advantage of screening (e.g. landscaping or other building elements) from public right-of-ways, to the maximum extent feasible. (PL, *PL-43*)

69. Developer shall pay applicable impact fees, including but not limited to the fees authorized by City Council Resolution 15,329 (Growth Requirement Capital Fee, Park and Recreation Fee, Traffic Circulation Fee, Storm Drainage Fee, Mobility Fee, Public Art Program Fee, and Utility and Undergrounding in-Lieu Fee) and for wastewater, water system, water service and meter, storm drain, traffic (City and County), growth capital, park, public art, and General Plan maintenance connection and/or impact fees before issuance of building permits. (PL-44)
70. Construction activities shall be limited to the hours of 7 am to 7pm, Monday through Saturday. No construction shall occur after hours, on Sundays, or national holidays without permission from the City. (PL-45)
71. Prior to issuance of a certificate of occupancy, Developer shall remove all construction materials and vehicles from the subject property. (PL/B, PL-47)
72. Developer shall limit outdoor storage of materials to the locations shown on the project plans. Developer shall screen storage areas from adjacent properties and streets by a wall or similar screening. All fence and wall materials shall provide sufficient screening as determined by the Planning Manager. (PL/B, PL-48)
73. Developer shall stripe loading zones for loading and unloading activities only and post to prohibit storage or other non-loading activity within the loading zone. (PL/B, PL-49)
74. Applicant shall deposit \$5,000.00 prior to grading permit for conditions compliance, CEQA mitigation monitoring and reporting associated with development project, PZ 24-500-05. Additional funds will be required throughout construction deposited in \$2,000.00 increments prior to issuance of building permit, and as needed to address field review and planning cost recovery related to construction monitoring. Funds will be requested periodically as deposits are depleted to less than \$2,000.00 or as additional funds are needed as determined by the Community Development Director.
75. Developer shall remove any and all graffiti from the project premises, including but not limited to graffiti within the building, within 24 hours of its appearance. The surface of such affected areas shall be matched to blend in with the underlying colors and/or design, and shall not look like a paint patch. Site management shall maintain a supply of paint to match the building's exterior color scheme. (PL)
76. Before the City issues building permits, Developer shall provide a Graffiti Deterrent Plan, subject to the approval the Planning Division Manager. Such plan shall include such elements as clear film on windows and/or mirrors, as well as washable paint and sealers on the building and perimeter walls. (PL)
77. The freight classification yard shall provide 5 bicycle spaces as required by Oxnard City Code Section 16-623. The location and design of the required bicycle spaces shall be consistent with the City of Oxnard Bicycle and Pedestrian Facilities Master Plan as determined by Planning staff in consultation with the City Traffic Engineer.

78. The existing facility includes a driveway from East Hueneme Road that will be replaced with a new driveway to the west that aligns with Connor Drive. Pursuant to General Plan Policy CD-9.4, the existing driveway curb cut, driveway, and parking area shall be removed and replaced with landscaping, and the parking area adjacent to the roadway shall be relocated such that the facility provides the required Oxnard City Code on-site parking.
79. The project site shall provide striped parking areas for trucks and vehicles at all times. Any change to the proposed freight classification facility (including, but not limited to hours of operation, outdoor activities/storage areas, changes to parking areas) shall require approval by the Fire Chief and Community Development Director and may require further environmental review and/or land use entitlements as determined by the Community Development Director.
80. The freight classification yard truck operations shall be limited to the hours of between 7:00 a.m. to 5:00 p.m. daily. Any change to the hours of truck operations shall require approval by the City of Oxnard and may require further environmental review and/or land use entitlements as determined by the Community Development Department.

MITIGATION MEASURES FROM MND NO. 25-01

The following Mitigation Measures set forth in the Reporting/Monitoring Program, adopted for Mitigated Negative Declaration No. 25-01 (Pantoja Trucking) on June 5, 2025 with the City of Oxnard, lead agency, shall be fully satisfied to mitigate potential impacts of the proposed development. Proposed mitigation for those impacts is as follows:

81. Mitigation Measure BIO-1: Nesting Bird Avoidance and Minimization Measures. The following avoidance and minimization measures shall be implemented during project construction activities:
 - a. To avoid the disturbance of nesting and special-status birds, including raptor species protected by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGCA), initial ground disturbance activities related to the project including, but not limited to, vegetation removal, ground disturbance, demolition, and construction shall occur outside of the bird breeding season (February 1 through August 31), if feasible.
 - b. If construction must begin within the general avian nesting season indicated above, a qualified biologist shall conduct a pre-construction nesting bird survey no more than 7 days prior to initial disturbances in the work area. The pre-construction nesting bird survey shall be conducted on foot inside the project site, including a 100-foot buffer and in inaccessible areas (e.g., private lands) from afar using binoculars, to the extent practicable. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in southern California.
 - c. If active nests are discovered, a qualified biologist shall establish a species-specific avoidance buffer around the nest where no construction activity is allowed until they have determined that the nest is no longer active. The buffer shall be a minimum of 100 feet for non-raptor bird species and 300 feet for raptor species. Larger buffers may be required and/or smaller buffers may be established depending upon the species, status of the nest, and construction activities occurring in the vicinity of the nest. The buffer area(s) shall be closed to all construction personnel and equipment

until the adults and young are no longer reliant on the nest site. Encroachment into the buffer shall only occur at the discretion of a qualified biological monitor.

- d. If construction activities in a given work area cease for more than 7 days, additional surveys shall be conducted for the work area if suitable nesting habitat is present. If active nests are located, the buffer zone measures shall be implemented.

82. Mitigation Measure BIO-2: Operational Light Reduction Measures. The following light reduction measures shall be incorporated into the proposed project's design and implementation:

- a. All perimeter lighting shall include motion detectors set for 10 minutes or less.
- b. All exterior lighting shall include "Dark Sky Friendly" fixtures, as determined by the City of Oxnard.

The City of Oxnard Building and Engineering Division shall confirm that the features required by this mitigation measure have been incorporated into the final plans for the proposed project before final plan approval; and shall perform a final inspection after they are built to confirm that these features have been built and are properly operational, as determined by the City.

83. Mitigation Measure CUL-1: Unanticipated Discovery of Cultural Resources. In the event archaeological resources are unexpectedly encountered during ground-disturbing activities, work within 50 feet of the find shall halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983) shall be contacted immediately to evaluate the resource. If the resource is determined by the qualified archaeologist to be prehistoric, then a Native American representative shall also be contacted to participate in the evaluation of the resource. If the qualified archaeologist and/or Native American representative determine it to be appropriate, archaeological testing for California Register of Historic Resources eligibility shall be completed. If the resource proves to be eligible for the California Register of Historic Resources and significant impacts to the resource cannot be avoided via project redesign, a qualified archaeologist shall prepare a data recovery plan tailored to the physical nature and characteristics of the resource, per the requirements of California Code of Regulations Guidelines Section 15126.4(b)(3)(C). The data recovery plan shall identify data recovery excavation methods, measurable objectives, and data thresholds to reduce any significant impacts to cultural resources related to the resource. Pursuant to the data recovery plan, the qualified archaeologist and Native American representative, as appropriate, shall recover and document the scientifically consequential information that justifies the resource's significance. The City shall review and approve the treatment plan and archaeological testing, and the resulting documentation shall be submitted to the regional repository of the California Historical Resources Information System, per California Code of Regulations Guidelines Section 15126.4(b)(3)(C).

84. During construction, Developer shall water the area to be graded or excavated, including unpaved onsite roadways, prior to commencement of grading or excavation operations. Such application of water shall be at least twice per day and shall penetrate sufficiently to minimize fugitive dust during grading activities. Reclaimed water shall be used whenever possible. (C-3)

85. The Permittee shall comply with the provisions of applicable VCAPCD Rules and Regulations, which include but are not limited to, Rule 50 (Opacity), Rule 51 (Nuisance), Rule 55 (Fugitive Dust), and Rule 55.1 (Removal of Visible Roadway Accumulations). (C-7)
86. Prior to issuance of demolition permits for any structure on the site, Developer shall provide evidence of notifying the Air Pollution Control District of such demolition. Demolition and/or renovation activities shall be conducted in compliance with APDC regularities regarding Asbestos (Rule 63.7). (C-8)
87. Developer shall mitigate air quality emissions associated with development of the subject site through a contribution to the City's Transportation Demand Management (TDM) program. Such fee shall be calculated at the time of building permit issuance in accordance with the Ventura County Air Quality Assessment Guidelines, as amended. Such fee shall be collected in full prior to building permit issuance. (C-9)
88. Prior to grading permit approval, Developer shall include on the grading plans a reproduction of all conditions of this permit pertaining to dust control requirements. (PL)
89. All exterior perimeter lighting within 100 feet of the southern property line shall be equipped with Dual technology (motion and Infra-red) sensors designed to detect human presence and movement. Should the sensors detect human activity, lighting shall be activated for 10-minutes or until human activity is no longer detectable. All other exterior lighting shall operate from dusk to dawn.

ENVIRONMENTAL RESOURCES DIVISION CONDITIONS

90. This property is required to comply with state mandated diversion laws (AB 939, AB 341, AB 1826, SB 1383, AB 827) and must make provisions to manage three material streams (recycling, organics, trash) in any waste enclosure(s) constructed.
91. To ensure that solid waste generated by the project is diverted from the landfill and reduced, reused or recycled, Developer shall complete and submit a "Environmental Resources Division Construction and Demolition Waste Management Plan" ("C&D Plan") to the City for review and approval. The C&D Plan shall provide that at least 65% of the waste generated on the project be diverted from the landfill. The C&D Plan shall include the entire project area, even if tenants are pursuing or will pursue independent programs. The C&D Plan shall be submitted to and approved by the Environmental Resources Division prior to issuance of a building permit. The C&D Plan shall include the following information: material type to be recycled, reused, salvaged or disposed; estimated quantities to be processed; management method used; destination of material including the hauler name and facility location. Developer shall use the appropriate C&D Plan form as defined by the Environmental Resources Division.
92. Developer shall follow the approved "Environmental Resources Division Construction and Demolition Waste Management Plan" and provide for the collection, recycling, and/or reuse of materials (i.e., concrete, wood, metal, cardboard, green waste, etc.) and document results during construction and/or demolition of the proposed project. After completion of project

activity, Developer shall complete and submit the “Environmental Resources Division Construction and Demolition Waste Management Report” (“C&D Report”) and provide legible copies of weight tickets, receipts, or invoices for materials sent to disposal or reuse/recycling facilities. For other discarded or salvaged materials, Developer shall provide documentation, on the disposal facility’s letterhead, identifying where the materials were taken, type of materials, and tons or cubic yards disposed, recycled or reused, and the project generating the discarded materials. Developer shall submit and obtain approval of the C&D Report prior to issuance of a certificate of occupancy.

93. Developer shall arrange for materials collection during construction, demolition, and occupancy with the City's Environmental Resources Division or Developer shall arrange for self-hauling, subject to approval by the City of Oxnard.
94. An Occupancy Plan must be submitted and approved prior to issuance of a certificate of occupancy. The Occupancy Plan must clearly state how recyclable and organic material, as appropriate, will be managed on site to be in compliance with applicable state laws AB 939, AB 341, AB 1826, SB 1383, AB 827). The Occupancy Plan must include what service provider(s) will manage/transport materials to appropriate facilities for processing and/or Disposal.
95. Per AB 827, public areas that provide waste collection to customers must have an equitable distribution of containers for recycling, organics and trash that are easily accessible. This requirement does not apply to restrooms.
96. This property is required to adhere to applicable solid waste management ordinances, including future ordinance creation and/or revisions.
97. Any landscaping maintenance resulting in organic material needing disposal, if performed in-house or via third party, must not be placed in the trash. All organic materials are required to be diverted from landfill disposal. Any third-party contract/service agreement must stipulate this requirement and be verified through the Environmental Resources Division.
98. The trash enclosure shall meet the City’s latest trash enclosures requirements at the time of building permit submittal.
99. Trash enclosure must meet City Ordinance No. 3007 requirement for all three waste streams (refuse, recycling and organic waste).
100. Developer shall dispose of sewage and solid waste from the project by City’s wastewater and solid waste systems in a matter approved by the City Engineer.

BUILDING AND ENGINEERING DIVISION CONDITIONS

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

102. Developer's Engineer shall design parking lot structural sections based on an analysis of the soils R-value and a traffic index (T.I.) approved by the City Engineer. The minimum structural section for parking lots is two inches of asphalt on four inches of base material. Developer shall indicate the proposed structural section and design T.I. on the site improvement plans. (DS-2)
103. Developer shall have the site improvement plans prepared using standard Building and Engineering Division format(s) by a civil engineer licensed in the State of California. The plans shall incorporate recommendations from soil engineering and geology reports. Prior to issuance of a grading permit, improvement plans must be approved by the City Engineer and ink-on-mylar plans filed with the Building and Engineering Division. (DS-3)
104. Developer shall submit improvement plans and drainage calculations demonstrating that storm drain runoff from the project property and all upstream areas will be safely conveyed to an approved drainage facility. The design and conveyance route shall be compatible with the City's Master Plan of Drainage and shall be approved by the City Engineer prior to approval of improvement plans. (DS-4)
105. Developer shall replace all broken, uplifted, or missing curb, gutter, or sidewalk along the street frontage(s) of the project. (DS-6)
106. Before connecting the project to existing sewer and water service laterals, Developer shall conduct an inspection (pothole or video) of the existing lateral(s) and arrange for City staff to view inspection results. Developer shall make repairs to such facilities as determined necessary by City staff. Developer shall bring all existing water services into compliance with current City standards including removal of unused water or sewer laterals by disconnection at the main. (DS-7)
107. Each structure shall be served by separate sewer and water services in accordance with City Code. (DS-8)
108. Curb cut widths and design shall conform to City ordinances, standards, and policies in effect at the time City issues an encroachment permit. (DS-9)
109. Developer's site improvement plans shall include an on-site sewer plan. (DS-10)
110. Developer shall provide fire hydrants such that all points of all structures are within one hundred fifty (150) feet of a fire hydrant, or as otherwise approved by the Fire Department. Fire hydrant line improvements shall be designed in accordance with City standards and shown on the civil site improvement plans prior to issuance of a site improvement/grading permit. Developer shall provide the City with an easement over onsite waterlines using standard City format. (DS-11)
111. Developer shall install all new on-site electric, cable, telephone and similar utility service laterals underground. Services shall be installed underground to the nearest suitable riser pole as determined by the appropriate utility service provider. (DS-12)

112. Developer shall enter into an agreement, approved as to form by the City Attorney, to install and construct all public improvements and grading required by this permit and by the City Code. Developer shall post security satisfactory to the Finance Director, guaranteeing the installation and construction of all required improvements within the time period specified in the agreement or any approved time extension. (DS-14)
113. A California licensed civil engineer shall prepare the public/site improvement plans and documents for this project in accordance with City standards and shall submit all such plans to the City Engineer. Submittal shall include, but not necessarily be limited to, grading, street, drainage, sewer, water and other appurtenant improvement plans, construction cost estimates, soils reports, and all pertinent engineering design calculations. City will not approve a parcel map or final map nor issue a grading, site improvement or building permit until the City Engineer has approved all improvement plans. (DS-15)
114. Prior to issuance of a site improvement permit, Developer shall provide to the Building and Engineering Division digital copies of all project maps, address map, and/or civil improvements drawings in DWG format. Prior to improvement bond release, Developer shall provide updated digital files containing all changes that occur during construction. (DS-16)
115. Developer shall provide all necessary easements for streets, highways, alleys, sidewalks, parkways, landscaping, utilities, drainage facilities, or other improvements as required by City. If such easements cannot be obtained from the property owner by negotiation, City may acquire them at the expense of Developer by exercise of the power of eminent domain. Developer shall bear all costs of eminent domain proceedings, including appraisal, acquisition, attorney's fees, and court costs. Before City issues a site improvement permit, Developer shall dedicate all required easements to City. (DS-19)
116. Developer shall remove graffiti from the project, including graffiti on offsite public infrastructure under construction by Developer, within 24 hours of its appearance. If Developer fails to remove graffiti in accordance with this condition, the City may at the discretion of the City Engineer issue a stop work order until such time as the graffiti is removed. (DS-20)
117. The conditions of this resolution shall prevail over all omissions, conflicting notations, specifications, dimensions, typical sections, and the like, that may or may not be shown on the improvement plans. (DS-21)
118. Developer shall pay the cost of all inspections of on-site and off-site improvements. (DS-22)
119. Developer shall be responsible for all project-related actions of Developer's employees, contractors, subcontractors, and agents until City accepts the improvements. (DS-23)
120. Prior to beginning construction, Developer shall designate in writing an authorized agent who shall have complete authority to represent and to act for Developer. The authorized agent shall be present at the work site whenever work is in progress. Developer or the authorized agent shall make arrangements acceptable to City for any emergency work. When City gives orders to the authorized agent to do work required for the convenience and safety of the

general public because of inclement weather or any other cause, and the orders are not immediately acted upon by the authorized agent, City may do or have such work done by others at Developer's expense. (DS-24)

121. "Standard Specifications for Public Works Construction" latest edition (including modifications thereto by City) and applicable City Standard Plates and Design Criteria shall be the project specifications, except as noted otherwise on the approved improvement plans. City reserves the right to upgrade, add to, or revise these specifications and plans and all other City ordinances, policies, and standards. If the improvements required of this project are not completed within 12 months from the date of City's approval of the improvement plans, Developer shall comply with and conform to any and all upgraded, additional or revised specifications, plans, ordinances, policies and standards. (DS-27)
122. Prior to issuance of a grading/site improvement permit, Developer shall obtain City Engineer approval for any proposed construction phasing. The improvement plans (and associated phasing plans) shall clearly indicate any interim or off-site improvements required by City. (DS-28)
123. Developer shall retain a California licensed Civil Engineer to ensure that the construction work conforms to the approved improvement plans and specifications and to provide certified "as-built" plans after project completion. Developer's submittal of certified "as-built" plans is a condition of City's final acceptance of the project and release of any associated security. (DS-29)
124. All grading shall conform to City's standard grading notes, City Code, and recommendations of Developer's soils engineer as approved by the City Engineer. (DS-30)
125. Developer shall construct sufficient drainage facilities concurrent with rough grading operations to mitigate any potential flooding or erosion affecting adjacent properties and public rights-of-way. (DS-31)
126. Developer shall design all slopes steeper than 5 (horizontal) to 1 (vertical) with a minimum 18-inch wide level area (at both top and bottom of slope) where it adjoins a wall, fence, sidewalk, trail, curb or similar improvement. (DS-32)
127. Storm drain, sewer and water facilities shall conform to applicable City Master Plans. Developer shall prepare plans for these facilities in accordance with City's engineering design criteria in effect at the time of improvement plan submittal. Developer shall submit plans with pertinent engineering analyses and design calculations for review and approval by the City Engineer prior to issuance of a site improvement permit. (DS-34)
128. Developer shall dispose of sewage and solid waste from the project by City's wastewater and solid waste systems in a manner approved by the City Engineer. (DS-38)
129. Developer shall install water mains, fire hydrants and water services in conformance with City standard plates, design criteria and specifications as directed by the City Engineer. (DS-41)

130. Developer shall install City approved backflow prevention devices for water connections if so ordered by the City Engineer. (DS-45)
131. Prior to designing the water system for the project, Developer shall have a certified fire flow test performed to determine existing water pressure and flow characteristics with a minimum of two flowing hydrants. The water system for the building fire sprinkler shall be designed to allow for a 10 psi drop in the static water pressure measured during the fire flow test. After construction and before City issues a certificate of occupancy, the City Engineer may require a second test. Developer shall obtain permits from the City Engineer prior to performing tests. Developer shall have all tests certified by a mechanical, civil, or fire protection engineer and provide written results of all tests to the City Engineer. (DS-47)
132. Developer shall install all water, gas, sewer, storm drain, electrical, cable television, and telephone lines before any paving is placed. (DS-54)
133. Developer shall submit a landscape irrigation plan prepared by a licensed professional, showing proper water meter size, backflow prevention devices, and cross-connection control. (DS-59)
134. Developer shall be responsible for and bear the cost of replacement of all existing survey monumentation (e.g., property corners) disturbed or destroyed during construction, and shall file appropriate records with the Ventura County Surveyor's Office. (DS-64)
135. Developer shall construct a concrete apron along the length of the trash enclosure opening that extends a minimum of 15-feet from the face of the enclosure. (DS-69)
136. Developer shall provide adequate vehicle sight distance as specified by CalTrans specifications at all driveways and intersections. (TR-71)
137. Developer shall design project to minimize degradation of stormwater quality by complying with the applicable sections of the Los Angeles Regional Water Quality Control Board's municipal separate storm sewer system ("MS4") permit (Order R4-2010-0108 including all revisions) for new development and redevelopment projects. Developer shall submit stormwater quality calculations and associated construction plans demonstrating compliance with the MS4 permit. Calculations shall generally be organized to follow the steps outlined in Chapter 2 of the 2011 Technical Guidance Manual for Stormwater Control Measures ("2011 TGM"). (DS-78)
138. Developer's stormwater quality calculations shall include site specific analysis and recommendations from a geotechnical engineer, and if applicable, a landscape architect for design and implementation of stormwater treatment and infiltration devices. Geotechnical Engineering analysis and recommendations shall include, but not necessarily be limited to, determination of site specific soil infiltration rates, depth to permeable soil layers, methods to reach permeable soil layers, appropriate compaction rates, recommendations to enhance infiltration, and other requirements of the 2011 TGM. Landscape architectural recommendations shall include, but not necessarily be limited to, suggestions regarding

appropriate vegetation and soil amendments for vegetated infiltration devices. Project plans shall implement approved design recommendations. (DS-81)

139. Using forms provided by the Building and Engineering Division, Developer shall submit a stormwater quality control measures maintenance and operations plan ("the Plan") for this project. If the BMPs implemented with this project include proprietary products that require regular replacement and/or cleaning, Developer shall provide proof of a contract with an entity qualified to provide such periodic maintenance. The property owner is responsible for the long-term maintenance and operation of all BMPs included in the project design. Upon request by the City, property owner shall provide written proof of ongoing BMP maintenance operations. No grading or building permit shall be issued until the City Engineer approves the Plan and Developer provides an executed copy of the City's stormwater covenant with the Plan included as an exhibit for recordation by the City. (DS-82)
140. Developer's stormwater quality control measures maintenance and operations plan shall include: 1) Requirement to clean on-site storm drains at least twice a year; once immediately before the first of October (the beginning of the rainy season) and once in January. The City Engineer may require additional cleaning; 2) Requirement to maintain parking lots free of litter and debris. Developer shall sweep sidewalks, drive aisles, and parking lots regularly to prevent the accumulation of litter and debris. When swept or cleaned, debris must be trapped and collected to prevent entry into the storm drain system. Developer may not discharge any cleaning agent into the storm drain system; 3) Requirement to label all on-site storm drain inlets with the message "Don't Dump - Drains to Ocean" in accordance with City standards. (DS-83)
141. Developer shall provide pre-treatment for all infiltration-based stormwater quality Best Management Practices ("BMPs"). Pre-treatment devices must effectively reduce sediment load entering infiltration BMPs to minimize occlusion of underlying soils and reduce long term maintenance requirements and thereby maintain the infiltration capacity of the BMP. 2011 TGM compliant pre-treatment such as vegetated swales are an approved form of pre-treatment. Proprietary pre-treatment devices must be capable of removing 80% of 50 micron particles to be considered adequate pre-treatment. Typical catch basin inserts do not provide the sufficient sediment storage to provide pre-treatment. (DS-85)
142. Prior to issuance of a grading, building or demolition permit and prior to commencement of any clearing, grading or excavation, Developer shall provide evidence of assignment of a permit identification number by the California State Water Resources Control Board indicating submittal of a Notice of Intent (NOI) by the Developer in accordance with the NPDES Construction General Permit. Developer shall comply with all requirements of the General Permit and the Ventura Countywide MS4 Permit, including preparation of a Stormwater Pollution Prevention Plan (SWPPP). Developer shall keep the SWPPP updated to reflect current site conditions and a copy of the SWPPP shall be kept onsite and available for City or designated representative to review upon request. (DS-86)

Miscellaneous

143. Developer shall prepare a covenant deed restriction, lot tie, or similar legal document outlining the shared access and facilities between the three lots. The document shall be submitted to the City for review, and shall be recorded prior to permit issuance. (DS)
144. Developer shall submit within the civil improvement plans a topographic map survey clearly labeled with property lines, easements, and right-of-way. The easement information shall correspond to the Title Report, which is required to be submitted with the civil improvement package. The Title Report shall be no more than 6 months old at the time of civil improvement plan submittal intake. (DS)
145. Developer shall submit a plan and soil assessment from the soils engineer, in collaboration with a landscape architect, to specify procedure(s) to scarify the compacted soils to restore the unimproved areas to natural grounds along with the appropriate landscaping design from the landscape architect. Areas not scarified shall be considered improved and impervious for site design and stormwater sizing purposes. (DS)
146. Driveway gates shall be located on private property so that one full size truck can be positioned in front of the gate without blocking public roadway and sidewalk. The design is subject to review and approval of the City Engineer/Traffic Engineer. (DS)
147. Driveway gates shall be located on private property so that one full size truck can be positioned in front of the gate without blocking public roadway and sidewalk. The design is subject to review and approval of the City Engineer/Traffic Engineer. (DS)
148. Developer shall submit the improvement plans for 320 East Hueneme Road for the onsite reconfiguration of parking, walkway, and connection to the public right-of-way. The re-configuration shall be designed to meet the current accessibility requirements in accordance with the City-adopted California Building Standards Code at the time of building/site improvement permit application submission. (DS)
149. The drive aisle width shall be 26-feet minimum unless approved otherwise by the Fire Department. The new driveway apron shall meet latest City standards. (DS)
150. All parking spaces and maneuvering areas shall be paved and permanently maintained with asphalt, concrete, or any other all-weather engineered surfacing per City Code Section 16-643. (DS)
151. The project site shall comply with the accessibility and electrical vehicle (EV) parking requirements in accordance with the City-adopted California Building Standards Code at the time of building/site improvement permit application submission. (DS)
152. Accessible and EV parking spaces not affecting sidewalks/walkways shall be 18-feet deep minimum without wheel stops, and those affecting sidewalks/walkways shall allow to overhang the sidewalks/walkways by 2-feet or design the parking stall depth to be 19-feet deep with wheel stops placed at the 17-foot mark. (DS)

153. Standard parking stalls shall be 19-feet deep or 17-feet with a 2-foot overhang. Where the 17-foot parking stall depth is used, the entire parking stall shall be kept clear from all obstructions, including landscape curbing. (DS)
154. Sidewalks and walkways affected by vehicle overhang from the parking stalls shall subtract 2-feet from the width of travel, and the remaining width of travel shall be 4-feet minimum. (DS)
155. Prior to issuance of a site improvement permit, the Developer shall provide (or update as appropriate) the Community Development Department Building and Engineering Division with a 100-scale base map for addressing purposes. The map shall be drawn on 18-inch by 24-inch mylar and shall show the standard address map title block, north arrow, street names, Tract number, phase boundary and lot numbers. The City will assign all addresses. (DS)
156. Developer shall pay to the County of Ventura a road mitigation fee in accordance with the agreement between the City and the County of Ventura. Proof of payment or no-payment required from the County of Ventura shall be provided to the Building and Engineering Division prior to issuance of a building permit. (DS)

Street Improvements

157. Developer shall dedicate to the City of Oxnard public right-of-way along East Hueneme Road for a distance of 17-feet measured from the existing right-of-way line to the back of the new sidewalk, exact dimension to be determined during plan check. Developer shall design and construct the sidewalk, curb, gutter, and pavement widening to the satisfaction of the City Engineer. The public improvement plans shall be prepared on a separate plan sheet but can be part of the civil improvement set. The Developer is responsible for maintaining the parkway along the frontage of the project and coordinating with the affected utility companies to relocate the utility poles out of the vehicular way and sidewalk. (DS)
158. The pavement restoration shall include the grind-and-overlay of the entire affected lane(s) and the pavement mix shall match in kind which may include rubberized asphalt wearing course per the City of Oxnard Public Works Department. All pavement joints along the vehicular travel direction shall be located at the final striping lane. All existing striping damaged or disturbed shall be replaced in kind to the satisfaction of the City Inspector. (DS)
159. The design of re-striping of the public street is subject to review and approval of the City Traffic Engineer. (DS)

Stormwater

160. The Developer shall have the soils engineer submit a technical infeasibility letter stating the seasonal high water at 5-feet depth to claim technical infeasibility to use the flow-based treatment. Subject to review and approval of the City Engineer. (DS)
161. Stormwater runoff from the existing developed site shall be designed not to mix with the proposed expanded truck parking area to the west. The two areas shall separately convey its

own drainage runoff from each other to the catchment location up to a 10-year storm event. (DS)

162. Unless directed otherwise by the City Engineer, the bioswale that is designed with less than 1% running slope shall have a 4-inch or larger underdrain perforated pipe . A backwater valve can be installed at the end run of the perforated pipe to prevent backflow into the bioswale system. (DS)
163. Developer's civil and soil engineer shall submit written confirmation that they reviewed the project landscape drawings and found the landscaping design to be in compliance with the landscape requirements of the Technical Guidance Manual for Stormwater Quality Control Measures for all landscape-based stormwater quality best management practices. (DS)
164. The flow control structure itself shall be designed to allow the release of runoff for each storm event corresponding to the hydraulic grade lines and retention/detention volumes for 10 through 100-year events. (DS)
165. The flowrate discharge to the existing City of Oxnard storm drainage system shall not exceed 2.2 cfs for the 10-year storm in accordance with as-built drawings, unless approved otherwise by the City Engineer. Detention shall be provided for flow in excess of what the existing drainage system was originally designed for and a secondary inlet is allowed for overflow purposes that can be connected to the existing lateral. The overflow structure shall be designed to intake in stormwater runoff only when other inlets are at capacity. (DS)
166. If detention is required, Developer shall provide an executed City Standard Declaration of Restrictive Covenant for Detention Basin Perpetual Maintenance by the property owner prior to the approval of the grading/site improvement plans. (DS)
167. The stormwater retention volume shall be computed using the weighted composite C-value and account for the entire project or tributary area. (DS)
168. The onsite stormwater pipeline system, including the final discharge line from the detention system, shall be sized hydraulically to handle the 10-year storm event that accounts for the downstream tailwater elevation with storm drain profiles in the improvement drawings. The plan shall clearly demonstrate safe overland overflow for the 100-year event. The drainage report shall include as-built plans showing the previously established hydraulic grade line. (DS)
169. The onsite drain inlets shall be designed with a 50% clogging factor. (DS)
170. Developer shall install 'Full Capture System Devices' ("Devices") certified by the State Water Resources Control Board Executive Director in compliance with the Statewide Trash Amendments ("Amendments") in the flow control structure(s) prior to discharging stormwater runoff offsite or to the public drainage system. The Devices shall be sized to treat the 1-year 1-hour storm event and designed in accordance with requirements of the Amendments and the Technical Guidance Manual for Stormwater Quality Control Measures ("TGM"). (DS)

Water

171. In accordance with City Code, the Developer shall provide separate services and water meters for: 1) commercial facilities; and 2) landscape irrigation systems. The Developer shall properly abandon all existing sewer and water laterals currently extended to the site that will not be used in the final design. Abandonment shall occur at the City main. (DS)
172. Developer shall be responsible for providing irrigation and maintenance to all landscaping in the public parkway in perpetuity for the lifetime of the project. (DS)
173. Developer shall construct additional fire hydrants and water mains to support the fire hydrants, on and offsite, as directed by the Fire Department. (DS)
174. Developer shall dedicate a 15-foot water easement to the City that encompasses the onsite water main as required by Public Works Standards and as directed by the City Engineer. The easement shall encompass all fire hydrants, water meters, water mains, and valves. (DS)
175. Unless otherwise approved by the City Engineer, water service lines after the meters and privately owned backflow devices shall be located outside the water easement. Except where the City Engineer approves incidental crossings, all other utilities shall be located outside the water easement. (DS)

Trash Enclosure

176. Developer shall reconstruct the existing trash enclosure if directed by the Environmental Resources Division. (DS)
177. If the trash enclosure is required, Developer shall construct all trash rooms to include: a) A floor that is substantially level (2% max slope); b) a raised concrete curb on the inside similar to the curb shown on the City Standard trash enclosure; c) a minimum of 11-feet of vertical clearance (to accommodate open and closing of bin covers and chutes); d) a layout design of sufficient size to accommodate the number of storage bins determined necessary by the Environmental Resources Division; e) sufficient unobstructed aisle width to allow for removal of each individual bin without moving other bins; f) vented trash room with electric-powered rollup doors or approved equal. The final design of the trash rooms is subject to the approval of the Environmental Resources Division. (DS)
178. The trash servicing apron shall be 15-feet wide for the entire length of the trash enclosure and shall be constructed out of reinforced concrete with a maximum surface slope of 2% in any direction. (DS)

TRAFFIC DIVISION CONDITIONS

179. Developer shall remove the existing driveway and restore it with sidewalk, curb and gutter improvements along the frontage of the property. (TR)

180. Developer shall design and provide a set of improvement plans reflecting the signs, posts and striping that will be removed and replaced on the project. (TR)

PASSED, APPROVED, AND ADOPTED by the Planning Commission of the City of Oxnard on this 5th day of June 2025.

Ronald Arruejo, Chair

I hereby certify that the foregoing is a true copy of a Resolution adopted by the Planning Commission of the City of Oxnard at a meeting held on the 5th day of June 2025, and carried by the following vote:

AYES: Commissioner(s):

NOES: Commissioner(s):

ABSENT: Commissioner(s):

ABSTAIN: Commissioner(s):

RECUSED: Commissioner(s):

Joe Pearson II, Secretary

Fwd: [Ask Planning Action] Public Comment - Community Workshop 3/17 - Agenda Item 1

Guzman, Christen <christen.guzman@oxnard.org>

Mon, Mar 17, 2025 at 12:01 PM

To: Jay Dobrowalski <jay.dobrowalski@oxnard.org>, Joe Pearson II <joe.pearson@oxnard.org>

Hi,

Please see the email below.

Christen Guzman

----- Forwarded message -----

From: **Heather Schmidt, MPA** <heatherschmidtmpa@gmail.com>

Date: Mon, Mar 17, 2025 at 12:37 PM

Subject: [Ask Planning Action] Public Comment - Community Workshop 3/17 - Agenda Item 1

To: <planning@oxnard.org>

I'm writing today to express strong support for the City of Oxnard to move forward with the Pantoja Trucking project located at 320 East Hueneme Road.

In my capacity as a Policy Consultant located here in Oxnard, but who works with individuals and organizations around the country, I have worked with trucking constituents that have been greatly disserved by a lack of infrastructure to support their industry. Ventura County is host to thousands of truck parcels moving through our community per day (as many as 18,000 per week along the 101 corridor alone), and wholesale transportation, movement, and warehousing accounts for a whopping 11% of our regional GDP. In fact, trucking and warehousing is among the fastest growing industries in Ventura County since the onset of the COVID 19 pandemic. Truckers both visit and are among our community members; and yet we support them with minimal services and safe spaces to park, sleep, and service their vehicles.

As a resident of Oxnard, I personally am tired of seeing the hard working men and women of this industry have to crawl around in the mud on the side of the 5th, Del Norte, or other major roadways to service their vehicles. I have considerable concerns regarding their health and safety as we leave them with few options but to sleep on the side of the road.

Many residents and truckers would love to see a full service truck stop in our community one day; the Pantoja Trucking project is a step in the right direction towards offering our trucking community a safe, centralized location.

Thank you for your time - Heather Schmidt

--

Heather Schmidt, MPA

Public Policy Consultant and Policy Analyst

Heather Schmidt Consulting Services

Call or Text 805.561.2776

Pantoja Trucking Facility

Planning & Zoning Permit No. 24-500-05 (Special Use Permit)

Applicant: Wade Lewis, Robert William Company

Planning Commission
June 5, 2025



Project Description

A request to construct a 0.77 acre truck parking area, perimeter fencing with landscaping, drainage improvements, and restore a portion of the westernmost lot to vacant undeveloped land on a 4.76 acre developed site located at 320 East Hueneme Road (APN: 231-0-092, -270, and -280) within the Light Manufacturing, Planned Development (M-I-PD) zone.

Existing development includes three industrial buildings for a total of 24,313 square feet, accessory structures, and truck parking areas. No changes are proposed to the existing structures.

Planning staff prepared a final Mitigated Negative Declaration pursuant to Section 15063 (Initial Study), of the California Environmental Quality Act (CEQA) Guidelines that did not identify any significant impacts from the project.

Project Location



Project Location



Previous Conditions (year 2020)



Street View



View from Hueneme Road looking west

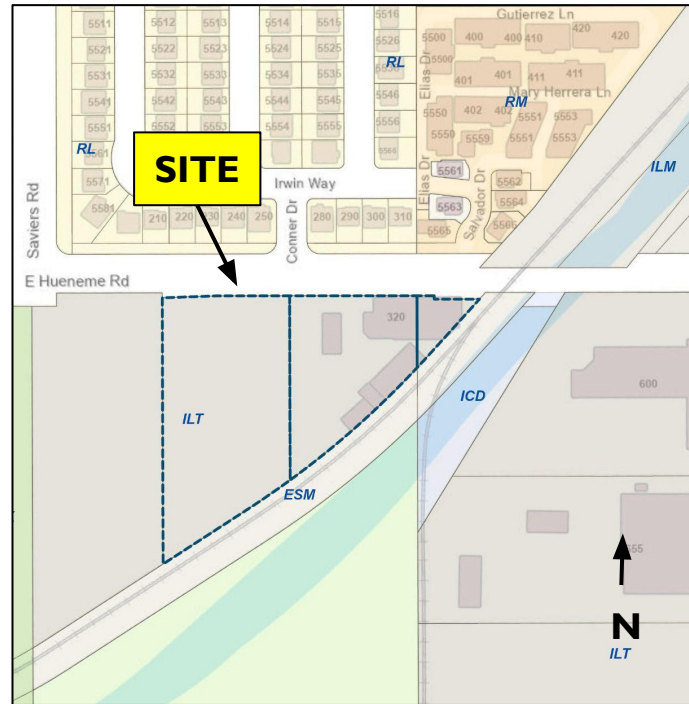
Street View



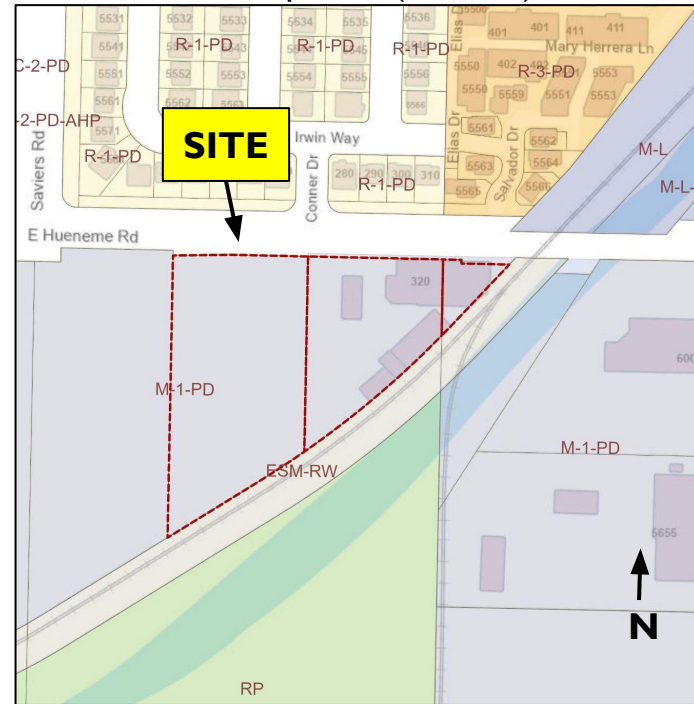
View from Hueneme Road looking east

General Plan and Zoning

2030 General Plan: Light Industrial (ILT)



Zoning Designation: Light Manufacturing, Planned Development (M-I-PD)



Existing Site Conditions & Surrounding Land Uses



Existing Development - Building A

BUILDING A ELEVATIONS

NORTH



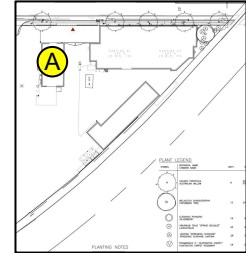
EAST



SOUTH



WEST



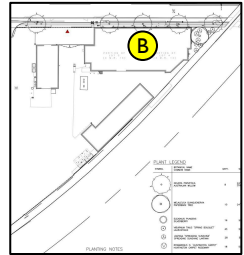
Existing Development - Building B



North



East



South



West

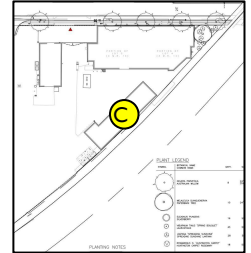
Existing Development - Building C

BUILDING C ELEVATIONS

NORTH



EAST



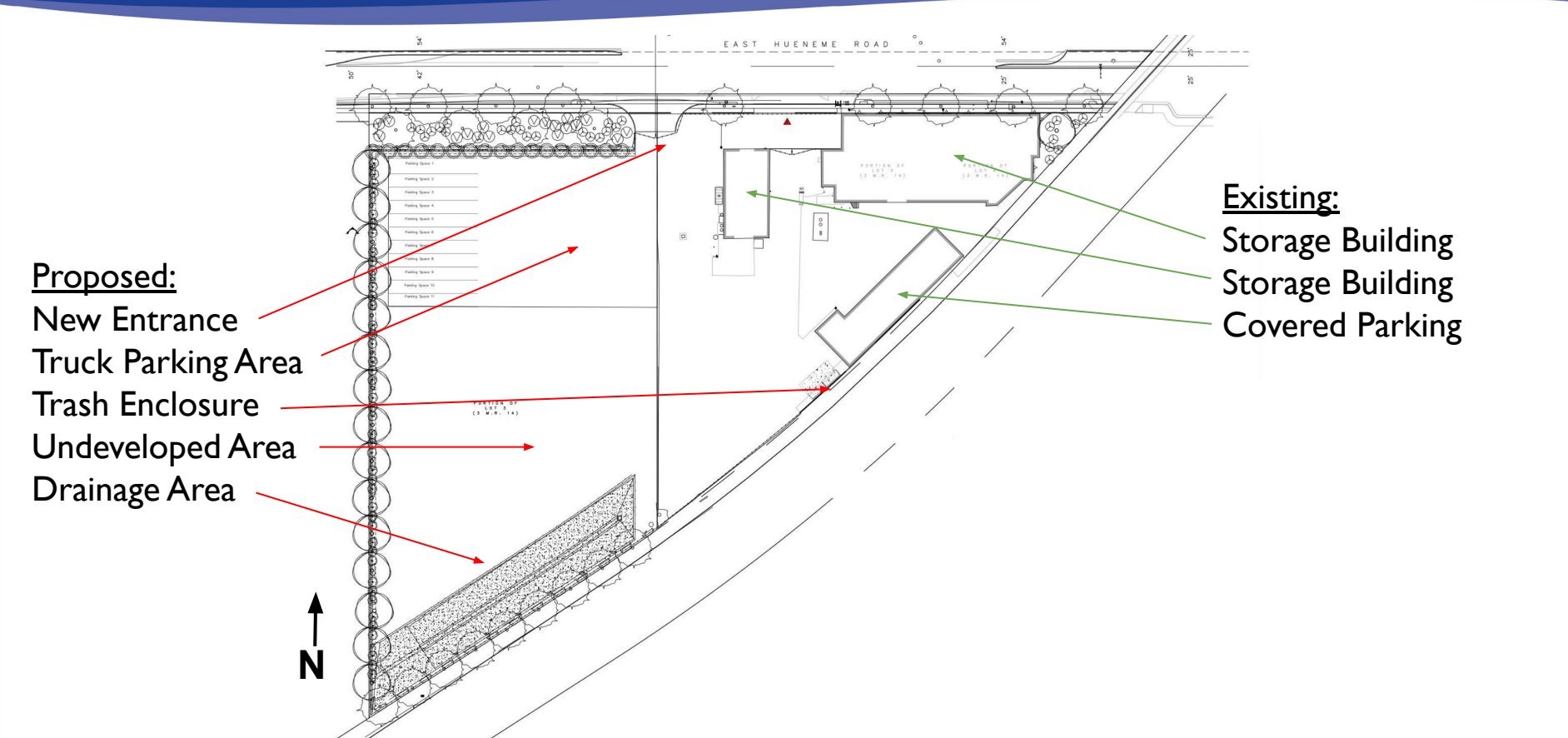
SOUTH



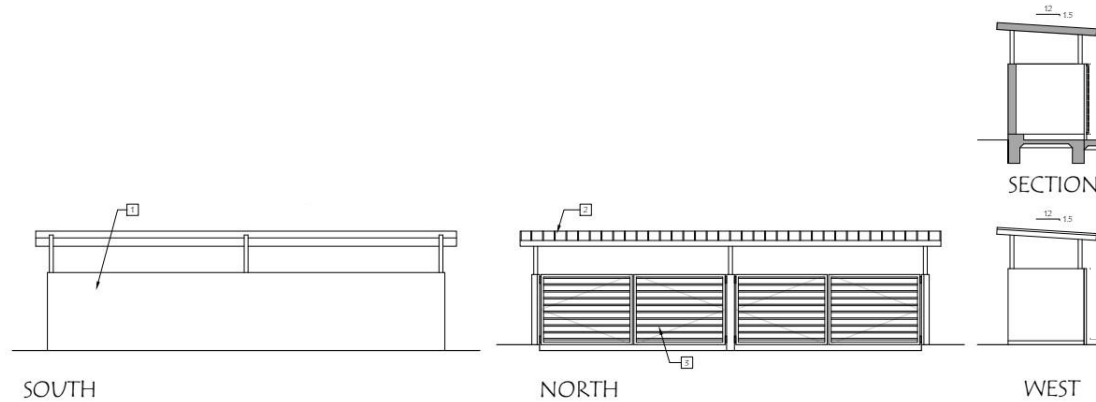
WEST



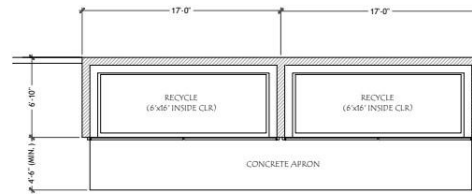
Proposed Site Plan



Proposed Development



TRASH ENCLOSURE ELEVATIONS



TRASH ENCLOSURE FLOOR PLAN

Interior Screening:

- Paperbark
- Spring Bouquet
- Silverberry
- Australian Willow
- Santa Barbara Sedge

Roadway

Australia

Sunshine

Boston

Roadway Screening:
Australian Willow
Sunshine Lantana
Boston Ivy

Background

- Project site historically used for a truck transportation yard
- Project will continue to use existing buildings; no changes proposed
- Portion of site was developed without permits; citations issued
- Requested Special Use Permit would begin process of abating the violation

Select Recommended Conditions of Approval

Condition #18:

Installation and maintenance of landscaping

Condition #44-50:

Police requirements for site security

Condition #70:

Developer shall pay applicable impact fees

Conditions #81:

Trucking hours limited from 7:00am to 5:00pm daily

Condition #82-84:

Mitigation Measures identified in Mitigated Negative Declaration

Environmental Review

City of Oxnard, as the Lead Agency, prepared a Mitigated Negative Declaration (MND) pursuant to Section 15060 of the CEQA Guidelines:

- The MND identified potential impacts, mitigation measures, monitoring requirements, and residual impacts for identified subject areas.
- MND was available for public review from March 27, 2025 through April 28, 2025
- 3 comment letters received during public review are included in Final MND with responses to each comment

MND finds there is no substantial evidence that the project will have a significant impact on the environment, and potential impacts can be mitigated to a less than significant level.

- Less than significant impacts to: Biological Resources and Cultural Resources

MND includes a Mitigation Monitoring and Reporting Program that details the process to implement the required mitigation measures.

Community Workshop Meeting

- Site is located across the street from the South Winds and Cypress Neighborhoods, so the project was presented during the March 2025 Community Workshop Meeting
- Notice of meeting posted on site and mailed to entire South Winds and Cypress Neighborhoods
- Prior to the meeting, Staff received one comment letter regarding the project. The letter is in support of the project. The information in the letter does not change staff recommendation.

Public Notice

Notice of Planning Commission hearing provided:

- Newspaper
- On-site posting
- Mailed to property owners within 300 feet

Since the Community Workshop meeting, Staff has not received any comments regarding the project.

Staff Recommendation

That the Planning Commission:

- a) Adopt a Resolution adopting Final Mitigated Negative Declaration (IS/MND) No. 25-01; and
- b) Adopt a Resolution 2025-XX approving Planning and Zoning Permit No. 24-500-05 (Special Use Permit), subject to certain findings and conditions.

