CITY OF OXNARD
PLANNING COMMISSION
AGENDA

REGULAR MEETING
Council Chambers, 305 West Third Street, Oxnard, CA 93030
Thursday, May 16, 2019, 07:00 P.M.

A. ROLL CALL

B. PLEDGE OF ALLEGIANCE TO THE FLAG OF THE UNITED STATES

C. PUBLIC COMMENTS - On Items Not On The Agenda At this time, a person may address the Planning Commission on matters within the jurisdiction of the Planning Commission, including information/consent items and any item not appearing on the agenda. The Chair shall limit public comments to three (3) minutes. The Planning Commission cannot take action on any item presented during public comments that is not on the agenda and such item may only be referred to the Commission Secretary. Persons wishing to speak on public hearing items should do so at the time of the public hearing.

D. READING OF AGENDA

E. CONSENT AGENDA

F. PUBLIC HEARINGS

1. PLANNING AND ZONING PERMIT NO. 18-500-06 and 18-500-08. The Application consists of two requests at the "Shopping at the Rose Center". Filed by Stanley Rothbart of Rothbart Development, 10990 Wilshire Boulevard, Suite 1000, Los Angeles, CA 90024. The Projects for which approval of an SUP is being requested are in the same shopping center and as follows: PZ No. 18-500-06: A request to demolish a vacant restaurant building formerly occupied by TGI Friday's and construct a 3,795 square foot single story building, which will be utilized by a banking institution with an ATM drive thru facility (2181 N. Rose Avenue). The request includes a waiver of the requirement to provide an off-street loading and unloading zone, pursuant to Oxnard City Code Section 16-644 (B)(1). The proposed building will be occupied by Chase Bank. PZ No. 18-500-08: A request to construct a 3,935 square foot fast single story building, which will be utilized by a food restaurant with a drive through facility and associated parking and landscaping improvements on vacant property located at 2161 North Rose Avenue. The request includes a reduction to the size of the required off-street loading and unloading zone pursuant to Section 16-644 (B)(1) from 12 feet wide by 40 feet long to 11 feet wide by 36 feet long. The proposed building will be occupied by Raising Cane's Chicken Fingers.
PZ 18-500-06 and 18-500-08

1. APPROVAL OF MINUTES - May 2, 2019

F. PUBLIC HEARINGS

1. PLANNING AND ZONING PERMIT NO. 18-500-06 and 18-500-08. The Application consists of two requests at the "Shopping at the Rose Center". Filed by Stanley Rothbart of Rothbart Development, 10990 Wilshire Boulevard, Suite 1000, Los Angeles, CA 90024. The Projects for which approval of an SUP is being requested are in the same shopping center and as follows: PZ

No. 18-500-06: A request to demolish a vacant restaurant building formerly occupied by TGI Friday's and construct a 3,795 square foot single story building, which will be utilized by a banking institution with an ATM drive thru facility (2181 N. Rose Avenue). The request includes a waiver of the requirement to provide an off-street loading and unloading zone, pursuant to Oxnard City Code Section 16-644 (B)(1). The proposed building will be occupied by Chase Bank. PZ No. 18-500-08: A request to construct a 3,935 square foot fast single story building, which will be utilized by a food restaurant with a drive through facility and associated parking and landscaping improvements on vacant property located at 2161 North Rose Avenue. The request includes a reduction to the size of the required off-street loading and unloading zone pursuant to Section 16-644 (B)(1) from 12 feet wide by 40 feet long to 11 feet wide by 36 feet long. The proposed building will be occupied by Raising Cane's Chicken Fingers.

G. STUDY SESSION/REPORTS

H. PLANNING COMMISSION BUSINESS

I. PLANNING MANAGER COMMENTS

J. ADJOURNMENT FUTURE MEETINGS Thursday, June 6, 2019, 7:00 p.m., City Council Chambers CITY OF OXNARD PLANNING COMMISSION AGENDA Page 2

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in a meeting, you should contact the office of the City Clerk at (805) 385-7803. Notification 72 hours prior to the meeting will enable the City to make reasonable arrangements to assure accessibility to the meeting. Written materials relating to an item on this agenda that are distributed to the Planning Commission within 72 hours before the item is to be considered at its regularly scheduled meeting will be made available for public inspection at 214 South C Street, during customary business hours.

CITY OF
OXNARD
CALIFORNIA

PLANNING COMMISSION
STAFF REPORT

TO: Planning Commission

FROM: Veronica Ortiz-De Anda, Contract Planner

DATE: May 16, 2019

SUBJECT: Planning and Zoning Permit Nos. 18-500-06 and 18-500-08 (Special Use Permits) for Properties Located at 2181 and 2161 North Rose Avenue.

1) **Recommendation:** That the Planning Commission adopt resolutions approving Planning and Zoning (PZ) Permit Nos. 18-500-06 and 18-500-08 (Special Use Permit), subject to certain findings and conditions.

2) **Project Description and Applicant:** The Application consists of two requests at the "Shopping at the Rose Center", hereinafter referred to collectively as the "**Project**", filed by Stanley Rothbart of Rothbart Development, 10990 Wilshire Boulevard, Suite 1000, Los Angeles, CA 90024 (the "**Applicant**"). The projects for which approval of a SUP is being requested are in the same shopping center and as follows:

   - PZ No. 18-500-06: A request to demolish a vacant restaurant building formerly occupied by TGI Friday's and construct a 3,795 square foot single story building, which will be utilized by a banking institution with an ATM drive thru facility (2181 N. Rose Avenue). The request includes a waiver of the requirement to provide an off-street loading and unloading zone, pursuant to Oxnard City Code Section 16-644 (B)(1). The proposed building will be occupied by Chase Bank.
   - PZ No. 18-500-08: A request to construct a 3,935 square foot fast single story building, which will be utilized by a food restaurant with a drive through facility and associated parking and landscaping improvements on vacant property located at 2161 North Rose Avenue. The request includes a reduction to the size of the required off-street loading and unloading zone pursuant to Section 16-644 (B)(1) from 12 feet wide by 40 feet long to 11 feet wide by 36 feet long. The proposed building will be occupied by Raising Cane's Chicken Fingers.

3) **Existing & Surrounding Land Uses:** The Project site consists of a 1.20 acre area currently developed with a parking lot and vacant 6,656 TGI Friday's restaurant and a 1.45 acre undeveloped lot currently serving as a parking area. Both sites are in the "Shopping at the Rose Center". The Project site is generally located at the southwest corner of Rose Avenue and

Lockwood Street in the Rio Lindo neighborhood. The following table identifies the existing land uses, zoning, and General Plan designation of the Project site and surrounding properties (see Attachment A):

Direction	General Plan	Zoning	Land Use
Project	Commercial General (CG)	Business Research Park (BRP)	Shopping at the Rose -Parking Lot and Former TGI Friday's Restaurant
North	CG	BRP	Shopping at the Rose - Chili's & McDonalds
South	CG	BRP	Shopping at the Rose - Petsmart
West	CG	BRP	Shopping at the Rose - Panda Express/Rubios/Oh! Sushi
East	CG	BRP	Rose Crossing Shopping Center

4) Background Information: On June 25, 1992, City Council adopted Resolution No. 7632 approving SUP No. 1489 for the development of a 592,252 square-foot commercial shopping center, known as "Shopping at the Rose". To date, approximately 536,256 square feet of the center has been built. Several modifications have been approved for Shopping at the Rose, such as a sign program amendment, facade modifications, and other tenant specific projects. The TGI Friday's restaurant closed in late March of 2018 and has remained vacant since then. The proposed bank building would replace the restaurant building and the proposed fast food restaurant would complete the center and therefore, the shopping center would be built out.

5) Environmental Determination: In accordance with Section 15303, Class 3 of the California Environmental Quality Act Guidelines (CEQA), Projects involving the construction of an "... office, restaurant, or similar structure...not exceeding 10,000 square feet in floor area on sites zoned for such use..." are exempt from further environmental review. The Projects consist of the development of a bank building and fast food restaurant with a total building area of 7,730 square feet, and associated drive through facilities. The proposed uses are allowable within the Business Research Park zoning district. The lots are in an established commercial shopping center, surrounded by urban development and located on a previously developed site. 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 accept the Notices of Exemption (see Attachment B).

6) Analysis:

a) ***General Discussion:*** The Project involves the demolition (6,656 sq. ft.). of a former restaurant building and construction of a new bank building in its place with an ATM drive thru facility. On the adjacent lot the construction of a fast food restaurant with a drive through

facility is proposed along with new landscaping and parking improvements (see Attachment C - Project Plans).

The new 3,795 square-foot bank building will be occupied by Chase, which proposes to vacate an existing location across the street, within "Shopping at Rose II Center". The proposed building will front Rose Avenue and generally be in the same location as the restaurant building formerly occupied by TGIF. The Project includes a new parking lot configuration with new landscaping improvements. A portion of the parking lot improvements includes two ATMs with drive through access and a vehicle queuing area for this purpose.

On the adjacent lot, Raising Cane's Chicken Fingers proposes to occupy the proposed 3,935 square-foot restaurant building with indoor and outdoor seating area. The proposed restaurant will also have a drive-through facility with dual queuing lanes and new parking and landscaping areas. If approved, this would be the first Raising Cane's in Ventura County.

b) ***General Plan Consistency:*** The City's 2030 General Plan land use designation for the subject property is General Commercial, which allows free-standing commercial uses along arterial streets. The proposed development and land use is consistent with the 2030 General Plan.

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
Community Development CD 4.2	I	Commercial Revitalization & Redevelopment	A vacant building in an existing shopping center will be demolished and redeveloped with a new contemporary commercial building along with parking and landscaping improvements.
CD 4.4	I	Commercial Area Aesthetics	An older shopping center will develop two new buildings with contemporary architecture.
CD-9.4	I	View Corridor Preservation	The Project incorporates a 30-foot landscape buffer along the Rose Avenue frontage, a 2030 General Plan designated scenic corridor.
CD 18.1	I	Attract New Business	The Project proposes to bring a brand new business (Raising Cane's Chicken Fingers) to the City and the County.
Infrastructure and Community Services ICS-6.1 ICS-8.6 ICS-8.5	I	Include transit facilities such as bus benches, shelters, pads or turnouts, where appropriate, in new development improvement plans. Americans with Disabilities Handicapped Accessibility (ADA) Public Sidewalks & Pedestrian Orientation	The existing bus stop in front of the bank building will be improved to provide a new bus shelter and bench for patrons. This Project will provide an handicapped compliant ("ADA") sidewalk from Rose Avenue to connect up to the existing ramp located inside the center, thereby improving pedestrian connectivity and ADA circulation. The Project provides a new sidewalk along the main center driveway connecting the public sidewalk on Rose Avenue to the existing private sidewalk in the center.
Sustainable Community SC-4.1	I	Green Building Code Implementation	Project will comply with Title 24 Green Building Code
Community Development CD-14.1 CD-14.2 CD-14.3 Environmental Resources ER-10.1	II	Design Review Process Development Advisory Committee Functions (DAC) Quality of Design Promote use of Native and Water Wise Plants	The Development Advisory Committee (DAC) 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

c) ***Conformance with Zoning Development Standards:*** The proposed development Projects are located in the Business Research Park (BRP) zoning district. The proposed bank and restaurant land uses are permitted by-right in this zone, in accordance with Section 16-176 of the Oxnard City Code (OCC). The drive through facilities that will serve these uses are conditionally permitted with approval of a SUP, pursuant to OCC Section 16-177. Applicable standards of the BRP zone have been compared with the proposed Projects as follows:

DEVELOPMENT STANDARD	**REQUIREMENT**	**PZ 18-500-06 2181 N ROSE AVE Chase Bank**	**PZ 18-500-08 2161 N ROSE AVE Raising Cane's**	**COMPLIES?**
Min. lot area	20,000 SF	No Change (Existing) 52,231 sf/1.20 acres	No Change (Existing) 62,944 sf/1.45acres	YES
Min. lot width	Interior Lots: 100 feet Corner Lots: 150 feet	Existing	Existing	YES
Min. lot depth	150 feet	Existing	Existing	YES
Max. building height	35 feet (additional w/ SUP approval)	21.3 feet	23.6 feet	YES
Front yard setback	30 feet, 40 feet when abutting a thoroughfare	50 feet	N/A (lot has no frontage)	YES
Side yard setback	Equal to building height, unless otherwise approved by SUP	29+ feet	52+ feet	YES
Rear yard setback	20 feet	30+ feet	44+ feet	YES
Max. lot bldg. coverage	40% of total area	Approx.. 7%	Approx. 6%	YES
BRP Zone Design Standards	- Metal building prohibited - Two types of bldg texture/materials on all elevations exposed to street - Roof structure/mech. equipment shall be screened (screening elements arch. Integrated	- Metal Panels - Chiseled Limestone veneer - Horizontal wood panels - Metal Awning - Roof line and cross section not shown	- Stucco - Metal paneling - Brick - Roof line and cross section not shown	YES
Site Design Standards	- No parking within 20 feet of residential zone - 30 foot minimum landscape w/ along street. 30 average may be approved by site plan review	-Landscaping along street frontage existing. Some areas proposed with new landscaping	- No street frontage - Parking landscaped areas modified	YES

	- All activities shall be conducted w/in building except as otherwise permitted by SUP			
Site landscaping	- Parking areas 36 inch landscape berm or a combo wall/landscaping - Trash enclosure screened by landscaping - 15% of the lot area landscaped, in addition to any parking lot landscaping - Landscaping shall abut any exterior bldg wall where no loading/bldg entry.	- New landscaping incorporates 36 inch high plant material - 17,013 sqft (32.5%) landscaping areas - Trash enclosure walls to be screened with vine. - Landscaping along sides of building where no walkways abut the building.	- New landscaping incorporates 36 inch high plant material - Trash enclosure to be screened with a vine. - 9,487 sf (15%) - Landscaping along sides of building where no walkways abut the building.	YES
Utilities Service & Structure	- Where required by code, all off-site utility services shall be placed underground. All on-site utility shall be placed underground - All above ground utility structures shall be screened (all sides) by landscaping or architectural structure matching primary structure	- Existing underground utilities - Proposed structures provide landscaping to help with screening and deterring graffiti.	- Existing underground utilities - Proposed structures provide with landscaping to help with screening and deterring graffiti.	YES
Parking lot landscaping	Landscape fingers required every 10 spaces. 5 foot wide perimeter landscaping planter	Existing parking areas to remain as approved with original development; New parking areas to provide finger planters accordingly. A condition has been imposed requiring replanting of existing landscaping areas.	Existing parking areas to remain as approved with original development; New parking areas to provide finger planters accordingly. A condition has been imposed requiring replanting of existing landscaping areas.	YES

Lighting	Comply with City Code.	Photometric plan will be required at plan check	Photometric plan will be required at plan check	YES, with a condition of approval
Bicycle Rack	Comply with City Code	Provided	Provided	YES
Loading and Unloading Zone	12ft X 40ft Cross Hatched 'No Parking'	None proposed due to type of business requiring brief pick up of cash and occasional shredder truck to pick up paper documents	Loading and Unloading zone proposed, modified size of 11 ft x 36 ft.	Yes, with approval of Planning Commission waiver

d) ***Site Design:*** The proposed development is located on the north end of the shopping center near the US Highway 101 intersection and Rose Avenue. Raising Cane's is proposed on Pad 11 and Chase Bank on adjacent Pad 10. These lots are accessed by the main driveway serving the shopping center, located at the intersection of Lockwood Street/North Rose Avenue. The proposed bank building is located near the street, with prominent visibility on Rose Avenue. The restaurant building is set back from the intersection with partial visibility from the main thoroughfare.

e) ***Circulation and Parking***: Parking at the shopping center is shared amongst all businesses, however, this Project provides parking for the respective land uses, which can also be shared with each other and with other existing businesses. The original approval of the center, SUP No. 1489, dictates that at full buildout of 592,252 square feet of gross floor area, a total of 2,369 stalls would be required at the center. These figures equate to 1 space for every 250 square feet of gross floor area as the applicable parking ratio for the center; the shopping center was approved with the shopping center parking rate of 1 space per 250 sq. ft. of building area. The table below shows that as proposed the Project complies with this ratio because the minimum required parking with the proposed Project square footage, inclusive of the shopping center building area (537,330 square feet), is 2,149 spaces. However, the total overall provided is 3,191 spaces thereby exceeding the City's minimum parking requirement.

Existing Parking with Existing Overall Building Area of Center: 536,256 square feet	**Minimum Required Parking with Proposed Development & Building Area of Center: 537,330 square feet**	**Overall Center Parking Proposed with Development of Bank & Restaurant**	**Excess Overall Center Parking with Proposed Development**
3,260 spaces	2,149 spaces	3,191 spaces	1,042 spaces

A traffic study was prepared to assess traffic impacts associated with the proposed development The intersections (all signalized) studied for this report were:

- US Hwy 101 Northbound Ramp/Rose Avenue
- US Hwy 101 Southbound Ramp/Rose Avenue
- Rose Avenue/Lockwood Street
- Rose Avenue/Gonzales Road
- Gonzales Road/Walmart Driveway
- Gonzales Road/Williams Drive

The study identified that these intersections currently operate at Levels of Service (LOS) "C" or better during the morning (generally 7:00 AM to 9:00 AM) and afternoon (generally 4:00 PM to 6:00 PM) peak hour periods. These existing levels of service meet the City's standard of LOS "C" or better. The proposed uses would generate an estimated 2,514 average daily trips (ADT) with 225 trips in the morning peak hour trips and 220 afternoon peak hour trips. In keeping with typical traffic study methodology, utilizing trip credits for the former restaurant at 2181 North Rose Avenue, the study concluded that the existing traffic system plus the anticipated vehicle trips associated with the Project are not significant and allow these intersections to continue to operate at LOS "C" or better in both the morning and afternoon peak hours (see Attachment D).

When assessing cumulative scenario traffic impacts, the traffic study analyzed the existing traffic system plus previously approved projects (not including this Project) in the vicinity and determined that all intersections listed above would operate at LOS "C" or better in the morning peak hours. As for the afternoon peak hour, all intersections would operate at LOS "C" or better except for the intersection of Rose Avenue/Lockwood Street, which is predicted to operate at LOS "D". When the cumulative scenario plus Project traffic is analyzed, the study determined the same results as the cumulative scenario: all intersections would operate at LOS "C" or better in the morning and in the afternoon. However, the Rose Avenue/Lockwood Street intersection would remain the same by operating at LOS "D" during afternoon peak hours. Therefore, no significant impact would be caused by approval of this Project. The cumulative scenario and the cumulative plus Project scenario were studied with the assumption that all previously approved/pending projects would be built to completion, which is uncertain. If all previously approved projects in the study area are not implemented, then it is possible that the Lockwood/Rose Avenue intersection would operate at LOS "C" or better.

The proposed development is requesting a modification to the City's loading and unloading requirement. Oxnard City Code Section (OCC) 16-644(A) requires one 12'x 40' loading area for each Project building. However, OCC Section 16-644(B) allows the Planning Commission to approve modifications to these requirements, based on the nature of the use or combination of uses, as well as specific design characteristics of the Project. The proposed fast food restaurant provides an 11' x 36' loading zone, allowing a large truck to deliver to the

restaurant. The operator of the restaurant has confirmed that the minor reduction in size is consistent with the size of their loading trucks. The proposed bank is requesting relief of providing a loading zone, based on their reasoning that the nature of the business does not necessitate the need for this space. Chase Bank explained that an armor truck visits the bank briefly once a week and a shredding company truck visits the bank once a month outside of normal business hours. Given security concerns and the need to remain visible, the armored vehicle typically stages in the drive aisle or parking area adjacent to the building entrance. In this case, a recessed and screened loading area presents concerns for safety and security. The shredding truck is a smaller commercial vehicle and can park in a regular vehicle parking space. Based upon the anticipated occupancies, excess parking provided, and business hours at the bank location, Staff supports the request to waive the loading zone for the bank and the modified loading zone for the restaurant.

f) ***Building Design:*** The proposed single-story, 21-foot tall bank building will feature tall windows in metal frame and features an eclectic modern design, with simple rectangular lines at varied heights interfaced with building features of different materials and finishes in gray and white. Other colors and materials used are charcoal and gray stone veneer, cement wood like panels in dark "bark" color with the traditional "Chase Blue" as an accent color above the building ATM canopy and at the top of the prominent northeast building corner.

The 23-foot tall fast food restaurant building will feature a stucco finish in a light cream gray color, with a reddish brick "skirt" around the walls and similar color brick featured on the front prominent façade where the main entrance is located. Metal hanging canopies will be placed over the doorways and drive thru windows. The building walls also incorporate elements of art associated with Raising Cane's Chicken Fingers image campaign adding interest to the building design.

The two proposed freestanding buildings give the center a refreshed image by using contemporaneous design and materials. In a subtle manner both designs and colors tie with the rest of the shopping center in that the colors of both buildings feature hues of blue, white, and light grays already being used in the center. Additionally, the proposed architecture complements that of newer buildings in the center such as the Starbucks building located on the southside of the center.

g) ***Signs***: Signage is not included within the scope of the SUP proposal and will be reviewed separately. Signage within the shopping center is governed by a master sign program (MSP) for the shopping center. However, the existing MSP does not include the proposed buildings. A condition of approval has been imposed requiring a modification to the MSP before any signs permits can be issued for the proposed businesses.

h) ***Landscaping and Open Space:*** The sites of both buildings are currently landscaped as per the original approved plan for the shopping center. While most of the existing, mature trees in the Project area will be retained and protected during construction, some trees will be removed and others relocated on the site. Both building sites will have landscaping improvements around the building and in the parking areas consists of trees and a variety of

drought tolerant shrubs and ground covers. The new trees featured in the palette are "Pink Melaleuca", "Desert Willow", and "Gold Medallion" trees.

An arborist report was completed by Carlberg & Associates indicating that seven trees will be removed for the implementation of this Project. The total value of the trees being removed amounts to $11,450. A condition of approval has been imposed requiring that new landscaping improvements be upgraded to an extent equivalent to this value, including but not limited to increasing the size of new trees to 36-inch box.

Adjacent to the Project site, existing landscaping within several of the parking areas has been removed or died off. A condition of approval has been placed requiring this landscaping to be restored consistent with the approved landscape plans for the shopping center.

7) **Development Advisory Committee (DAC):** DAC first reviewed this Project on August 1, 2018 and subsequently on February 6, 2019. Recommendations of the DAC are reflected in the design of the Project and appropriate conditions of approval are included in the attached resolutions (Attachments E and F).

8) **Community Workshop and Public Input:** A Community Workshop was held on March 18, 2019. A notice of the meeting was posted on the Project site with a brief description and contact information at least 10 days before the meeting. The Applicant also mailed notices to the Rio Lindo neighborhood, in accordance with City requirements. Three persons attended the meeting and representatives from Chase and Raising Cane's Chicken spoke about their respective Projects. At the meeting one person spoke in favor of the Project. A second person asked about the parking configuration and expressed concern that too much was being developed in a small area. The Applicant showed the site plan and explained that the two buildings are not being proposed on the same site as the existing vacant restaurant building, but on two different lots. A third person asked for the landlord be more diligent in cleaning up litter and trash in the center, particularly near the Walmart store location. The Applicant said he would make a note of it and convey the message to the property management company. No one spoke in opposition to the Project and Staff has received no subsequent public input.

9) **Appeal Procedure:** In accordance with Section 16-545 of the OCC, 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 fee before the end of the appeal period.

Attachments:

A. Maps (Aerial, Vicinity, General Plan, Zoning)
B. Notice of Exemption
C. Project Plans
D. Traffic Study - Associated Transportation Engineers dated Sept. 25, 2018
E. Resolution with Conditions of Approval PZ 18-500-06, Bank
F. Resolution with Conditions of Approval PZ 18-500-08, Restaurant

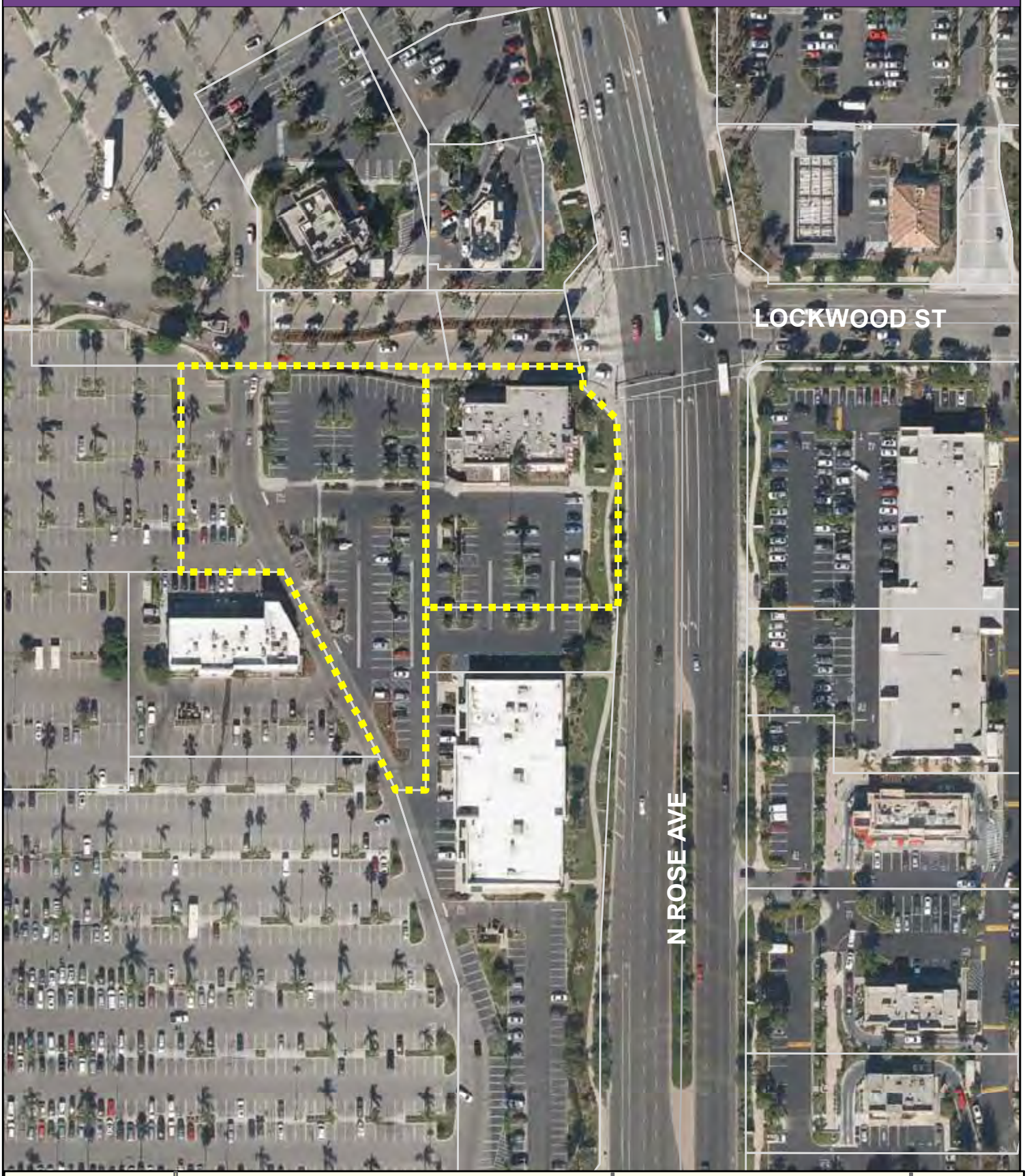
Prepared by: _____
VD

Approved by: _____
KM

ATTACHMENT "A"

Maps (Vicinity, General Plan, Zoning)

Aerial Map



OXNARD

Oxnard Planning

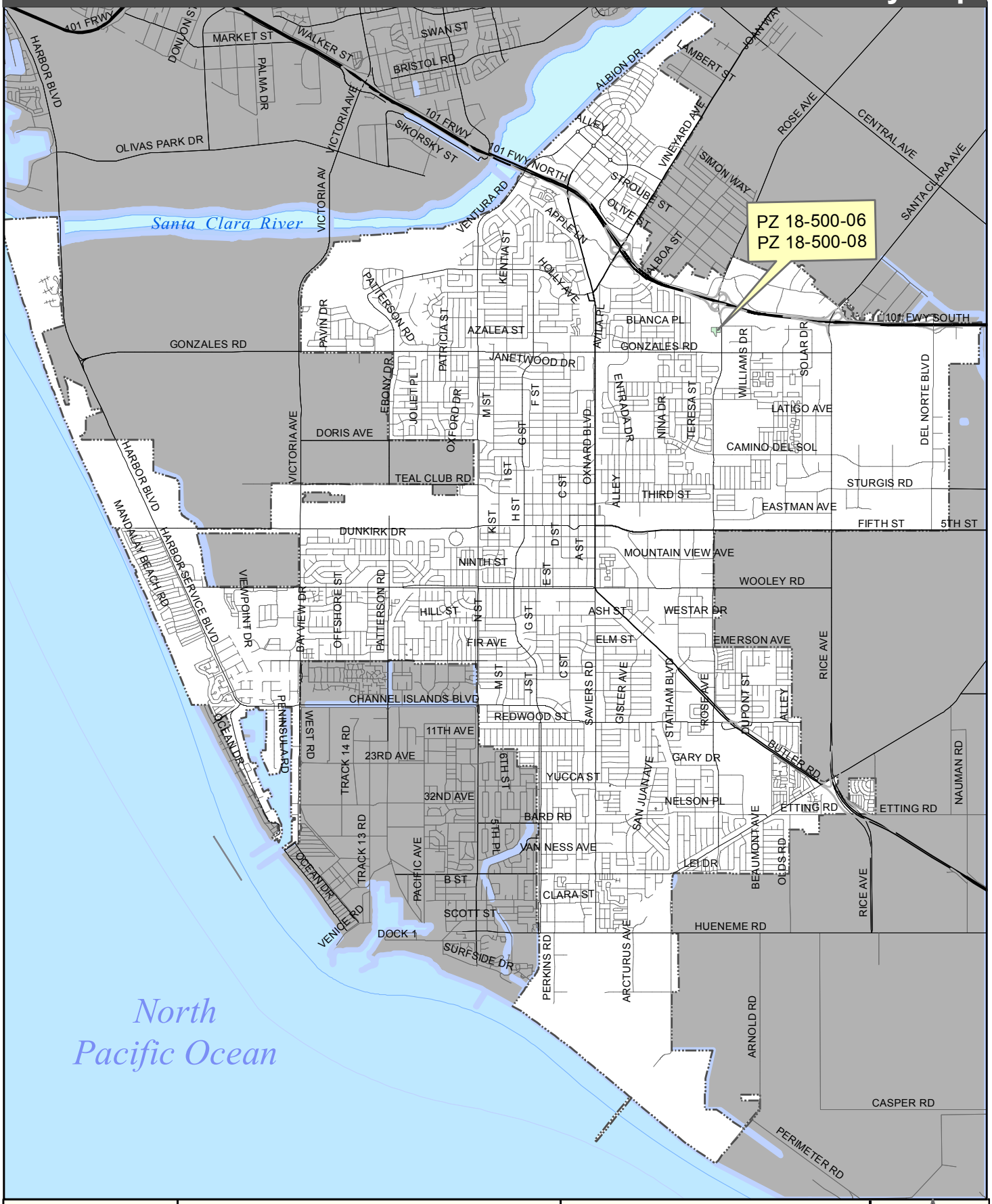
March 13, 2019

PZ 18-500-06, 18-500-08
Location: 2161, 2181 Rose Av
APN: 14202211155, 1420211165, 1420211175

0 37.5 75 150 225 300 Feet

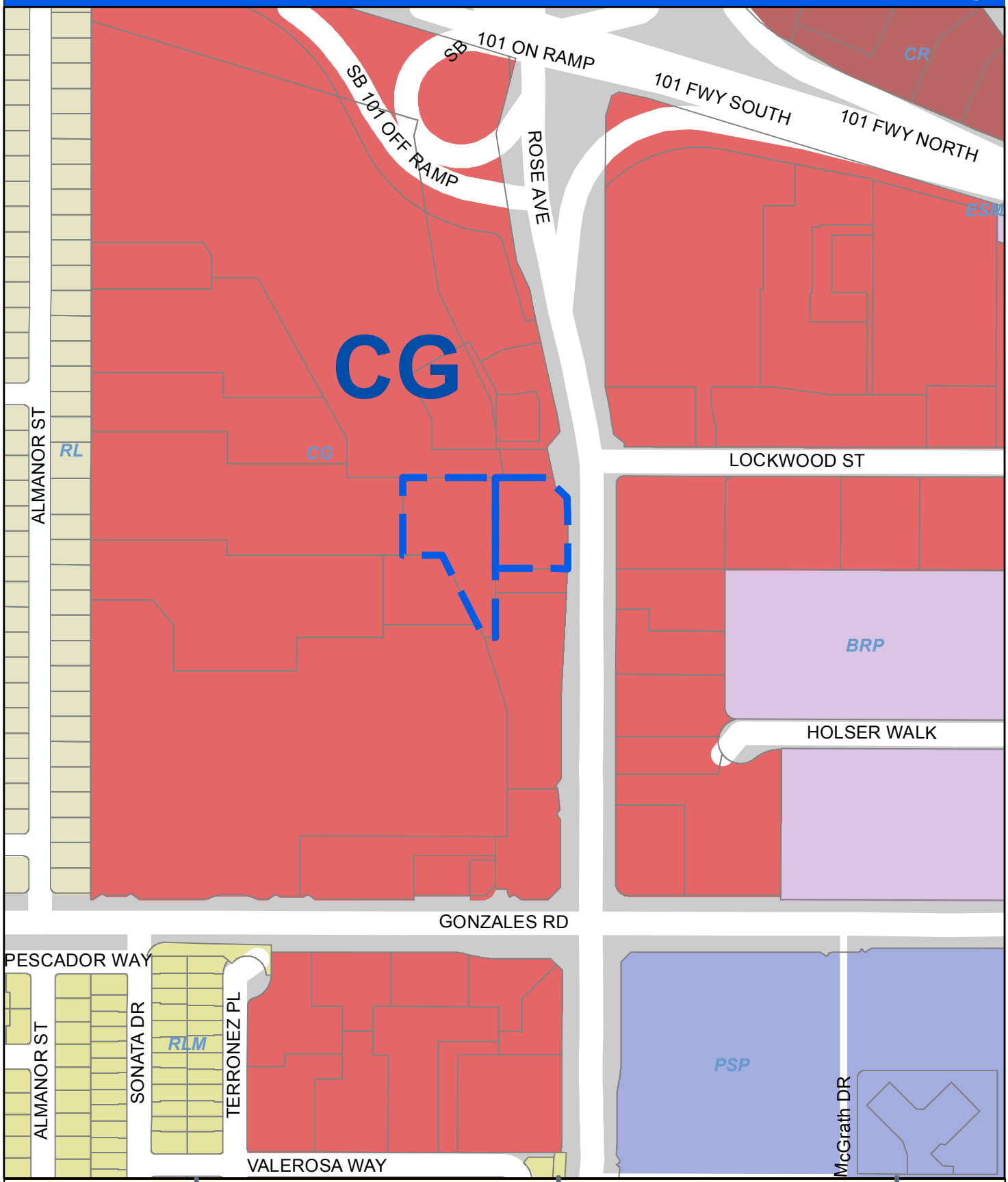
Aerial Map

Vicinity Map



CITY OF OXNARD CALIFORNIA Oxnard Planning *March 13, 2019*	PZ 18-500-06, 18-500-08 Location: 2161, 2181 Rose Av APN: 14202211155, 1420211165, 1420211175	**Vicinity Map** 0 0.5 1 1.5 2 Miles	N 1:70,000

2030 General Plan Land Use Map



CITY OF OXNARD CALIFORNIA

Oxnard Planning

March 13, 2019

PZ 18-500-06, 18-500-08
Location: 2161, 2181 Rose Av
APN: 14202211155, 1420211165, 1420211175

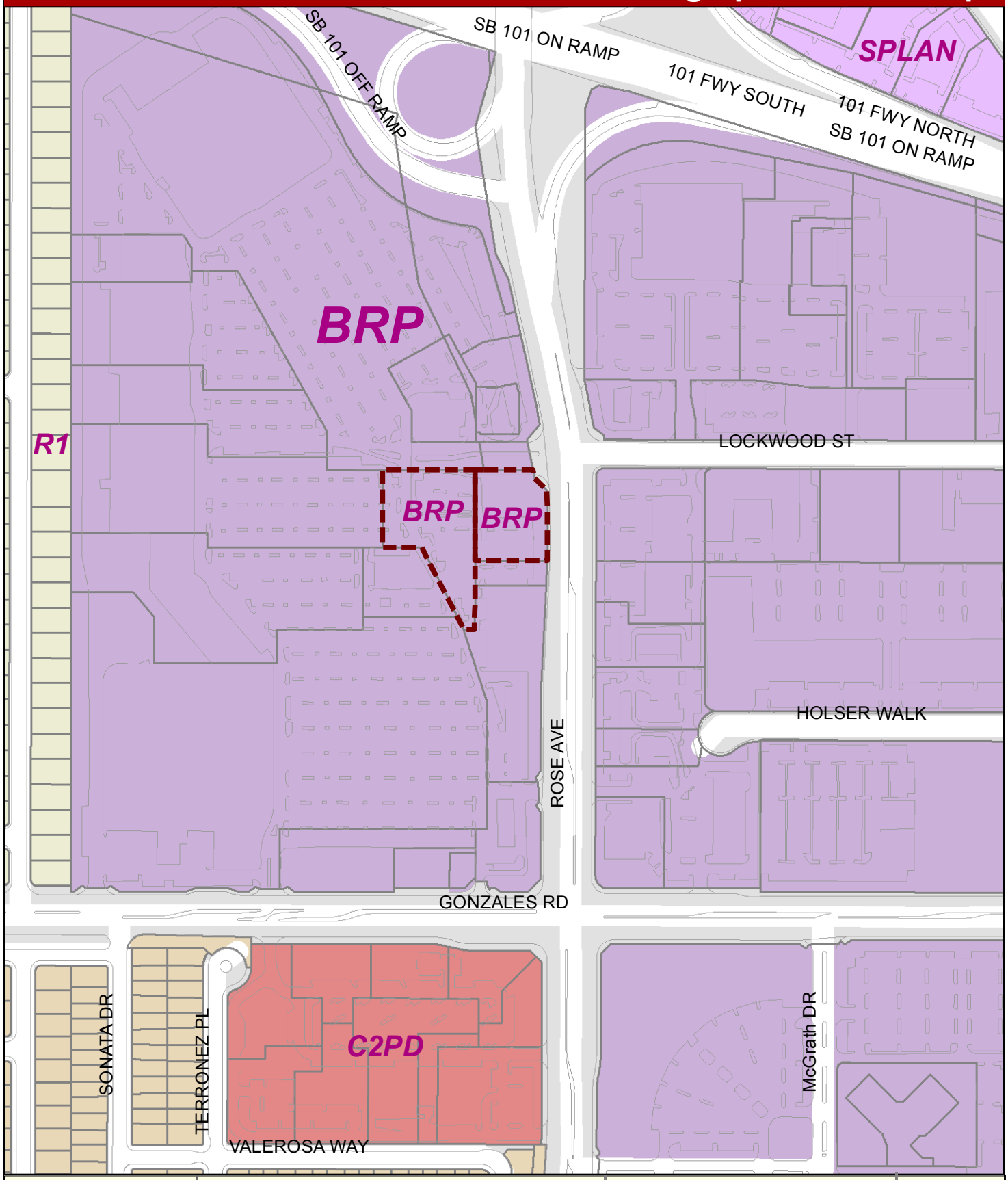
0 100 200 400 Feet

2030 General Plan Land Use Map

N W E S

1:4,000

Zoning/Specific Plan Map



CITY OF OXNARD CALIFORNIA

Oxnard Planning

March 13, 2019

PZ 18-500-06, 18-500-08
Location: 2161, 2181 Rose Av
APN: 14202211155, 1420211165, 1420211175

0 62.5 125 250 375 500 Feet

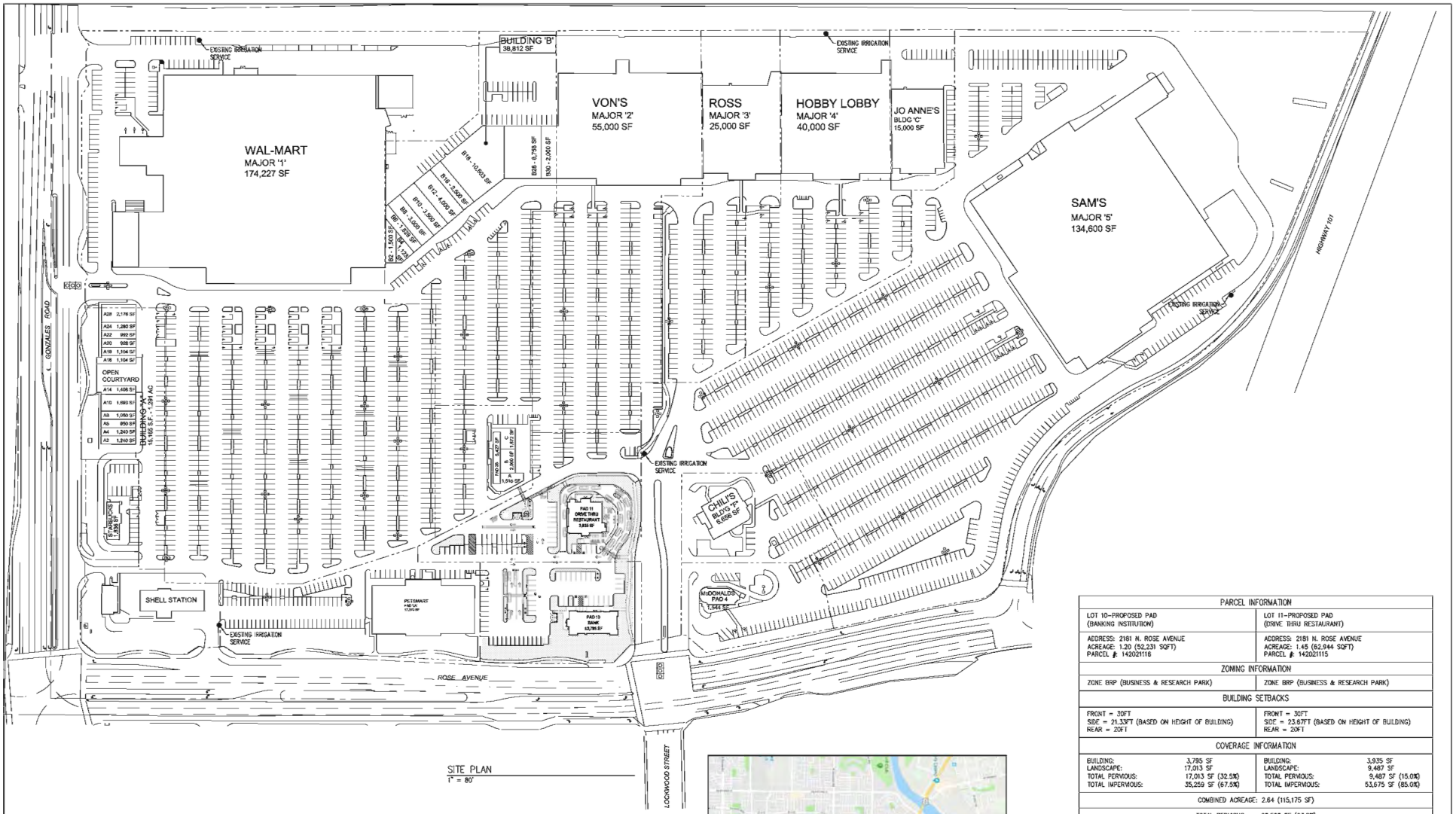
Zoning/Specific Plan Map

N W E S

1:4,000

ATTACHMENT "C"

Project Plans



SITE PLAN
1" = 80'

PARCEL INFORMATION	
LOT 10–PROPOSED PAD (BANKING INSTITUTION)	LOT 11–PROPOSED PAD (DRIVE THRU RESTAURANT)
ADDRESS: 2181 N. ROSE AVENUE ACREAGE: 1.20 (52,231 SQFT) PARCEL # 142021116	ADDRESS: 2181 N. ROSE AVENUE ACREAGE: 1.45 (62,944 SQFT) PARCEL # 142021115
ZONING INFORMATION	
ZONE BRP (BUSINESS & RESEARCH PARK)	ZONE BRP (BUSINESS & RESEARCH PARK)
BUILDING SETBACKS	
FRONT = 30FT SIDE = 21.33FT (BASED ON HEIGHT OF BUILDING) REAR = 20FT	FRONT = 30FT SIDE = 23.67FT (BASED ON HEIGHT OF BUILDING) REAR = 20FT

COVERAGE INFORMATION			
BUILDING:	3,795 SF	BUILDING:	3,935 SF
LANDSCAPE:	17,013 SF	LANDSCAPE:	9,487 SF
TOTAL PERVIOUS:	17,013 SF (32.5%)	TOTAL PERVIOUS:	9,487 SF (15.0%)
TOTAL IMPERVIOUS:	35,259 SF (67.5%)	TOTAL IMPERVIOUS:	53,675 SF (85.0%)
COMBINED ACREAGE: 2.64 (115,175 SF)			
TOTAL PERVIOUS	26,500 SF (23.0%)		
TOTAL IMPERVIOUS	88,675 SF (77.0%)		

OVERALL SITE INFORMATION		
	EXISTING	PROPOSED
SITE ACREAGE	54.209 ACRES	54.209 ACRES
BUILDING SQ FT	536,256 SF	537,330 SF
PARKING COUNT	3,260	3,191
PARKING RATIO	6.08 / 1000	5.94 / 1000
LANDSCAPING RATIO	15%	+15%

VICINITY MAP
N.T.S.

80 40 0 80 160
SCALE: 1"=80'

DIGALERT
CALL BEFORE YOU DIG
1-800-227-2600
AT LEAST
2 WORKING DAY
NOTICE REQUIRED

BLUE PEAK ENGINEERING, INC.
18543 YORBA LINDA BL. #255
YORBA LINDA, CA 92886
714.749.3077
714.281.1640 FAX

DRAWING ISSUE RECORD
DATE DESCRIPTION

REVISION RECORD
NO. DATE DESCRIPTION

PROJECT NAME

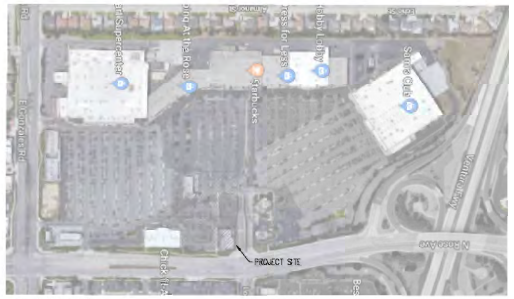
PAD DEVELOPMENT
LOTS 10 & 11
NORTH ROSE AVENUE
OXNARD, CA 93036

PROFESSIONAL SEAL
REGISTERED PROFESSIONAL ENGINEER
STEVEN B. JOHNSON
No. 83319
Exp. 03-31-21
CIVIL
STATE OF CALIFORNIA

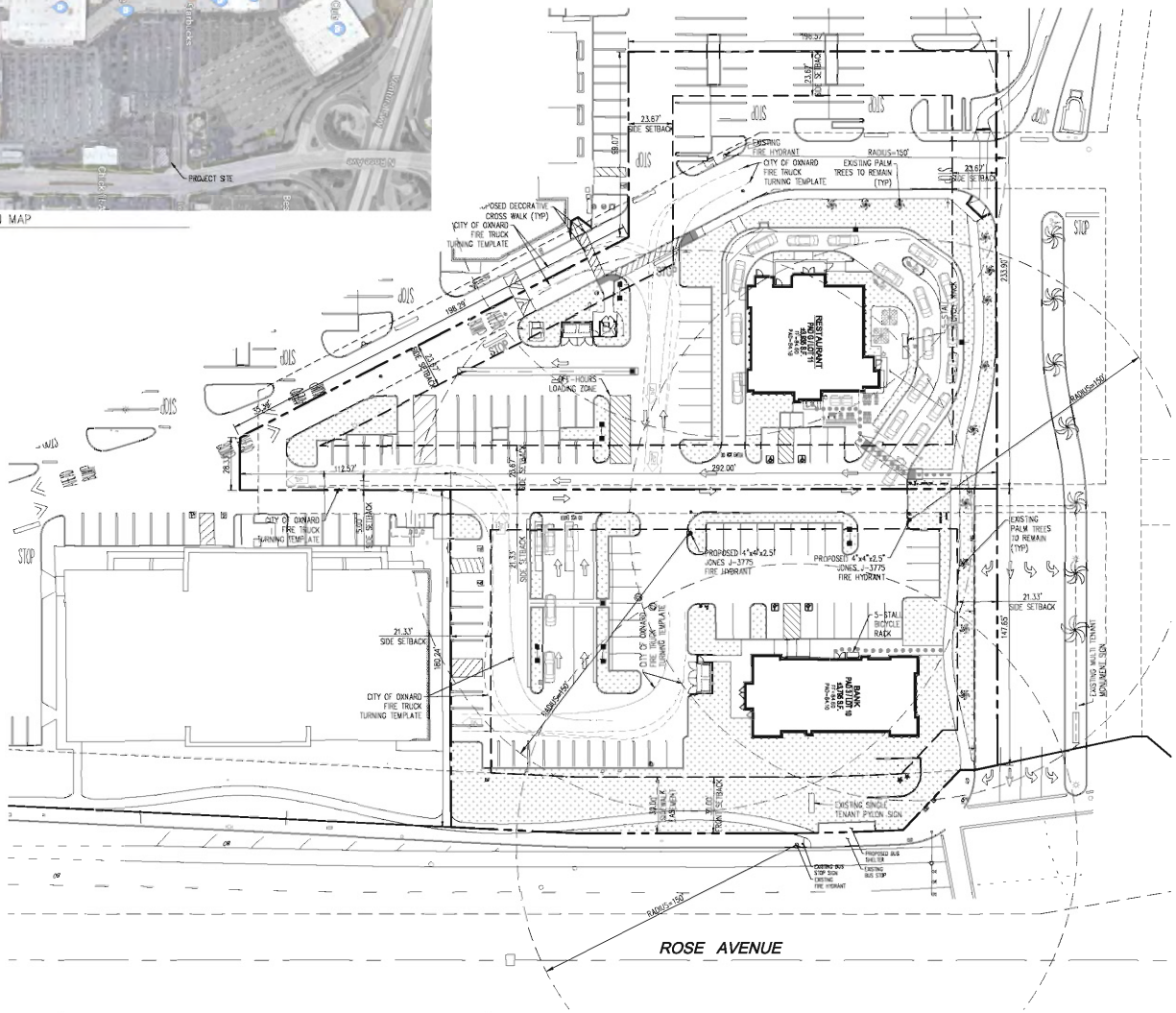
SHEET TITLE
OVERALL SITE PLAN

SHEET NUMBER
A-1

DATE: 04/12/2019



LOCATION MAP
1"=300'



ENLARGED SITE PLAN
1"=30'

ENLARGED SITE PLAN
1"=30'

LEGEND:

- PROPOSED ADA PATH OF TRAVEL
- PROPOSED CURB & STRIPING
- PROPERTY LINE
- SETBACK LINE
- PROPOSED LANDSCAPE AREA
- PROPOSED CONCRETE PAVEMENT & SIDEWALK

NOTE:
- REFER TO SHEETS A2,A3 AND A4 FOR ALL DIMENSIONS OF HORIZONTAL ELEMENTS

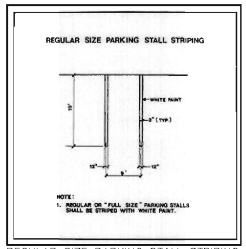
FIRE DEPARTMENT NOTE:
- NEW BUILDINGS SHALL BE EQUIPPED WITH A NFPA 13 FIRE SPRINKLER SYSTEM
- NEW BUILDINGS SHALL BE EQUIPPED WITH A NFPA 72 FIRE ALARM WITH OCCUPANT NOTIFICATION.
- TRASH ENCLOSURE SHALL CONSTRUCTED OF NON-COMBUSTABLE MATERIALS OR SHALL BE COVERED WITH FIRE SPRINKLERS.
- WALK-IN COOLERS/FREEZERS SHALL BE EQUIPPED WITH FIRE SPRINKLERS.

PARKING INFORMATION – LOT 10	
SITE ACREAGE	1.20 AC
STANDARD SPACES	48 SPACES
HANDICAP SPACES	4 SPACES
TOTAL PROPOSED	52 SPACES
PARKING RATIO	1 / 250 SF
TOTAL REQUIRED	11 SPACES*
STACKING	5

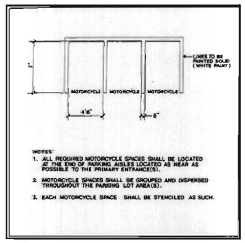
*REQUIRED STALLS TAKE INTO ACCOUNT A CREDIT OF 5 SPACES DUE TO THE ATM DRIVE THRU STACKING.

PARKING INFORMATION – LOT 11	
SITE ACREAGE	1.45 AC
STANDARD SPACES	57 SPACES
HANDICAP SPACES	2 SPACES
TOTAL PROPOSED	59 SPACES
PARKING RATIO	1 / 50 SF
TOTAL REQUIRED	62 SPACES*
STACKING	17

*REQUIRED STALLS TAKE INTO ACCOUNT A CREDIT OF 17 SPACES DUE TO THE DRIVE THRU STACKING.



REGULAR SIZE PARKING STALL STRIPING
O.C.C. 16-639 FIG. 2



MOTORCYCLE PARKING LOT STRIPING
O.C.C. 16-639 FIG. 3

SCALE: 1"=30'

DIGALERT

CALL BEFORE YOU DIG
1-800-227-2600
AT LEAST
2 WORKING DAY
NOTICE REQUIRED

BLUE PEAK ENGINEERING, INC.
18543 YORBA LINDA BL. #235
YORBA LINDA, CA 92886
714-749-3077
714-281-1640 FAX

DRAWING ISSUE RECORD

DATE	DESCRIPTION

REVISION RECORD

NO.	DATE	DESCRIPTION

PROJECT NAME

PAD DEVELOPMENT
LOTS 10 & 11
NORTH ROSE AVENUE
OXNARD, CA 93036

PROFESSIONAL SEAL

REGISTERED PROFESSIONAL ENGINEER
STEVEN B. JOHNSON
No. 83319
Exp. 03-31-21
CIVIL
STATE OF CALIFORNIA

Exp. 03-31-21
CIVIL
STATE OF CALIFORNIA

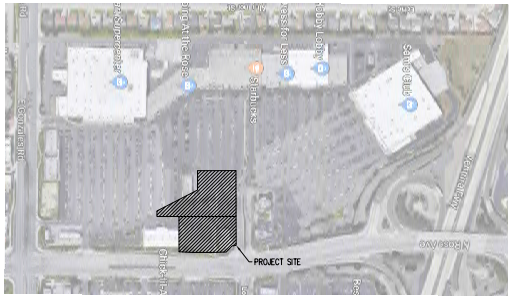
SHEET TITLE

ENLARGED SITE PLAN

SHEET NUMBER

A-2

DATE: 04/16/2019



LOCATION MAP
1"=300'

LEGEND:

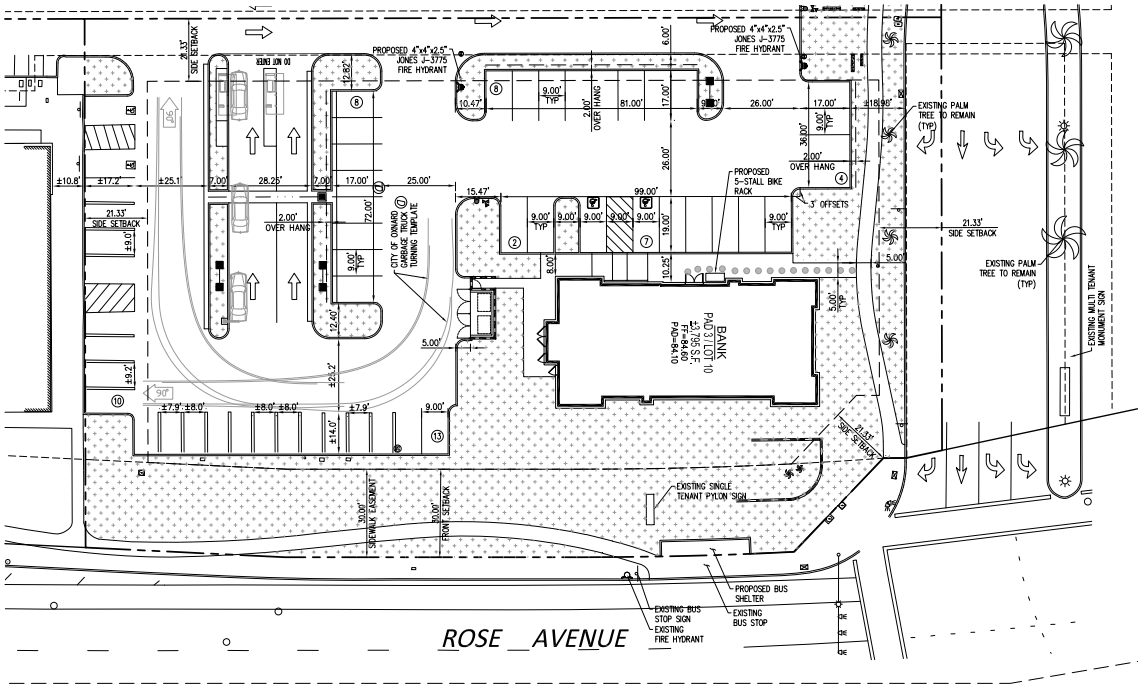
- PROPOSED CURB & STRIPING
- PROPERTY LINE
- SETBACK LINE
- PROPOSED LANDSCAPE AREA
- PROPOSED CONCRETE PAVEMENT & SIDEWALK

FIRE DEPARTMENT NOTE:

- NEW BUILDINGS SHALL BE EQUIPPED WITH A NFPA 13 FIRE SPRINKLER SYSTEM.
- NEW BUILDINGS SHALL BE EQUIPPED WITH A NFPA 72 FIRE ALARM WITH OCCUPANT NOTIFICATION.
- TRASH ENCLOSURE SHALL CONSTRUCTED OF NON-COMBUSTABLE MATERIALS OR SHALL BE COVERED WITH FIRE SPRINKLERS.
- WALK-IN COOLERS/FREEZERS SHALL BE EQUIPPED WITH FIRE SPRINKLERS.

PARKING INFORMATION – LOT 10	
SITE ACREAGE	1.20 AC
STANDARD SPACES	48 SPACES
HANDICAP SPACES	4 SPACES
TOTAL PROPOSED	52 SPACES
PARKING RATIO	1 / 250 SF
TOTAL REQUIRED	11 SPACES*
STACKING	5

*REQUIRED STALLS TAKE INTO ACCOUNT A CREDIT OF 5 SPACES DUE TO THE ATM DRIVE THRU STACKING.



CHASE SITE PLAN
1"=20'

DIGALERT
CALL BEFORE YOU DIG
1-800-227-2600
AT LEAST
2 WORKING DAY
NOTICE REQUIRED

20 10 0 20 40
SCALE: 1"=20'

BLUE PEAK ENGINEERING, INC.
16543 YORBA LINDA BL., #235
YORBA LINDA, CA 92886
714.749.3077
714.281.1640 FAX

DRAWING ISSUE RECORD
DATE DESCRIPTION

REVISION RECORD
NO. DATE DESCRIPTION

PROJECT NAME

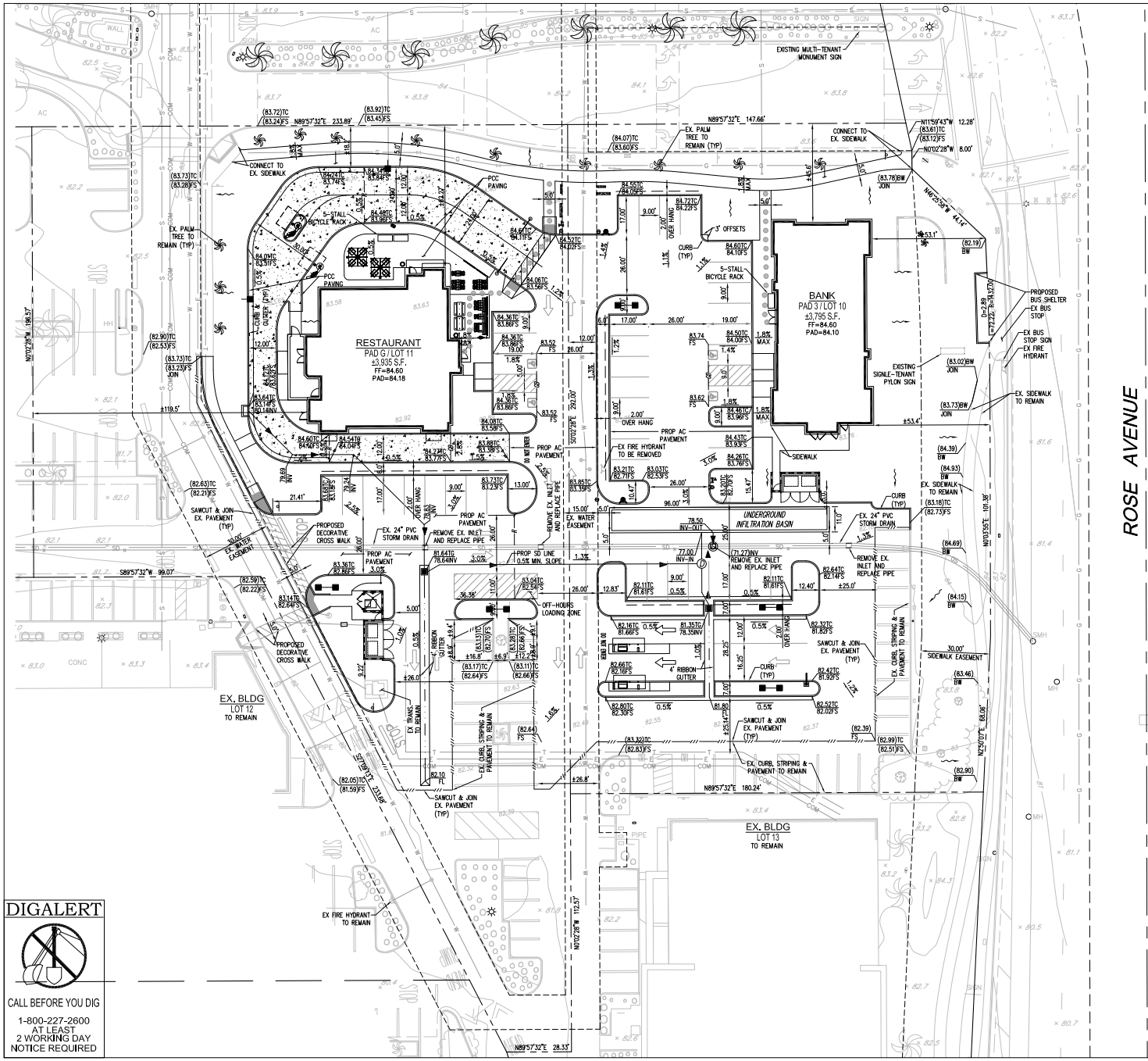
PAD DEVELOPMENT
LOTS 10 & 11
NORTH ROSE AVENUE
OXNARD, CA 93036

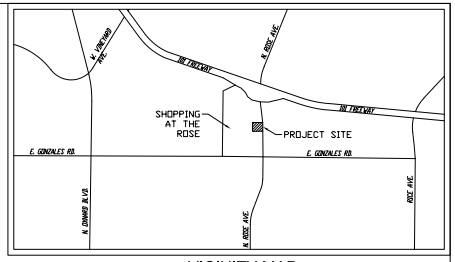
PROFESSIONAL SEAL
REGISTERED PROFESSIONAL ENGINEER
STEVEN B. JOHNSON
No. 83319
Exp. 03-31-21
CIVIL
STATE OF CALIFORNIA

SHEET TITLE
ENLARGED PLAN
CHASE

SHEET NUMBER
A-3

DATE: 04/18/2019





VICINITY MAP
N.T.S.

SITE INFORMATION
2181 NORTH ROSE AVENUE
OXNARD, CA
COUNTY OF VENTURA
TRACT 4827, LOTS 10 & 11
ZONE BRP

LOT 10: 1.20 AC
LOT 11: 1.44 AC

TOTAL SITE AREA: 2.64 AC
TOTAL DISTURBED AREA: 1.87AC

CIVIL ENGINEER
BLUE PEAK ENGINEERING, INC.
18543 YORBA LINDA BLVD., #235
YORBA LINDA, CA 92886
ATT: STEVEN JOHNSON PE/QSD
TEL: (310) 780-0366
SJOHNSON@BLUEPEAKENG.COM

DEVELOPER
ROTHBART DEVELOPMENT CORP.
10900 WILSHIRE BLVD., SUITE 1000
LOS ANGELES, CA 90024
TEL: (310) 277-6288

ARCHITECT
MASSA MULTIMEDIA ARCHITECTURE
STUDIO B-3297 ROUTE 66
NEPTUNE, NJ 07753
ATT: ALEX BAFFOE-BONNIE
TEL: (732) 928-2300
ABONNIE@MMA-ARCHITECTS.COM

LEGEND

PL	PROPERTY LINE	WM	WATER METER
FF	FINISHED FLOOR	BW	BACK OF WALK
TC	TOP OF CURB	FG	FINISHED GROUND
FS	FINISHED SURFACE	INV	INVERT ELEVATION
FL	FLOW LINE	56	PROPOSED CONTOUR
FG	FINISHED GRADE	56	EXISTING CONTOUR
GB	GRADE BREAK	56.10	PROPOSED ELEVATION
℄	CENTERLINE	(56.10)	EXISTING ELEVATION
R	RIDGE LINE		FIRE HYDRANT
R/W	RIGHT OF WAY	PP	POWER POLE
WV	WATER VALVE		

PROPOSED SAWCUT LINE/ LIMITS OF WORK

SD — PROPOSED STORM DRAIN LINE

PROPOSED FLOWLINE

PROPOSED ADA PATH OF TRAVEL

SOURCE OF TOPOGRAPHY
THE TOPOGRAPHY SOURCE IS A COMBINATION OF AN AERIAL SURVEY PERFORMED BY SAN-LO AERIAL SURVEYS FLOWN ON 3-6-2018 AND NASLAND ENGINEERING FIELD SURVEY PERFORMED ON 3-9-2018.

BENCHMARK
BENCHMARK NO. 306, COUNTY OF VENTURA, CITY OF OXNARD
DESCRIPTION: ALUMINUM DISK IN CONC. CURB STAMPED WILLIAMS
LOCATION: AT THE NORTHWESTERLY CORNER OF GONZALES ROAD AND WILLIAMS DRIVE, 55.0 FEET WESTERLY FROM THE CENTER OF WILLIAMS DRIVE, 48.0 FEET NORTHERLY FROM THE CENTER DIVIDE OF GONZALES ROAD, 33.0 FEET SOUTHERLY FROM THE E.C.R., 12.0 FEET EASTERLY FROM THE B.C.R.

ELEVATION: 74.350 FEET, NAVD88

RECORD BOUNDARY
THE PROPERTY BOUNDARY SHOWN HEREON IS BASED ON FOUND MONUMENTS PER TRACT NO. 4827, BOOK 124 OF MISCELLANEOUS RECORDS ,PAGES 29-41 O.R. AND IS RECORD ONLY. NO BOUNDARY ANALYSIS WAS CONDUCTED AS PART OF THIS SURVEY.

NOTE:
LOCATIONS OF EXISTING UNDERGROUND UTILITIES SHOWN ON THIS SURVEY ARE BASED ON AS-BUILT REFERENCE DRAWINGS FOR PUBLIC AND PRIVATE IMPROVEMENTS AND ARE SHOWN FOR INFORMATION ONLY. NASLAND ENGINEERING MAKES NO CLAIM AS TO THE ACCURACY OF THE UNDERGROUND UTILITIES LOCATION.

20 10 0 20 40
SCALE: 1"=20'

DIGALERT
CALL BEFORE YOU DIG
1-800-227-2600
AT LEAST
2 WORKING DAY
NOTICE REQUIRED

BLUE PEAK ENGINEERING, INC.
18543 YORBA LINDA BL., #235
YORBA LINDA, CA 92886
714.749.3077
714.281.1640 FAX

DRAWING ISSUE RECORD

DATE	DESCRIPTION

REVISION RECORD

NO.	DATE	DESCRIPTION

PROJECT NAME

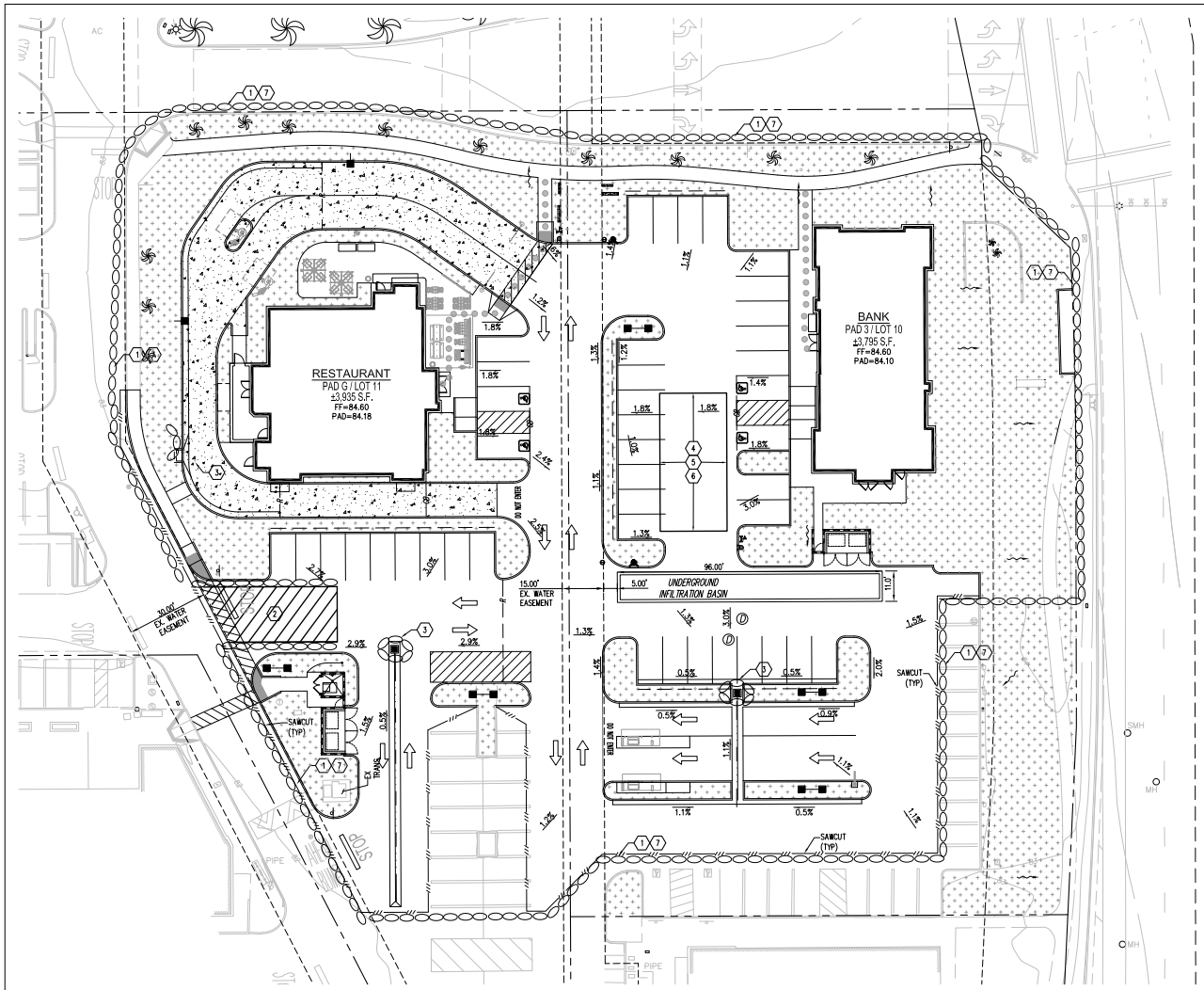
PAD DEVELOPMENT
LOTS 10 & 11
NORTH ROSE AVENUE
OXNARD, CA 93036

PROFESSIONAL SEAL
REGISTERED PROFESSIONAL ENGINEER
STEVEN B. JOHNSON
No. 83319
Exp. 03-31-21
CIVIL
STATE OF CALIFORNIA

SHEET TITLE
CONCEPTUAL GRADING PLAN

SHEET NUMBER
C1

DATE: 04/18/2019



EROSION CONTROL NOTES:

1. INSTALL GRAVEL BAGS PER SE-6.
2. CONSTRUCTION ENTRANCE WITH RUMBLE STRIP PER TC-1 AND TC-3 AND PER DETAIL ON SHEET C-07.
3. INSTALL INLET PROTECTION PER SE-10.
4. MATERIAL DELIEVERY & STORAGE AREA PER WM-1.
5. WASTE COLLECTION AREA PER WM-5.
6. CONCRETE WASHOUT AREA PER WM-8.
7. INSTALL PERIMETER CHAIN LINK FENCE, 6-FT HIGH.

LEGEND

- GRAVEL BAGS STACKED TWO HIGH
- 22 EXISTING SURFACE CONTOUR
- ENTRANCE WITH RUMBLE STRIPS PER EROSION CONTROL NOTE 2 HEREON.
- INSTALL CHAIN LINK FENCE PER EROSION CONTROL NOTE 7 HEREON.

DIGALERT

CALL BEFORE YOU DIG
1-800-227-2600
AT LEAST
2 WORKING DAY
NOTICE REQUIRED

THE FOLLOWING BMPS AS OUTLINED IN, BUT NOT LIMITED TO, THE LATEST EDITION OF THE CASQA CONSTRUCTION BMP ONLINE HANDBOOK OR CALTRANS STORMWATER QUALITY HANDBOOKS (CONSTRUCTION SITE BMP MANUAL), MAY APPLY DURING THE CONSTRUCTION OF THIS PROJECT (ADDITIONAL MEASURES MAY BE REQUIRED IF DEEMED APPROPRIATE BY THE PROJECT ENGINEER OR THE BUILDING OFFICIAL)

WASTE MANAGEMENT & MATERIAL POLLUTION CONTROL

WM1 -MATERIAL DELIVERY AND STORAGE
WM2 -MATERIAL USE
WM3 -STOCKPILE MANAGEMENT
WM4 -SPILL PREVENTION AND CONTROL
WM5 -SOLID WASTE MANAGEMENT
WM6 -HAZARDOUS WASTE MANAGEMENT
WM7 -CONTAMINATION SOIL MANAGEMENT
WM8 -CONCRETE WASTE MANAGEMENT
WM9 -SANITARY/SEPTIC WASTE MANAGEMENT
WM10 -LIQUID WASTE MANAGEMENT

EQUIPMENT TRACKING CONTROL
TC1 -STABILIZED CONSTRUCTION ENTRANCE EXIT
TC2 -STABILIZED CONSTRUCTION ROADWAY
TC3 -ENTRANCE/OUTLET TIRE WASH

NON-STORMWATER MANAGEMENT

NS1 -WATER CONSERVATION PRACTICES
NS2 -DEWATERING OPERATIONS
NS3 -PAVING AND GRINDING OPERATIONS
NS4 -TEMPORARY STREAM CROSSING
NS5 -CLEAR WATER DIVERSION
NS6 -ILLICIT CONNECTION/DISCHARGE
NS7 -POTABLE WATER/IRRIGATION
NS8 -VEHICLE AND EQUIPMENT CLEANING
NS9 -VEHICLE AND EQUIPMENT FUELING
NS10 -VEHICLE AND EQUIPMENT MAINTENANCE
NS11 -PILE DRIVING OPERATIONS
NS12 -CONCRETE CURING
NS13 -CONCRETE FINISHING
NS14 -MATERIAL AND EQUIPMENT USE
NS15 -DEMOLITION ADJACENT TO WATER
NS16 -TEMPORARY BATCH PLANTS

TEMPORARY SEDIMENT CONTROL

SE1 - SILT FENCE
SE2 - SEDIMENT BASIN
SE3 - SEDIMENT TRAP
SE4 - CHECK DAM
SE5 - FIBER ROLLS
SE6 - GRAVEL BAG BERM
SE7 - STREET SWEEPING AND VACUUMING
SE8 - SANDBAG BARRIER
SE9 - STRAW BALE BARRIER
SE10 -STORM DRAIN INLET PROTECTION
SE11 -ACTIVE TREATMENT SYSTEMS
SE12 -TEMPORARY SILT DIKE
SE13 -COMPOST SOCKS & BERMS SE14 -BIOFILTER BAGS

EROSION CONTROL

EC1 - SCHEDULING
EC2 - PRESERVATION OF EXISTING VEGETATION
EC3 - HYDRAULIC MULCH
EC4 - HYDROSEEDING
EC5 - SOIL BINDERS
EC6 - STRAW MULCH
EC7 - GEOTEXTILES & MATS
EC8 - WOOD MULCHING
EC9 - EARTH DIKES AND DRAINAGE SWALES
EC10 -VELOCITY DISSIPATION DEVICES
EC11 -SLOPE DRAINS
EC12 -STREAMBANK STABILIZATION
EC13 -RESERVED
EC14 -COMPOST BLANKETS
EC15 -SOIL PREPARATION\ROUGHENING
EC16 -NON-VEGETATED STABILIZATION

WIND EROSION CONTROL

WE1 -WIND EROSION CONTROL

EROSION AND SEDIMENT CONTROL PLAN

1. IN CASE OF EMERGENCY, CALL (RESPONSIBLE PERSON) AT (24-HOUR TELEPHONE). TBD
2. TOTAL DISTURBED AREA 2.84 ACRES WDID # _____
   I. RISK LEVEL 1 2 3 (CIRCLE ONE AS DETERMINED BY STATE GENERAL PERMIT FOR SITES GREATER THAN 1 ACRE)
3. A STAND-BY CREW FOR EMERGENCY WORK SHALL BE AVAILABLE AT ALL TIMES DURING THE RAINY SEASON (NOVEMBER 1 TO APRIL 15). NECESSARY MATERIALS SHALL BE AVAILABLE ON-SITE AND STOCKPILED AT CONVENIENT LOCATIONS TO FACILITATE RAPID CONSTRUCTION OF EMERGENCY DEVICES WHEN RAIN IS IMMINENT.
4. EROSION CONTROL DEVICES SHOWN ON THIS PLAN MAY BE REMOVED WHEN APPROVED BY THE BUILDING OFFICIAL IF THE GRADING OPERATION HAS PROGRESSED TO THE POINT WHERE THEY ARE NO LONGER REQUIRED.
5. GRADED AREAS ADJACENT TO FILL SLOPES LOCATED AT THE SITE PERIMETER MUST DRAIN AWAY FROM THE TOP OF SLOPE AT THE CONCLUSION OF EACH WORKING DAY. ALL LOOSE SOILS AND DEBRIS THAT MAY CREATE A POTENTIAL HAZARD TO OFF-SITE PROPERTY SHALL BE STABILIZED OR REMOVED FROM THE SITE ON A DAILY BASIS.
6. ALL SILT AND DEBRIS SHALL BE REMOVED FROM ALL DEVICES WITHIN 24 HOURS AFTER EACH RAINSTORM AND BE DISPOSED OF PROPERLY.
7. A GUARD SHALL BE POSTED ON THE SITE WHENEVER THE DEPTH OF WATER IN ANY DEVICE EXCEEDS TWO FEET. THE DEVICE SHALL BE DRAINED OR PUMPED DRY WITHIN 24 HOURS AFTER EACH RAINSTORM. PUMPING AND DRAINING OF ALL BASINS AND DRAINAGE DEVICES MUST COMPLY MUST COMPLY WITH THE APPROPRIATE BMP FOR DEWATERING OPERATIONS.
8. THE PLACEMENT OF ADDITIONAL DEVICES TO REDUCE EROSION DAMAGE AND CONTAIN POLLUTANTS WITHIN THE SITE IS LEFT TO THE DISCRETION OF THE FIELD ENGINEER. ADDITIONAL DEVICES AS NEEDED SHALL BE INSTALLED TO RETAIN SEDIMENTS AND OTHER POLLUTANTS ON SITE.
9. DESILTING BASINS MAY NOT BE REMOVED OR MADE INOPERABLE BETWEEN NOVEMBER 1 AND APRIL 15 OF THE FOLLOWING YEAR WITHOUT THE APPROVAL OF THE BUILDING OFFICIAL.
10. STORM WATER POLLUTION AND EROSION CONTROL DEVICES ARE TO BE MODIFIED, AS NEEDED, AS THE PROJECT PROGRESSES, THE DESIGN AND PLACEMENT OF THESE DEVICES IS THE RESPONSIBILITY OF THE FIELD ENGINEER. PLANS REPRESENTING CHANGES MUST BE SUBMITTED FOR APPROVAL IF REQUESTED BY THE BUILDING OFFICIAL.
11. EVERY EFFORT SHOULD BE MADE TO ELIMINATE THE DISCHARGE OF NON-STORM WATER FROM THE PROJECT SITES AT ALL TIMES.
12. ERODED SEDIMENTS AND OTHER POLLUTANTS MUST BE RETAINED ON-SITE AND MAY NOT BE TRANSPORTED FROM THE SITE VIA SHEET FLOW, SWALES, AREA DRAINS, NATURAL DRAINAGE COURSES, OR WIND.
13. STOCKPILES OF EARTH AND OTHER CONSTRUCTION-RELATED MATERIALS MUST BE PROTECTED FROM BEING TRANSPORTED FROM THE SITE BY THE FORCES OF WIND OR WATER.
14. FUELS, OILS, SOLVENTS, AND OTHER TOXIC MATERIALS MUST BE STORED IN ACCORDANCE WITH THEIR LISTING AND ARE NOT TO CONTAMINATE THE SOILS AND SURFACE WATERS. ALL APPROVED STORAGE CONTAINERS ARE TO BE PROTECTED FROM THE WEATHER. SPILLS MUST BE CLEANED UP IMMEDIATELY AND DISPOSED OF IN A PROPER MANNER. SPILLS MAY NOT BE WASHED INTO THE DRAINAGE SYSTEM.
15. EXCESS OR WASTE CONCRETE MAY NOT BE WASHED INTO THE PUBLIC WAY OR ANY OTHER DRAINAGE SYSTEM. PROVISIONS SHALL BE MADE TO RETAIN CONCRETE WASTES ON-SITE UNTIL THEY CAN BE DISPOSED OF AS SOLID WASTE.
16. DEVELOPERS/CONTRACTORS ARE RESPONSIBLE TO INSPECT ALL EROSION CONTROL DEVICES AND BMPS ARE INSTALLED AND FUNCTIONING PROPERLY IF THERE IS A 50% OR GREATER PROBABILITY OF PREDICTED PRECIPITATION, AND AFTER ACTUAL PRECIPITATION. A CONSTRUCTION SITE INSPECTION CHECKLIST AND INSPECTION LOG SHALL BE MAINTAINED AT THE PROJECT SITE AT ALL TIMES AND AVAILABLE FOR REVIEW BY THE BUILDING OFFICIAL (COPIES OF THE SELF-INSPECTION CHECK LIST AND INSPECTION LOGS ARE AVAILABLE UPON REQUEST).
17. TRASH AND CONSTRUCTION-RELATED SOLID WASTES MUST BE DEPOSITED INTO A COVERED RECEPTACLE TO PREVENT CONTAMINATION OF RAINWATER AND DISPERSAL BY WIND.
18. SEDIMENTS AND OTHER MATERIALS MAY NOT BE TRACKED FROM THE SITE BY VEHICLE TRAFFIC. THE CONSTRUCTION ENTRANCE ROADWAYS MUST BE STABILIZED SO AS TO INHIBIT SEDIMENTS FROM BEING DEPOSITED INTO THE PUBLIC WAY. ACCIDENTAL DEPOSITIONS MUST BE SWEPT UP IMMEDIATELY AND MAY NOT BE WASHED DOWN BY RAIN OR OTHER MEANS.
19. ANY SLOPES WITH DISTURBED SOILS OR DENUDED OF VEGETATION MUST BE STABILIZED SO AS TO INHIBIT EROSION BY WIND AND WATER.
20. AS THE ENGINEER/QSD OF RECORD, I HAVE SELECTED APPROPRIATE BMPS TO EFFECTIVELY MINIMIZE THE NEGATIVE IMPACTS OF THIS PROJECT'S CONSTRUCTION ACTIVITIES ON STORM WATER QUALITY. THE PROJECT OWNER AND CONTRACTOR ARE AWARE THAT THE SELECTED BMPS MUST BE INSTALLED, MONITORED, AND MAINTAINED TO ENSURE THEIR EFFECTIVENESS.

ROB DEPRAT. _____
CIVIL ENGINEER/QSD SIGNATURE DATE

21. THE FOLLOWING NOTES MUST BE ON THE PLAN:
AS THE PROJECT OWNER OR AUTHORIZED AGENT OF THE OWNER, 'I CERTIFY THAT THIS DOCUMENT AND ALL ATTACHMENTS WERE PREPARED UNDER MY DIRECTION OR SUPERVISION IN ACCORDANCE WITH THE SYSTEM DESIGNED TO ENSURE THAT A QUALIFIED PERSONNEL PROPERLY GATHER AND EVALUATE THE INFORMATION SUBMITTED. BASED ON MY INQUIRY OF THE PERSON OR PERSONS WHO MANAGE THE SYSTEM OR THOSE PERSONS DIRECTLY RESPONSIBLE FOR GATHERING THE INFORMATION, TO THE BEST OF MY KNOWLEDGE AND BELIEF, THE INFORMATION SUBMITTED IS TRUE, ACCURATE, AND COMPLETE. I AM AWARE THAT SUBMITTING FALSE AND/ OR INACCURATE INFORMATION, FAILING TO UPDATE THE ESCP TO REFLECT CURRENT CONDITIONS, OR FAILING TO PROPERLY AND/OR ADEQUATELY IMPLEMENT THE ESCP MAY RESULT IN REVOCATION OF GRADING AND/OR OTHER PERMITS OR OTHER SANCTIONS PROVIDED BY LAW.'

_____ _____
OWNER OR AUTHORIZED REPRESENTATIVE (PERMITTEE) DATE

22. DEVELOPERS/CONTRACTORS ARE RESPONSIBLE TO INSPECT ALL EROSION CONTROL DEVICES AND BMPS ARE INSTALLED AND FUNCTIONING PROPERLY AS REQUIRED BY THE STATE CONSTRUCTION GENERAL PERMIT. A CONSTRUCTION SITE INSPECTION CHECKLIST AND INSPECTION LOG SHALL BE MAINTAINED AT THE PROJECT SITE AT ALL TIMES AND AVAILABLE FOR REVIEW BY THE BUILDING OFFICIAL

STANDARD NPDES NOTES

BEST MANAGEMENT PRACTICE NOTES:

1. EVERY EFFORT SHOULD BE MADE TO ELIMINATE THE DISCHARGE OF NON-STORMWATER FROM THE PROJECT SITE AT ALL TIMES.

2. ERODED SEDIMENTS AND OTHER POLLUTANTS MUST BE RETAINED ON-SITE AND MAY NOT BE TRANSPORTED FROM THE SITE VIA SHEET FLOW, SWALES, AREA DRAINS, NATURAL DRAINAGE COURSES OR WIND.

3. STOCKPILES OF EARTH AND OTHER CONSTRUCTION RELATED MATERIALS MUST BE PROTECTED FROM BEING TRANSPORTED FROM THE SITE BY THE FORCES OF WIND OR WATER.

4. FUELS, OILS, SOLVENTS, AND OTHER TOXIC MATERIALS MUST BE STORED IN ACCORDANCE WITH THEIR LISTING AND ARE NOT TO CONTAMINATE THE SOIL AND SURFACE WATERS. ALL APPROVED STORAGE CONTAINERS ARE TO BE PROTECTED FROM THE WEATHER. SPILLS MUST BE CLEANED UP IMMEDIATELY AND DISPOSED OF IN A PROPER MANNER. SPILLS MAY NOT BE WASHED INTO THE DRAINAGE SYSTEM.

5. EXCESS OR WASTE CONCRETE MAY NOT BE WASHED INTO THE PUBLIC WAY OR ANY OTHER DRAINAGE SYSTEM. PROVISIONS SHALL BE MADE TO RETAIN CONCRETE WASTES ON-SITE UNTIL THEY CAN BE DISPOSED OF AS SOLID WASTE.

6. TRASH AND CONSTRUCTION RELATED SOLID WASTES MUST BE DEPOSITED INTO A COVERED RECEPTACLE TO PREVENT CONTAMINATION OF RAINWATER AND DISPERSAL BY WIND.

7. SEDIMENTS AND OTHER MATERIALS MAY NOT BE TRACKED FROM THE SITE BY VEHICLE TRAFFIC. THE CONSTRUCTION ENTRANCE ROADWAYS MUST BE STABILIZED SO AS TO INHIBIT SEDIMENTS FROM BEING DEPOSITED INTO THE PUBLIC WAY. ACCIDENTAL DEPOSITIONS MUST BE SWEPT UP IMMEDIATELY AND MAY NOT BE WASHED DOWN BY RAIN OR OTHER MEANS.

8. ANY SLOPES WITH DISTURBED SOILS OR DENUDED OF VEGETATION MUST BE STABILIZED SO AS TO INHIBIT EROSION BY WIND AND WATER.

9. 'I CERTIFY THAT THIS DOCUMENT AND ALL ATTACHMENTS WERE PREPARED UNDER MY DIRECTION OR SUPERVISION IN ACCORDANCE WITH A SYSTEM DESIGNED TO ENSURE THAT QUALIFIED PERSONNEL PROPERLY GATHER AND EVALUATE THE INFORMATION SUBMITTED. BASED ON MY INQUIRY OF THE PERSON OR PERSONS WHO MANAGE THE SYSTEM OR THOSE PERSONS DIRECTLY RESPONSIBLE FOR GATHERING THE INFORMATION, TO THE BEST OF MY KNOWLEDGE AND BELIEF, THE INFORMATION SUBMITTED IS TRUE, ACCURATE, AND COMPLETE. I AM AWARE THAT SUBMITTING FALSE AND/ OR INACCURATE INFORMATION, FAILING TO UPDATE THE ESCP TO REFLECT CURRENT CONDITIONS, OR FAILING TO PROPERLY AND/ OR ADEQUATELY IMPLEMENT THE ESCP MAY RESULT IN REVOCATION OF GRADING AND/ OR OTHER PERMITS OR OTHER SANCTIONS PROVIDED BY LAW.'

PRINT NAME:
(OWNER OR AUTHORIZED AGENT OF THE OWNER)
SIGNATURE _____ DATE _____
(OWNER OR AUTHORIZED AGENT OF THE OWNER)

REFER TO SWPPP PLAN FOR SPILL PREVENTION AND CONTROL METHODS

N

20 10 0 20 40
SCALE: 1"=20'

BLUE PEAK ENGINEERING, INC.
18543 YORBA LINDA BL., #235
YORBA LINDA, CA 92886
714.749.3077
714.281.1640 FAX

DRAWING ISSUE RECORD

DATE	DESCRIPTION

REVISION RECORD

NO.	DATE	DESCRIPTION

PROJECT NAME

PAD DEVELOPMENT
LOTS 10 & 11
NORTH ROSE AVENUE
OXNARD, CA 93036

PROFESSIONAL SEAL

REGISTERED PROFESSIONAL ENGINEER
STEVEN B. JOHNSON
No. 83319
Exp. 03-31-21
CIVIL
STATE OF CALIFORNIA

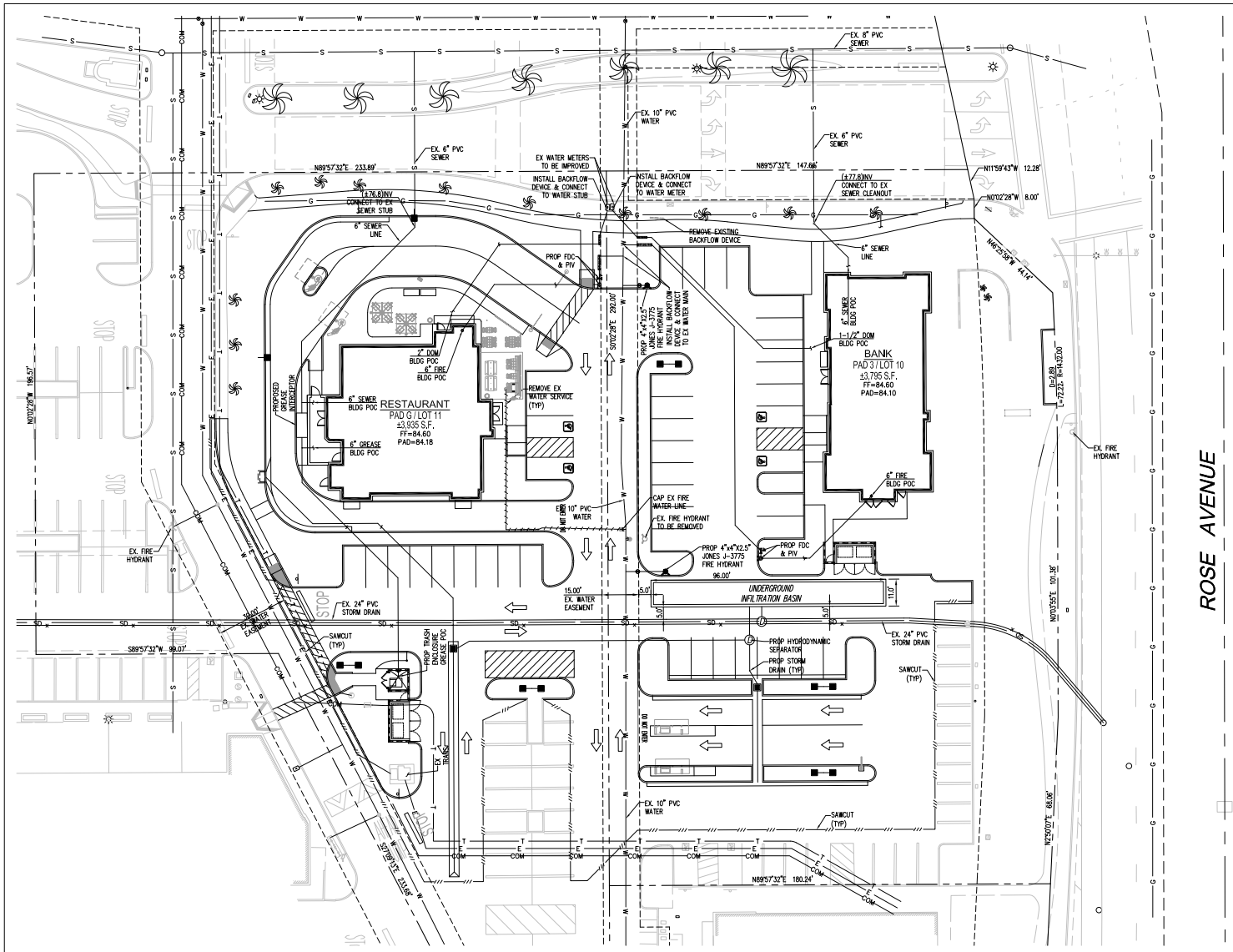
SHEET TITLE

EROSION CONTROL PLAN

SHEET NUMBER

1

DATE: 04/18/2019



LEGEND

PL	PROPERTY LINE	WM	WATER METER
FF	FINISHED FLOOR	BW	BACK OF WALK
TC	TOP OF CURB	FG	FINISHED GROUND
FS	FINISHED SURFACE	INV	INVERT ELEVATION
FL	FLOW LINE	—56—	PROPOSED CONTOUR
FG	FINISHED GRADE	—56—	EXISTING CONTOUR
GB	GRADE BREAK	56.10	PROPOSED ELEVATION
℄	CENTERLINE	(56.10)	EXISTING ELEVATION
R	RIDGE LINE		FIRE HYDRANT
R/W	RIGHT OF WAY	CPP	POWER POLE
WV	WATER VALVE		

—///—///— PROPOSED SAWCUT LINE/ LIMITS OF WORK

—SD— PROPOSED STORM DRAIN LINE

APPROXIMATE LIMITS OF UTILITY DEMOLITION

—W— PROPOSED DOMESTIC WATER LINE

—SS— PROPOSED SANITARY SEWER LINE

—FW— PROPOSED FIRE WATER LINE

PROPOSED FLOWLINE

FIRE DEPARTMENT NOTE:

- NEW BUILDINGS SHALL BE EQUIPPED WITH A NFPA 13 FIRE SPRINKLER SYSTEM.
- NEW BUILDINGS SHALL BE EQUIPPED WITH A NFPA 72 FIRE ALARM WITH OCCUPANT NOTIFICATION.
- TRASH ENCLOSURE SHALL CONSTRUCTED OF NON-COMBUSTABLE MATERIALS OR SHALL BE COVERED WITH FIRE SPRINKLERS.
- WALK-IN COOLERS/FREEZERS SHALL BE EQUIPPED WITH FIRE SPRINKLERS.

DIGALERT

CALL BEFORE YOU DIG

1-800-227-2600
AT LEAST
2 WORKING DAY
NOTICE REQUIRED

BENCHMARK

BENCHMARK NO. 306, COUNTY OF VENTURA, CITY OF OXNARD
DESCRIPTION: ALUMINUM DISK IN CONC. CURB STAMPED WILLIAMS
LOCATION: AT THE NORTHWESTERLY CORNER OF GONZALES ROAD AND WILLIAMS DRIVE, 55.0 FEET WESTERLY FROM THE CENTER OF WILLIAMS DRIVE, 48.0 FEET NORTHERLY FROM THE CENTER DIVIDE OF GONZALES ROAD, 33.0 FEET SOUTHERLY FROM THE E.C.R., 12.0 FEET EASTERLY FROM THE B.C.R.

ELEVATION: 74.350 FEET, NAVD88

SOURCE OF TOPOGRAPHY

THE TOPOGRAPHY SOURCE IS A COMBINATION OF AN AERIAL SURVEY PERFORMED BY SAN-LO AERIAL SURVEYS FLOWN ON 3-6-2018 AND NASLAND ENGINEERING FIELD SURVEY PERFORMED ON 3-9-2018.

RECORD BOUNDARY

THE PROPERTY BOUNDARY SHOWN HEREON IS BASED ON FOUND MONUMENTS PER TRACT NO. 4827, BOOK 124 OF MISCELLANEOUS RECORDS PAGES 29-41 O.R. AND IS RECORD ONLY. NO BOUNDARY ANALYSIS WAS CONDUCTED AS PART OF THIS SURVEY.

NOTE:

LOCATIONS OF EXISTING UNDERGROUND UTILITIES SHOWN ON THIS SURVEY ARE BASED ON AS-BUILT REFERENCE DRAWINGS FOR PUBLIC AND PRIVATE IMPROVEMENTS AND ARE SHOWN FOR INFORMATION ONLY. NASLAND ENGINEERING MAKES NO CLAIM AS TO THE ACCURACY OF THE UNDERGROUND UTILITIES LOCATION.

20 10 0 20 40
SCALE: 1"=20'

BLUE PEAK ENGINEERING, INC.
16543 YORBA LINDA Blvd. #235
YORBA LINDA, CA 92886
714.749.3077
714.281.1640 FAX

DRAWING ISSUE RECORD

DATE	DESCRIPTION

REVISION RECORD

NO.	DATE	DESCRIPTION

PROJECT NAME

PAD DEVELOPMENT
LOTS 10 & 11
NORTH ROSE AVENUE
OXNARD, CA 93036

PROFESSIONAL SEAL

REGISTERED PROFESSIONAL ENGINEER
STEVEN B. JOHNSON
No. 83319
Exp. 03-31-21
CIVIL
STATE OF CALIFORNIA

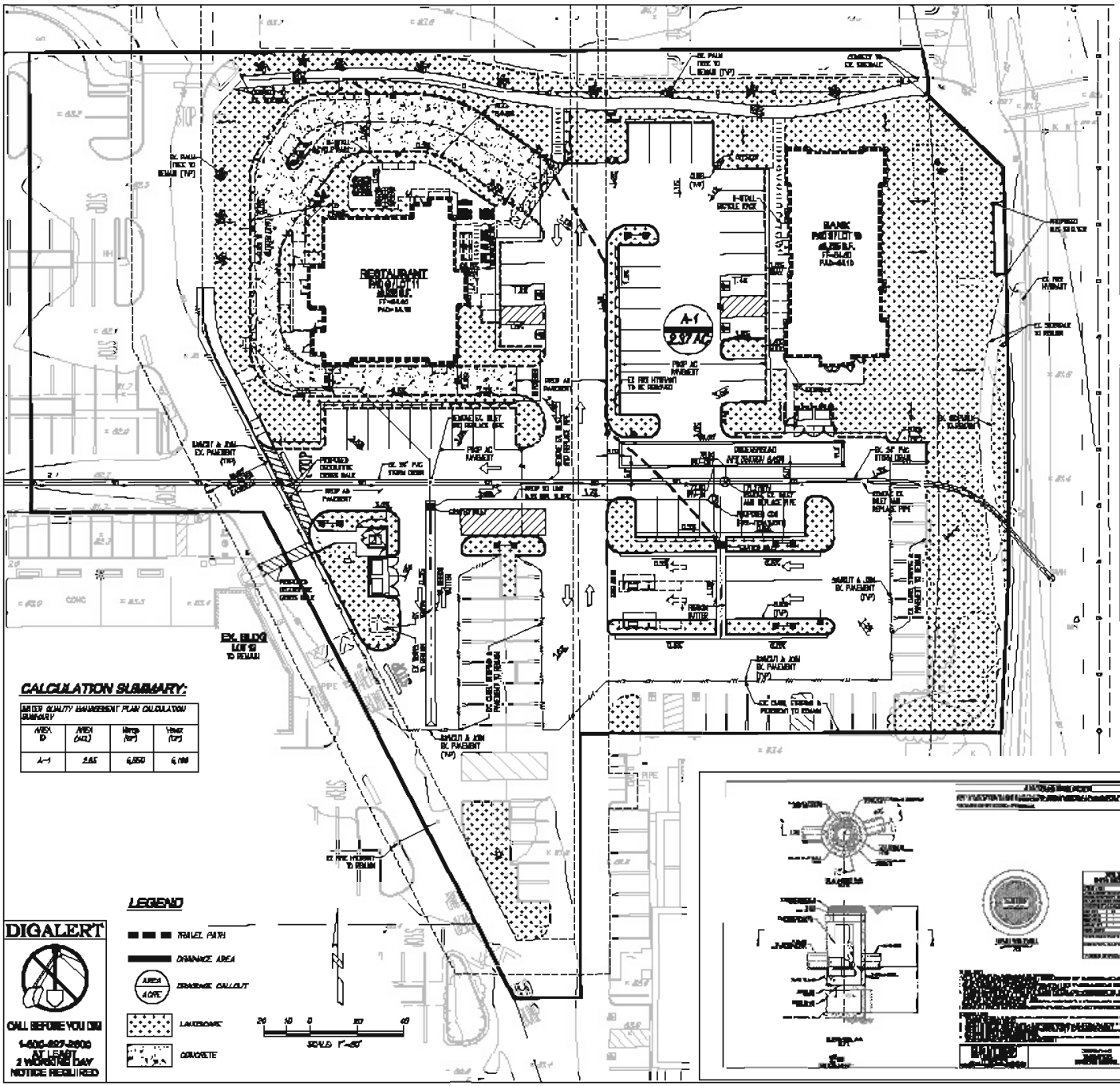
SHEET TITLE

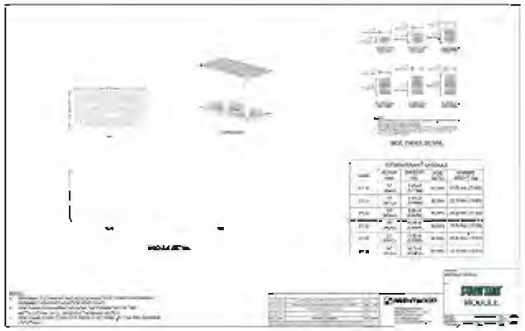
CONCEPTUAL UTILITY PLAN

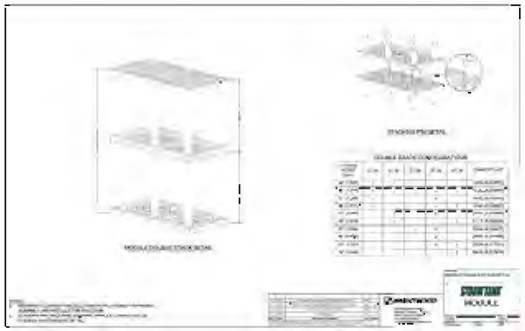
SHEET NUMBER

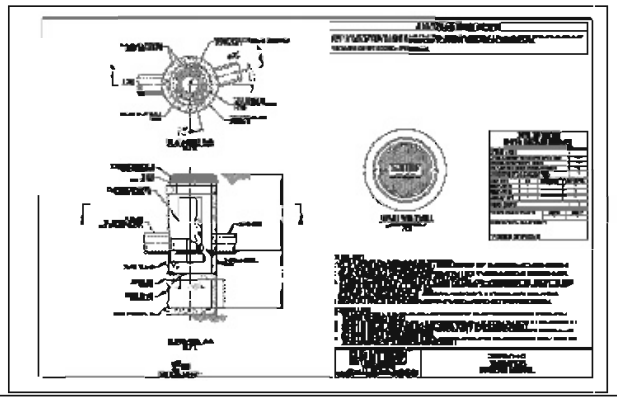
C2

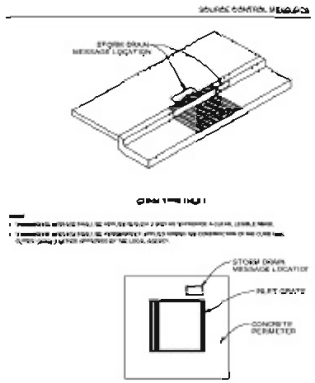
DATE: 04/18/2019











BLUE PEAK
RICHMOND, INC.

PAD DEVELOPMENT
LOTS 10 & 11

No. 63318
Exp. 6-8-21
CIVIL
STATE OF CALIFORNIA

CONCEPTUAL GRADING PLAN

PGP-1

LANDSCAPE AREA CALCULATIONS PARKING:

SITE AREA: (LESS BUILDING)	92,868.99 SF
5% LANDSCAPE AREA REQUIRED:	4,643.45 SF
LANDSCAPE AREA PROVIDED: (25,249.17>4,643.45)	21,895.27 SF
PERCENT OF LANDSCAPE AREA:	**23%**

GENERAL PLANTING NOTES

1. Installer shall have soils tested by a qualified agronomy laboratory. Materials and mixing of soil amendments, fertilizers, and back fill for planting pits shall be in accordance with recommendations of the soils agronomy report.P
2. Place Deep Root Barrier at new trees that are with in 5' of Curbs or paving unless noted otherwise on the plans. Deep Root model UB 24-2 see installation detail.
3. All planting areas (except lawn and hydroseed areas) to be top dressed with 3" (inch) min, layer of mulch Agromin ES-2 or equal. Agromin (800)247-6646

Soil Tests for Soil Management

1. The Contractor shall be responsible for obtaining soils testing and soil amendment recommendations. Soils testing shall be completed and test results and amendment recommendations submitted to the Owner's Representative a minimum of fifteen (15) days before commencement of any planting.
2. The testing laboratory shall be Way Point Analytical, 4741 E Hunter Avenue Suite A. Anaheim, CA 92807 Phone: 714.282.8777 , or approved equal as approved by the Owner's Representative.
3. The testing laboratory for soils analysis shall use the following criteria for soil testing: USDA Agricultural Suitability Test per Handbook 60, to include Boron presence and content; and University of California Soil Fertility Test.
4. Interpretations, fertilization and soil amendment recommendations, and comments regarding these tests are required.
5. Soils test sites shall occur not more than 250 feet on center in the planting areas, unless otherwise noted on plans.
6. Samples of all import soil from each source shall also be submitted to the soils testing laboratory for analysis, interpretation and recommendations prior to placement, blending or back-filling.

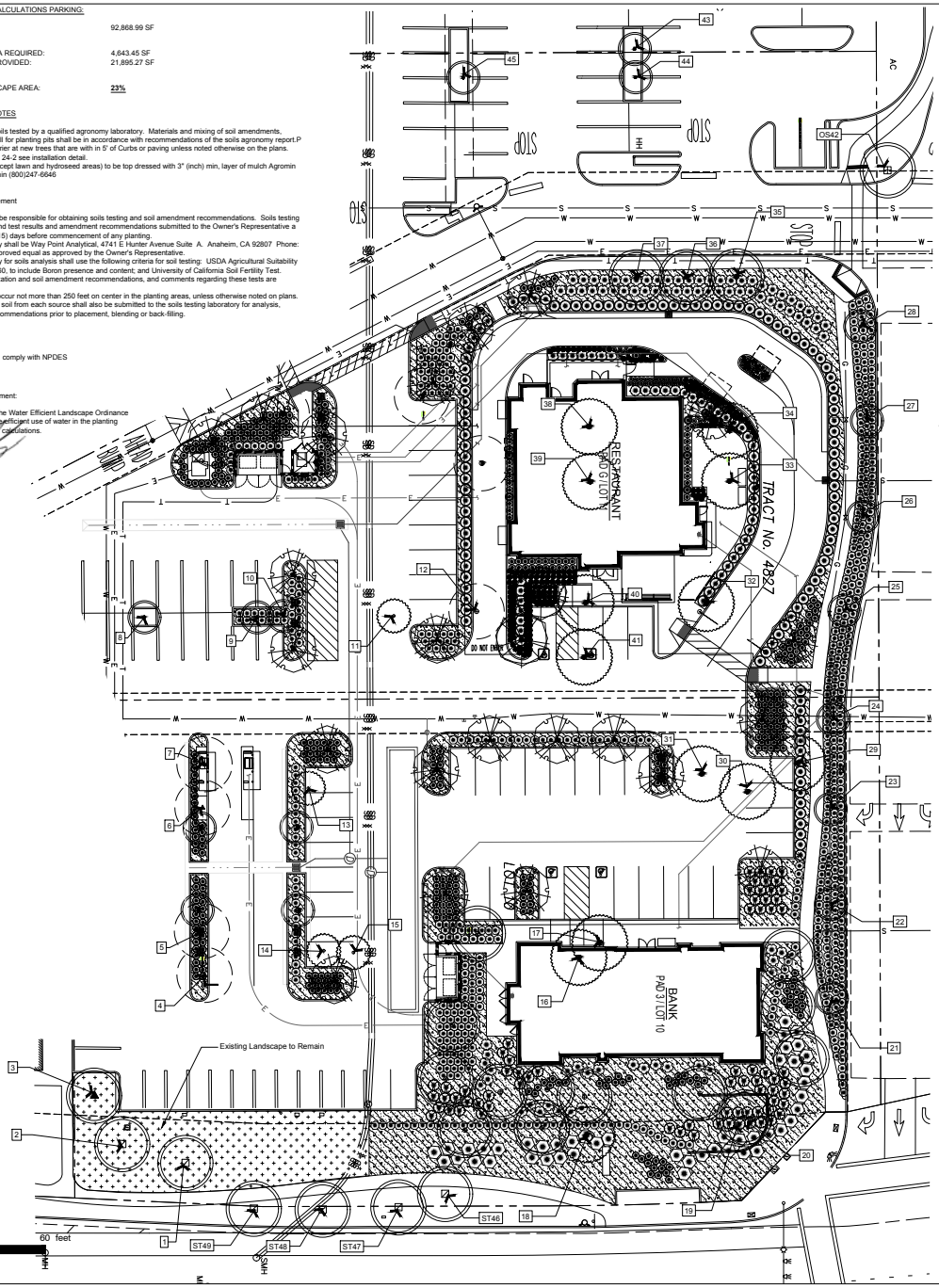
NOTE:

The landcape design shall comply with NPDES

Irrigation and Planting Design Statement:

I have complied with the criteria of the Water Efficient Landscape Ordinance and applied them accordingly for the efficient use of water in the planting design plan and irrigation water use calculations.

Robert Curley, RLA 3583



PLANT SCHEDULE

TREES	BOTANICAL NAME	COMMON NAME	CONT. SIZE	CAL	WUCOLS	PLANT FACTOR	HYDROZONE	QTY
	Cassia leptophylla WUCOLS "M"	Gold Medallion Tree	36" Box	1.5"Ca	IM	0.4-0.6	6	1
	Chilopsis linearis `Burgundy` WUCOLS "L"	Desert Willow	36" Box	1.5"Cal	L	0.1-0.3	2	2
	Melaleuca nesophila WUCOLS "L"	Pink Melaleuca Multi-Trunk	36" Box Multi Trunk	1.25"Ca	IL	0.1-0.3	2	21
REMOVED TREES	**BOTANICAL NAME**	**COMMON NAME**	**CONT. SIZE**					**QTY**
	X-Acacia baileyana	Bailey Acacia	Existing to be Removed					5
	X-Jacaranda mimosifolia	Jacaranda	Existing to be Removed					1
	X-Melaleuca nesophila	Pink Melaleuca Multi-Trunk	Existing to be Removed					4
	X-Phoenix reclinata	Senegal Date Palm	Existing to be Removed					2
TREE RELOCATED	**BOTANICAL NAME**	**COMMON NAME**	**CONT. SIZE**		**WUCOLS**	**PLANT FACTOR**	**HYDROZONE**	**QTY**
	Cocos plumosa	Queen Palm	Existing Relocated		M	0.4-0.6	3	13
	Washingtonia robusta WUCOLS "M"	Mexican Fan Palm	Existing Relocated		L	0.1-0.3	4	4
TREE-BOX & RELOCATE	**BOTANICAL NAME**	**COMMON NAME**	**CONT. SIZE**					**QTY**
	R-Cocos plumosa	Queen Palm	Box, Store, and Relocate					13
	R-Washingtonia robusta	Mexican Fan Palm	Box, Store, and Relocate					4
TREES TO REMAIN	**BOTANICAL NAME**	**COMMON NAME**	**CONT. SIZE**		**WUCOLS**	**PLANT FACTOR**	**HYDROZONE**	**QTY**
	Cocos plumosa WUCOLS "M"	Queen Palm	Existing to Remain		M	0.4-0.6	3	3
	E-Washingtonia robusta WUCOLS "L"	Mexican Fan Palm	Existing to Remain		L	0.1-0.3	4	8
	Jacaranda mimosifolia Not in project scope	Jacaranda	Existing to Remain					1
	Magnolia grandiflora Not in project scope	Southern Magnolia	Existing to Remain					6
	Pyrus kawakamii Not in project scope	Evergreen Pear	Existing to Remain					1
	Washingtonia robusta Not in project scope	Mexican Fan Palm	Existing to Remain					6
SHRUBS	**BOTANICAL NAME**	**COMMON NAME**	**CONT. SIZE**	**WULCOLS**		**PLANT FACTOR**	**HYDROZONE**	**QTY**
	Dietes vegeta WUCOLS "L"	African Iris	5 gal	L	0.1-.0.3		1	387
	Macfadyena unguis-cati Train on block wall	Yellow Trumpet Vine	5 gal	L	0.1-.0.3		1	9
	Nandina domestica `Seika` WUCOLS "M"	Obsession Heavenly Bamboo	5 gal	L	0.1-.0.3		1	40
	Rhamnus alaternus Raising Cane`s Plant Palette WUCOLS "L"	Italian Buckthorn	15 gal	L	0.1-.0.3		1	7
	Rhaphiolepis indica `Ballerina` Minimum 36" tall at time of planting WUCOLS "L"	Ballerina Indian Hawthorn	5 gal	L	0.1-.0.3		1	627
	Rhaphiolepis umbellata `Minor` Minimum 36" tall at time of planting Raising Cane`s Plant Palette WUCOLS "L"	Yedda Hawthorn - 36" tall hedge	15 gal	L	0.1-.0.3		1	138
	Rosa floribunda `Iceberg` WUCOLS "M"	Iceberg Rose	5 gal	M	0.4-0.6		5	71
	Rosa Meidiland series `White` WUCOLS "M"	White Meidiland Rose	5 gal	M	0.4-0.6		5	46
	Senna artemisioides Raising Cane`s Plant Palette WUCOLS "M"	Silver Senna	5 gal	L	0.1-.0.3		1	7
	Strelitzia juncea WUCOLS "L"	Narrow-Leafed Bird of Paradise	5 gal	L	0.1-.0.3		1	80
	Teucrium chamaedrys Raising Cane`s Plant Palette WUCOLS "L"	Germander	1 gal	L	0.1-.0.3		1	70
GRASSES	**BOTANICAL NAME**	**COMMON NAME**	**CONT. SIZE**	**WULCOLS**		**PLANT FACTOR**	**HYDROZONE**	**QTY**
	Festuca ovina glauca `Boulder Blue` Raising Cane`s Plant Palette WUCOLS "L"	Boulder Blue Fescue	1 gal	L	0.1-.0.3		1	186
	Muhlenbergia capillaris Raising Cane`s Plant Palette WUCOLS "L"	Pink Muhly	5 gal	L	0.1-.0.3		1	7
SUCCULENTS	**BOTANICAL NAME**	**COMMON NAME**	**CONT. SIZE**	**WULCOLS**		**PLANT FACTOR**	**HYDROZONE**	**QTY**
	Echeveria x `Imbricata` Raising Cane`s Plant Palette WUCOLS "L"	Hen and Chicks	1 gal	L	0.1-.0.3		1	48
	Yucca recurvifolia Raising Cane`s Plant Palette WUCOLS "L"	Soft Leaf Yucca	5 gal	L	0.1-.0.3		1	1
GROUND COVERS	**BOTANICAL NAME**	**COMMON NAME**	**CONT**	**WULCOLS**		**PLANT FACTOR**	**HYDROZONE**	**SPACING**	**QTY**
	Gazania x `Mitsuwa Yellow` WUCOLS "L"	Yellow Gazania	Flats	L	0.1-0.3		5	9" o.c.	374

CCA INC
CUMMINGS CURLEY ASSOCIATES INC
LANDSCAPE ARCHITECTURE & PLANNING
3636 Cerritos Avenue, Suite 200
Long Beach, California 90807
562.595.0000
CA. 3583 A.S.L.A. Fellow

REV.	DATE	DESCRIPTION

MC GRATH - RHD PARTNERS
C/O ROTHBART DEVELOPMENT CORP.
10900 WILSHIRE BOULEVARD
LOS ANGELES, CA 90024

PAD DEVELOPMENT
LOTS 10 & 11
NORTH ROSE AVE
OXNARD, CA 93036

PROJECT No.:	18-10008
DATE:	12-11-2018
CHECKED BY:	RLC
DRAWN BY:	RLC
SCALE:	AS NOTED

LANDSCAPE PLAN

DRAWING No. L-1 OF

Teucrium chamaedrys / Germander — Muhlenbergia capillaris / Pink Muhly — Festuca ovina glauca 'Boulder Blue' / Boulder Blue Fescue — Cassia leptophylla / Gold Medallion Tree

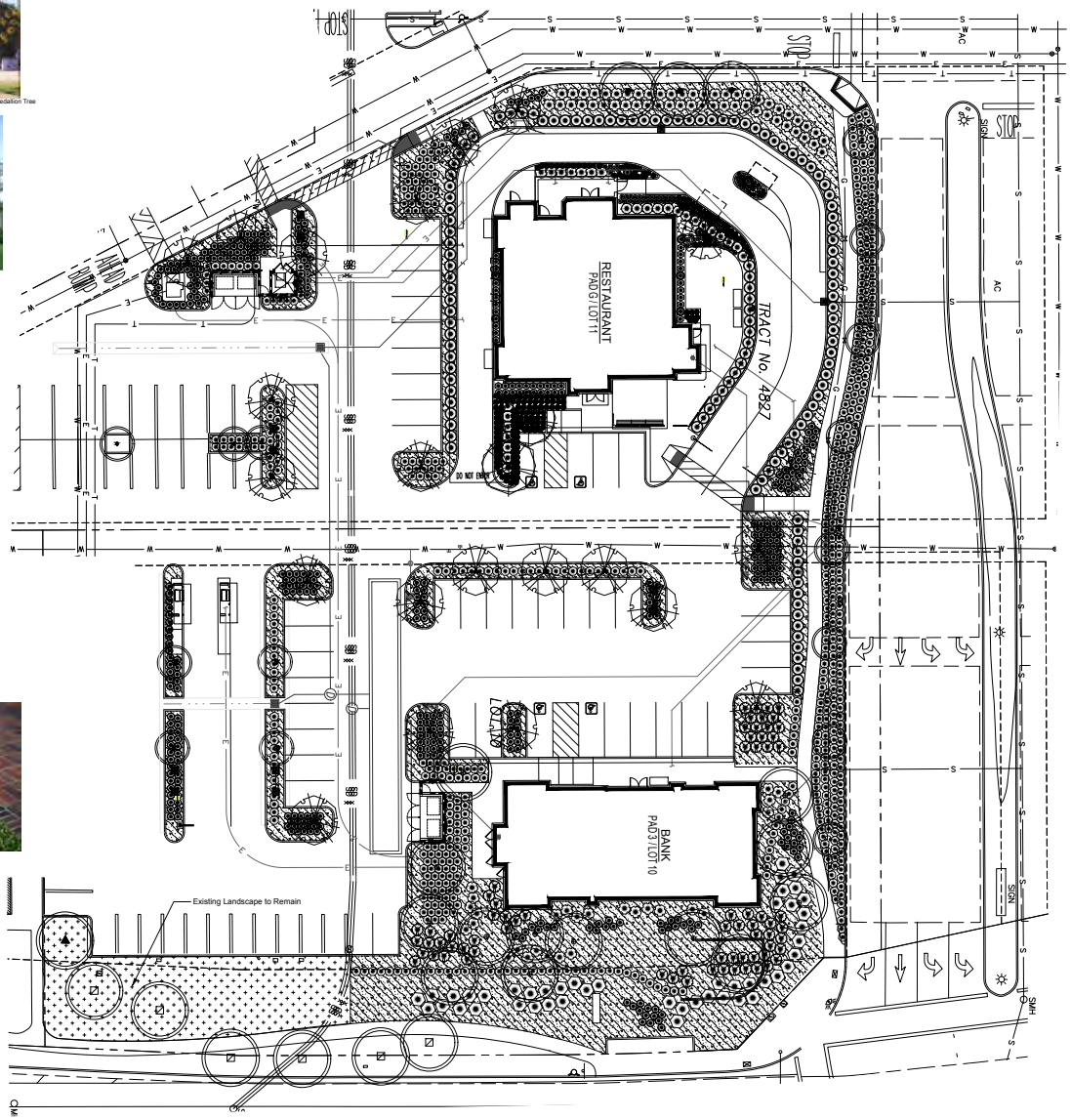
Echeveria x imbricata' / Hen and Chicks — Rhamnus alaternus / Italian Buckthorn — Rhaphiolepis umbellata 'Minor' / Yeddo Hawthorn — Chilopsis linearis 'Burgundy'

Nandina domestica 'Seika' / Obsession Heavenly Bambo — Senna artemisioides / Silver Senna — Yucca recurvifolia / Soft Leaf Yucca

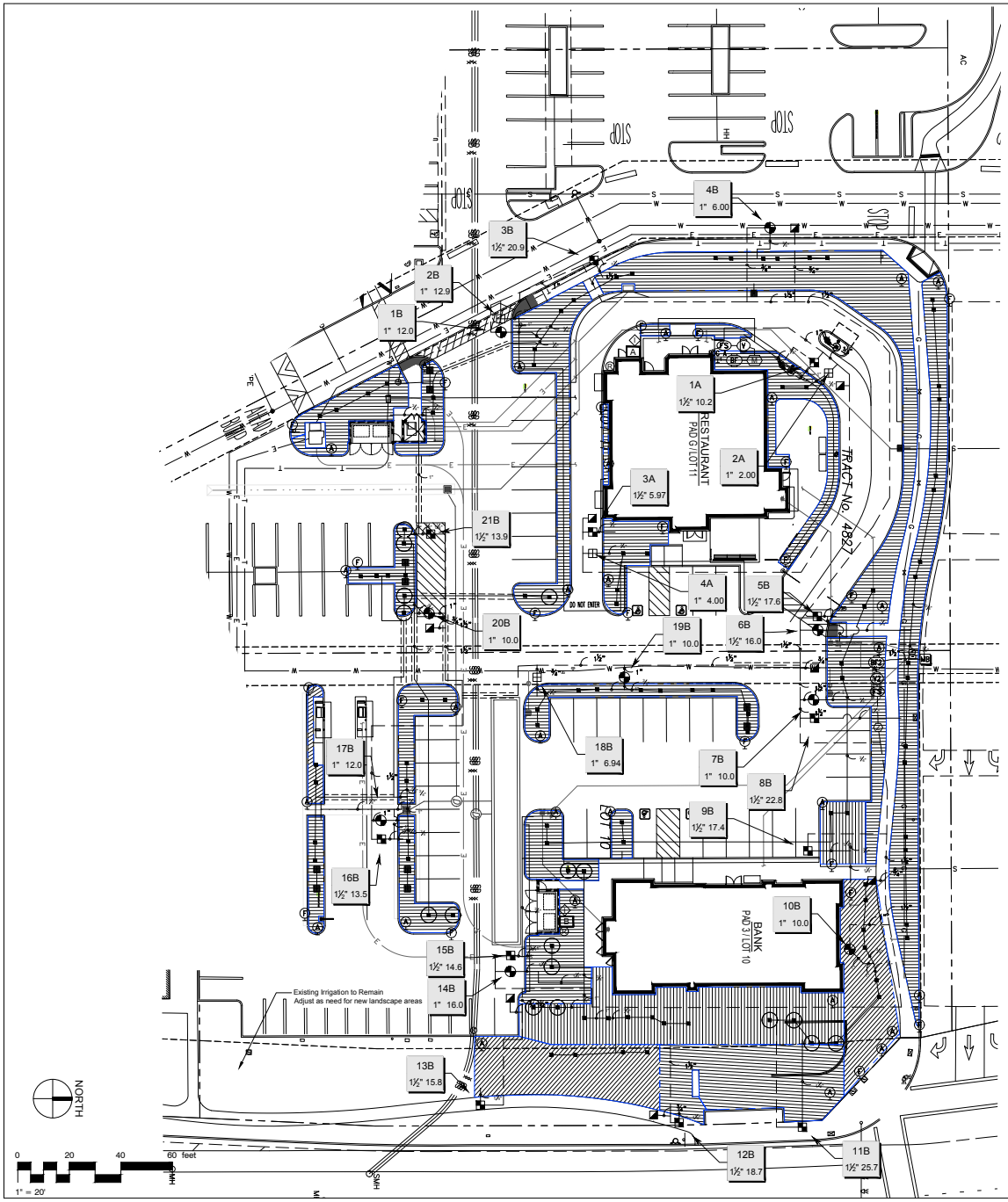
Melaleuca nesophila / Pink Melaleuca — Washingtonia robusta / Mexican Fan Palm — Acacia baileyana / Bailey Acacia — Cocos plumosa / Queen Palm

Strelitzia juncea / Narrow-Leafed Bird of Paradise — Rosa floribunda 'Iceberg' / Iceberg Rose — Rhaphiolepis indica 'Ballerina' / Ballerina Indian Hawthorn

Gazania x 'Mitsuwa Yellow' / Yellow Gazania — Dietes vegeta / African Iris — Rosa Meidiland series 'White' / White Meidiland Rose



CCA INC
CUMMINGS CURLEY & ASSOCIATES INC
L.A. No. 4 - 353 Locust Beach Boulevard, Suite 300
Lawrence Beach, New Jersey 07517
TEL: 562-424-8182
CA License No. 2-2-2-



IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	PSI
1401 1402 1404 1408	Rain Bird RWS-B-C 1401 Root Watering System with 4.0" diameter x 36.0" long with locking grate, semi-rigid mesh tube, and check valve. Rain Bird bubbler option as indicated: 1401 0.25 gpm, 1402 0.5 gpm, 1404 1.0 gpm, 1408 2.0 gpm.	108	30

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Rain Bird XCZ-150-PRB-COM High Flow Control Zone Kit, for Large Commercial Drip Zones. 1-1/2" PESB Valve with two 1" Pressure Regulating (40psi) Quick-Check Basket Filters. Flow range: 15-40gpm.
	Rain Bird XCZ-LF-100-PRF Low Flow Drip Control Kit, 1" Low Flow Valve, 3/4" Pressure Regulating RBY Filter, and 30psi Pressure Regulator. 0.2gpm-5gpm.
F	Rain Bird MDCFCAP Dripline Flush Valve cap in compression fitting coupler.
A	Netafim 65ARIA075 3/4" Male Pipe Thread Guardian Air/Vacuum Relief Vent. Install in Subsurface systems. On sloping terrain to prevent collapsing of pipes. UV Resistant. Maximum Pressure: 150 psi.
	Area to Receive Dripline Rain Bird XFS-CV-06-12 XFS-CV On-Surface Landscape Dripline with a Heavy-Duty 4.3 psi Check Valve. 0.6 GPH emitters at 12" O.C. Dripline laterals spaced at 12" apart, with emitters offset for triangular pattern. Specify XF insert fittings. Available Only in California

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Rain Bird PEB 1", 1-1/2", 2" Plastic Industrial Valves. Low Flow Operating Capability, Globe Configuration.
	Rain Bird 33-DRC 3/4" Brass Quick-Coupling Valve, with Corrosion-Resistant Stainless Steel Spring, Thermoplastic Rubber Cover, Double Track Key Lug, and 2-Piece Body.
V	Buckner-Superior 3000 1" Normally Closed Brass Master Valve that Provides Dirty Water Protection and 3-Way Solenoid Design. Available in 1", 1-1/4", 1-1/2", 2", 2-1/2" and 3" sizes.
V2	Buckner-Superior 3000 1-1/2" Normally Closed Brass Master Valve that Provides Dirty Water Protection and 3-Way Solenoid Design. Available in 1", 1-1/4", 1-1/2", 2", 2-1/2" and 3" sizes.
BF	Febco 825YA 1" Reduced Pressure Backflow Preventer
BF2	Febco 825YA 1-1/2" Reduced Pressure Backflow Preventer
A	Rain Bird ESP12LXMEF 12 Station Commercial Controller. Plastic Wall mount. Flow sensing
B	Rain Bird ESP12LXMEF with (01) ESPLXMSM12 24 Station Commercial Controller. Plastic Wall Mount. Flow Sensing.
I	Rain Bird IQ-NCC-EN IQ NCC Ethernet Cartridge upgrades ESP-LX Series controllers to IQ satellite controllers. Includes embedded Ethernet Network Modem with RJ-45 Port, and Patch Cable. Requires LAN network static IP address. Used for Direct or Server Satellite applications.
I	Rain Bird IQ-NCC-EN IQ NCC Ethernet Cartridge upgrades ESP-LX Series controllers to IQ satellite controllers. Includes embedded Ethernet Network Modem with RJ-45 Port, and Patch Cable. Requires LAN network static IP address. Used for Direct or Server Satellite applications.
R	Rain Bird WR2-RC Wireless Rain Sensor Combo, includes 1 receiver and 1 rain sensor transmitter.
FS	Rain Bird FS-100-B 1" Flow Sensor for use with Rain Bird Maxicom, SiteControl, and ESP-LXD Central Control Systems. Brass Model. Suggested Operating Range of 2.0 GPM to 40.0 GPM. Sensors should be sized for flow rather than pipe size.
FS	Rain Bird FS-150-B-B 1-1/2" Flow Sensor for use with Rain Bird Maxicom, SiteControl, and ESP-LXD Central Control Systems. Brass Model. Suggested Operating Range of 2.0 GPM to 82.6 GPM. Sensors should be sized for flow rather than pipe size.
Z	EZ-FLO Fertilizing Systems EZ001-CX One system feeds all zones, drip or sprinkler. Used for smaller commercial landscapes, residential, HOA's, model homes, and grower applications. Install directly in the irrigation system main line after the back flow preventer. Tank Capacity: 1.5 G.
M	Netafim Water Meter WM-100-1.0-RS-P 1" Plastic Water Meter
MB	Water Meter 1-1/2" To be verified
POC A	Point of Connection 1" Stub off Building

Irrigation Lateral Line: PVC Schedule 40

Irrigation Mainline: PVC Schedule 40

Pipe Sleeve: PVC Schedule 40

Valve Callout

Valve Number

Valve Flow

Valve Size

Irrigation and Planting Design Statement:

I have complied with the criteria of the Water Efficient Landscape Ordinance and applied them accordingly for the efficient use of water in the planting design plan and irrigation water use calculations.

Robert Curley, RLA 3583

CCA INC
CUMMINGS CURLEY ASSOCIATES INC
LANDSCAPE ARCHITECTURE
3636 Linden Avenue, Suite 200
Long Beach, California 90807
(562) 595-7332
CA. 3583 AZ. 33-787 NV. 1001 BC. CLARB 3119

REV.	DATE	DESCRIPTION

MC GRATH - RHD PARTNERS
C/O ROTHBART DEVELOPMENT CORP.
10900 WILSHIRE BOULEVARD
LOS ANGELES, CA 90024

PAD DEVELOPMENT
LOTS 10 & 11
NORTH ROSE AVE
OXNARD, CA 93036

PROJECT No.:	18-10008
DATE:	12-11-2018
CHECKED BY:	RLC
DRAWN BY:	RLC
SCALE:	AS NOTED

IRRIGATION PLAN

DRAWING No. L-2 OF

Maximum Applied Water Allowance Calculations for New and Rehabilitated Non-Residential Landscapes

Enter value in Pale Blue Cells

Tan Cells Show Results

Messages and Warnings

Click on the blue cell on right to Pick City Name	Oxnard	Name of City
ET_o of City from Appendix A	42.30	ET_o (inches/year)
	0	Overhead Landscape Area (ft^2)
	21895.27	Drip Landscape Area (ft^2)
	0	SLA (ft^2)
Total Landscape Area	21,895	
Results:		
$(ET_o) \times (0.62) \times [(0.45 \times LA) + (1.0 - 0.45) \times SLA)]$	-	Gallons
	-	Cubic Feet
	-	HCF
	-	Acre-feet
	-	Millions of Gallons
MAWA calculation incorporating Effective Precipitation (Optional)		
Precipitation (Optional)		
ET_o of City from Appendix A	42	ET_o (inches/year)
Total Landscape Area	21,895	LA (ft^2)
Special Landscape Area	0	SLA (ft^2)
	0.0000001	Total annual precipitation (inches/year)
Enter Effective Precipitation	0.00	Eppt (in/yr)(25% of total annual precipitation)
Results:		
$MAWA = [(ET_o - Eppt) \times (0.62)] \times [(0.45 \times LA) + ((1.0 - 0.45) \times SLA)]$	258,401	Gallons
	34,543.36	Cubic Feet
	345.43	HCF
	0.79	Acre-feet
	0.26	Millions of Gallons

Estimated Total Water Use

Equation: $ETWU = ET_o \times 0.62 \times [((PF \times HA)/IE) + SLA]$; Considering precipitation $ETWA = (ETo\text{-}Eppt) \times 0.62 \times [((PF \times HA)/IE) + SLA]$

Enter values in Pale Blue Cells

Tan Cells Show Results

Messages and Warnings

Irrigation Efficiency Default Value for overhead 0.75 and drip 0.81.

Plant Water Use Type	Plant Factor
Very Low	0 - 0.1
Low	0.2 - 0.3
Medium	0.4 - 0.6
High	0.7 - 1.0
SLA	1.0

Hydrozone	Select System From the Dropdown List click on cell below	Plant Water Use Type (s) (low, medium, high)	Plant Factor (PF)	Hydrozone Area (HA) (ft^2) Without SLA	Enter Irrigation Efficiency (IE)	$(PF \times HA\ (ft^2))/IE$
Zone 1	Drip	Low	0.20	12,993	0.81	3,208
Zone 2	Drip	Low	0.20	658	0.81	162
Zone 3	Drip	Low	0.20	458	0.81	113
Zone 4	Drip	Low	0.20	343	0.81	85
Zone 5	Drip	Medium	0.50	7,415	0.81	4,577
Zone 6	Drip	Medium	0.50	29	0.81	18
						8,163
		SLA		0		0
			Sum	21,895		

Results

MAWA = 258,401

ETWU = 214,083 Gallons
28,619 Cubic Feet
286.19 HCF
0.66 Acre-feet
0.21 Millions of Gallons

ETWU complies with MAWA

Irrigation and Planting Design Statement:

I have complied with the criteria of the Water Efficient Landscape Ordinance and applied them accordingly for the efficient use of water in the planting design and irrigation water use calculations.

Robert Curley, RLA 3583

CCA INC
CUMMINGS CURLEE ASSOCIATES INC.
36 Corporate Plaza, Suite 200
Long Beach, California 90807
Tel. 562 424 8182
CA 3583 A Corporation of California 3-1-9

REV.	DATE	DESCRIPTION

MC GRATH - RHD PARTNERS
C/O ROTHBART DEVELOPMENT CORP.
10900 WILSHIRE BOULEVARD
LOS ANGELES, CA 90024

PAD DEVELOPMENT
LOTS 10 & 11
NORTH ROSE AVE
OXNARD, CA 93036

PROJECT No.: 18-10008
DATE: 12-11-2018
CHECKED BY: RLC
DRAWN BY: RLC
SCALE: AS NOTED

IRRIGATION
WELO

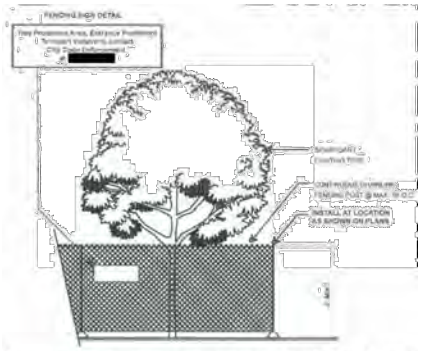
DRAWING No. L-2.1 OF

TABLE 1 – PRIVATE PROPERTY TREE INVENTORY

Tree #	Common Name	Botanical Name	Diameter at 4.5 feet (dbh)	Brown Trunk Height	Health	Structure	Overall Height	Canopy Spread (N / E / S / W)	Opinion of Value	Appraisal Method	Disposition
1	magnolia	*Magnolia grandiflora*	7.1	N/A	A	A	20	11/15/12/10	$2,570	Trunk Formula Method	Preserve
2	magnolia	*Magnolia grandiflora*	7.1	N/A	A	A	20	12/12/10/12	$2,280	Trunk Formula Method	Preserve
3	evergreen pear	*Pyrus kawakamii*	10.5	N/A	A	A	22	13/17/12/16	$2,800	Trunk Formula Method	Preserve
4	pink melaleuca	*Melaleuca nesophila*	1.4, 1.8, 2.4	N/A	A	A	9	4/6/4/4	$1,430	Trunk Formula Method	**Remove**
5	pink melaleuca	*Melaleuca nesophila*	1.4, 1.6, 2, 2.2, 2.3, 2.7, 3, 3.4	N/A	A	A	9	4/6/7/6	$2,450	Trunk Formula Method	**Remove**
6	pink melaleuca	*Melaleuca nesophila*	1.4, 1.5, 1.8, 2.7	N/A	B	B	7	6/4/1/5	$1,410	Trunk Formula Method	**Remove**
7	pink melaleuca	*Melaleuca nesophila*	1.2, 1.2, 1.3, 1.3, 1.5	N/A	A	A	8	7/7/7/7	$1,330	Trunk Formula Method	**Remove**
8	Mexican fan palm	*Washingtonia robusta*	N/A	BT 30	A	A	38	6/6/6/6	$870	Replacement Cost Method	Preserve
9	Mexican fan palm	*Washingtonia robusta*	N/A	BT 30	A	A	35	6/6/6/6	$870	Replacement Cost Method	Preserve
10	Mexican fan palm	*Washingtonia robusta*	N/A	BT 30	A	B+	38	6/6/6/6	$780	Replacement Cost Method	Preserve
11	Mexican fan palm	*Washingtonia robusta*	N/A	BT 28	A	A	34	6/6/6/6	$820	Replacement Cost Method	**Relocate**
12	Jacaranda	*Jacaranda mimosifolia*	2.1	N/A	A	A	13	5/4/4/4	$1,160	Trunk Formula Method	**Remove**
13	Mexican fan palm	*Washingtonia robusta*	N/A	BT 30	A	A	38	8/8/8/8	$870	Replacement Cost Method	**Relocate**
14	Mexican fan palm	*Washingtonia robusta*	N/A	BT 40	A	A	46	6/6/6/6	$1,170	Replacement Cost Method	**Relocate**
15	Mexican fan palm	*Washingtonia robusta*	N/A	BT 30	A	A	39	6/6/6/6	$870	Replacement Cost Method	**Relocate**
16	queen palm	*Syagrus romanzoffiana*	N/A	BT 23	A	A	35	9/13/11/6	$1,270	Replacement Cost Method	**Relocate**
17	queen palm	*Syagrus romanzoffiana*	N/A	BT 25	A	A	38	11/12/0/10	$1,380	Replacement Cost Method	**Relocate**
18	queen palm	*Syagrus romanzoffiana*	N/A	BT 22	A	A	32	8/8/9/5	$1,280	Replacement Cost Method	**Relocate**
19	Senegal date palm	*Phoenix reclinata*	N/A	BT 12	A	A	16	7/8/7/8	$2,200	Replacement Cost Method	**Remove**
20	Senegal date palm	*Phoenix reclinata*	N/A	BT 8	A	A	13	6/7/6/7	$1,470	Replacement Cost Method	**Remove**
21	Mexican fan palm	*Washingtonia robusta*	N/A	BT 45	A	A	52	6/6/6/6	$1,310	Replacement Cost Method	Preserve
22	Mexican fan palm	*Washingtonia robusta*	N/A	BT 45	A	A	52	6/6/6/6	$1,310	Replacement Cost Method	Preserve
23	Mexican fan palm	*Washingtonia robusta*	N/A	BT 35	A	A	45	6/6/6/6	$910	Replacement Cost Method	Preserve
24	Mexican fan palm	*Washingtonia robusta*	N/A	BT 45	A	A	52	6/6/6/6	$1,310	Replacement Cost Method	Preserve
25	Mexican fan palm	*Washingtonia robusta*	N/A	BT 45	A	A	52	6/6/6/6	$1,310	Replacement Cost Method	Preserve
26	Mexican fan palm	*Washingtonia robusta*	N/A	BT 45	A	A	52	6/6/6/6	$1,310	Replacement Cost Method	Preserve
27	Mexican fan palm	*Washingtonia robusta*	N/A	BT 45	A	A	52	6/6/6/6	$1,310	Replacement Cost Method	Preserve
28	Mexican fan palm	*Washingtonia robusta*	N/A	BT 45	A	A	52	6/6/6/6	$1,310	Replacement Cost Method	Preserve
29	Queen palm	*Syagrus romanzoffiana*	N/A	BT 23	A	A	35	10/6/7/6	$1,340	Replacement Cost Method	**Relocate**
30	Queen palm	*Syagrus romanzoffiana*	N/A	BT 23	A	A	35	7/6/5/7	$1,340	Replacement Cost Method	**Relocate**
31	Queen palm	*Syagrus romanzoffiana*	N/A	BT 20	B-	B	24	6/0/5/0	$1,170	Replacement Cost Method	**Relocate**
32	Queen palm	*Syagrus romanzoffiana*	N/A	BT 20	A	A	30	6/10/6/3	$1,170	Replacement Cost Method	**Relocate**
33	Queen palm	*Syagrus romanzoffiana*	N/A	BT 23	A	A	30	7/9/9/3	$1,340	Replacement Cost Method	**Relocate**
34	Queen palm	*Syagrus romanzoffiana*	N/A	BT 20	A	A	30	6/7/9/7	$1,170	Replacement Cost Method	**Relocate**
35	Queen palm	*Syagrus romanzoffiana*	N/A	BT 23	A	A	29	7/9/0/7	$1,340	Replacement Cost Method	Preserve
36	Queen palm	*Syagrus romanzoffiana*	N/A	BT 13	A	A	17	5/8/7/0	$760	Replacement Cost Method	Preserve
37	Queen palm	*Syagrus romanzoffiana*	N/A	BT 16	A	A	26	8/10/10/0	$930	Replacement Cost Method	Preserve
38	Queen palm	*Syagrus romanzoffiana*	N/A	BT 13	A	A	17	6/8/4/0	$760	Replacement Cost Method	**Relocate**
39	Queen palm	*Syagrus romanzoffiana*	N/A	BT 11	A	A	15	6/9/9/1	$640	Replacement Cost Method	**Relocate**
40	Queen palm	*Syagrus romanzoffiana*	N/A	BT 20	A	A	30	10/10/10/6	$1,170	Replacement Cost Method	**Relocate**
41	Queen palm	*Syagrus romanzoffiana*	N/A	BT 14	A	A	20	9/9/6/3	$820	Replacement Cost Method	**Relocate**
43	Mexican fan palm	*Washingtonia robusta*	N/A	BT 35	A	A	45	6/6/6/6	$1,020	Replacement Cost Method	Preserve
44	Mexican fan palm	*Washingtonia robusta*	N/A	BT 38	A	A	48	6/6/6/6	$1,110	Replacement Cost Method	Preserve
45	Mexican fan palm	*Washingtonia robusta*	N/A	BT 40	A	A	48	6/6/6/6	$1,170	Replacement Cost Method	Preserve
								TOTAL OPINION OF VALUE	$56,630.00		

TABLE 2 – OFF-SITE AND RIGHTS-OF-WAY TREES

Tree #	Common Name	Botanical Name	Diameter at 4.5 feet (dbh)	Brown Trunk Height	Health	Structure	Overall Height	Canopy Spread (N / E / S / W)	Opinion of Value	Tree Location Designation	Disposition
0542	Jacaranda	*Jacaranda mimosifolia*	8.2	N/A	A	A	25	15/15/15/9	N/A	Off-site tree	Preserve
ST46	Magnolia	*Magnolia grandiflora*	5.7	N/A	A-	A	17	9/11/6/12	N/A	Right-of-way tree	Preserve
ST47	Magnolia	*Magnolia grandiflora*	5	N/A	A	A	16	9/9/10/9	N/A	Right-of-way tree	Preserve
ST48	Magnolia	*Magnolia grandiflora*	5.7	N/A	A-	A	16	10/10/9/9	N/A	Right-of-way tree	Preserve
ST49	Magnolia	*Magnolia grandiflora*	7.5	N/A	A	B	17	9/10/1/9	N/A	Right-of-way tree	Preserve



1. MINIMUM FOUR (4) FOOT HIGH TEMPORARY CHAINLINK FENCE SHALL BE PLACED AT THE CRITICAL ROOT ZONE OR DESIGNATED LIMIT OF DISTURBANCE OF THE TREE TO BE SAVED. FENCE SHALL COMPLETELY ENCIRCLE TREE (S). INSTALL FENCE POSTS USING PER BLOCK ONLY. AVOID POST OR STAKES INTO MAJOR ROOTS. MODIFICATIONS TO FENCING MATERIAL AND LOCATION MUST BE APPROVED BY PLANNING OFFICIAL.

2. TREATMENT OF ROOTS EXPOSED DURING CONSTRUCTION. FOR ROOTS OVER ONE (1) INCH DIAMETER DAMAGED DURING CONSTRUCTION, MAKE A CLEAN STRAIGHT CUT TO REMOVE DAMAGED PORTION OF THE ROOT. ALL EXPOSED ROOTS SHALL BE TEMPORARILY COVERED WITH DAMP BURLAP TO PREVENT DRYING AND COVERED WITH SOIL AS SOON AS POSSIBLE.

3. NO STOCKPILING OF MATERIALS, VEHICULAR TRAFFIC, OR STORAGE OF EQUIPMENT OR MACHINERY SHALL BE ALLOWED WITHIN THE LIMIT OF THE FENCING. FENCING SHALL NOT BE MOVED OR REMOVED UNLESS APPROVED BY THE CITY PLANNING OFFICIAL. WORK WITHIN PROTECTION FENCE SHALL BE DONE MANUALLY UNDER THE SUPERVISION OF THE ON-SITE ARBORIST AND WITH PRIOR APPROVAL BY THE CITY PLANNING OFFICIAL.

4. FENCING SIGNAGE AS DETAILED ABOVE MUST BE POSTED EVERY FIFTEEN (15) FEET ALONG THE FENCE.

TREE PROTECTION FENCING DETAIL

TABLE 3 – TREE APPRAISAL SPREADSHEET USING THE TRUNK FORMULA METHOD – BROADLEAVED TREES

Tree No.	Common Name	Botanical Name	Individual Trunk Diameter	Adjusted Trunk Dia.	Appraised Trunk Area	Trunk Area Increase	Trunk Area of Replaced Tree (Guide)	Species Rating (Guide)	Condition Factor	Location Factor	Replacement Tree Cost	Installation Cost	Total Installed Cost	Unit Tree Cost per Square Inch (Guide)	Basic Tree Cost	Appraised Value	Rounded Appraised Value
1	Magnolia	*Magnolia grandiflora*	7.1	7.1	40	16	19.75	0.9	0.8	0.8	$1,482.00	$1,500.00	$2,982.00	$62.00	$3,963	$2,557.97	$2,570
2	Magnolia	*Magnolia grandiflora*	7.1	7.1	40	16	19.75	0.9	0.8	0.8	$1,482.00	$1,500.00	$2,982.00	$62.00	$3,963	$2,282.65	$2,280
3	evergreen pear	*Pyrus kawakamii*	10.5	10.5	87	30	17.71	0.9	0.8	0.8	$1,482.00	$1,500.00	$2,982.00	$84.00	$8,764	$2,804.16	$2,800
4	pink melaleuca	*Melaleuca nesophila*	1.4, 1.8, 2.4	3.3	9	-9	17.71	0.9	0.9	0.8	$1,482.00	$1,500.00	$2,982.00	$84.00	$2,212	$1,430.67	$1,430
5	pink melaleuca	*Melaleuca nesophila*	1.4, 1.6, 2, 2.2, 2.3, 2.7, 3, 3.4	4.6	16	19	17.71	0.9	0.75	0.8	$1,482.00	$1,500.00	$2,982.00	$84.00	$4,149	$2,453.49	$2,450
6	pink melaleuca	*Melaleuca nesophila*	1.4, 1.5, 1.8, 2.7	3.8	11	-6	17.71	0.9	0.8	0.8	$1,482.00	$1,500.00	$2,982.00	$84.00	$2,447	$1,409.20	$1,410
7	pink melaleuca	*Melaleuca nesophila*	1.2, 1.2, 1.3, 1.3, 1.5	2.6	7	-11	17.71	0.9	0.9	0.8	$1,482.00	$1,500.00	$2,982.00	$84.00	$2,184	$1,327.70	$1,330
12	Jacaranda	*Jacaranda mimosifolia*	2.1	2.1	3	-14	17.71	0.9	0.9	0.8	$1,482.00	$1,500.00	$2,982.00	$84.00	$1,785	$1,156.78	$1,160
															TOTALS	$19,436.85	$19,430

TABLE 4 – TREE APPRAISAL SPREADSHEET USING THE REPLACEMENT COST METHOD – PALM TREES

Tree No.	Common Name	Botanical Name	Individual Brown trunk height	Cost per foot (Brown trunk)	Species Rating (Guide)	Location Factor	Condition Factor	Total Installed Cost	Depreciated Value	Rounded Appraisal Value
8	Mexican fan palm	Washingtonia robusta	30	$45.00	0.9	0.8	0.9	$1,350.00	$874.80	$870
9	Mexican fan palm	Washingtonia robusta	30	$45.00	0.9	0.8	0.9	$1,350.00	$874.80	$870
10	Mexican fan palm	Washingtonia robusta	30	$45.00	0.9	0.8	0.8	$1,350.00	$777.60	$780
11	Mexican fan palm	Washingtonia robusta	28	$45.00	0.9	0.8	0.9	$1,260.00	$816.48	$820
13	Mexican fan palm	Washingtonia robusta	30	$45.00	0.9	0.8	0.9	$1,350.00	$874.80	$870
14	Mexican fan palm	Washingtonia robusta	40	$45.00	0.9	0.8	0.9	$1,800.00	$1,166.40	$1,170
15	Mexican fan palm	Washingtonia robusta	30	$45.00	0.9	0.8	0.9	$1,350.00	$874.80	$870
16	Queen palm	Syagrus romanzoffiana	23	$90.00	0.9	0.8	0.85	$2,070.00	$1,266.84	$1,270
17	Queen palm	Syagrus romanzoffiana	25	$90.00	0.9	0.8	0.85	$2,250.00	$1,377.00	$1,380
18	Queen palm	Syagrus romanzoffiana	22	$90.00	0.9	0.8	0.9	$1,980.00	$1,283.04	$1,280
19	Senegal date palm	Phoenix reclinata	12	$300.00	0.9	0.8	0.85	$3,600.00	$2,203.20	$2,200
20	Senegal date palm	Phoenix reclinata	8	$300.00	0.9	0.8	0.85	$2,400.00	$1,468.80	$1,470
21	Mexican fan palm	Washingtonia robusta	45	$45.00	0.9	0.8	0.9	$2,025.00	$1,312.20	$1,310
22	Mexican fan palm	Washingtonia robusta	45	$45.00	0.9	0.8	0.9	$2,025.00	$1,312.20	$1,310
23	Mexican fan palm	Washingtonia robusta	35	$45.00	0.9	0.8	0.8	$1,575.00	$907.20	$910
24	Mexican fan palm	Washingtonia robusta	45	$45.00	0.9	0.8	0.9	$2,025.00	$1,312.20	$1,310
25	Mexican fan palm	Washingtonia robusta	45	$45.00	0.9	0.8	0.9	$2,025.00	$1,312.20	$1,310
26	Mexican fan palm	Washingtonia robusta	45	$45.00	0.9	0.8	0.9	$2,025.00	$1,312.20	$1,310
27	Mexican fan palm	Washingtonia robusta	45	$45.00	0.9	0.8	0.9	$2,025.00	$1,312.20	$1,310
28	Mexican fan palm	Washingtonia robusta	45	$45.00	0.9	0.8	0.9	$2,025.00	$1,312.20	$1,310
29	Queen palm	Syagrus romanzoffiana	23	$90.00	0.9	0.8	0.9	$2,070.00	$1,341.36	$1,340
30	Queen palm	Syagrus romanzoffiana	23	$90.00	0.9	0.8	0.9	$2,070.00	$1,341.36	$1,340
31	Queen palm	Syagrus romanzoffiana	20	$90.00	0.9	0.8	0.9	$1,800.00	$1,166.40	$1,170
32	Queen palm	Syagrus romanzoffiana	20	$90.00	0.9	0.8	0.9	$1,800.00	$1,166.40	$1,170
33	Queen palm	Syagrus romanzoffiana	23	$90.00	0.9	0.8	0.9	$2,070.00	$1,341.36	$1,340
34	Queen palm	Syagrus romanzoffiana	20	$90.00	0.9	0.8	0.9	$1,800.00	$1,166.40	$1,170
35	Queen palm	Syagrus romanzoffiana	23	$90.00	0.9	0.8	0.9	$2,070.00	$1,341.36	$1,340
36	Queen palm	Syagrus romanzoffiana	13	$90.00	0.9	0.8	0.9	$1,170.00	$758.16	$760
37	Queen palm	Syagrus romanzoffiana	16	$90.00	0.9	0.8	0.9	$1,440.00	$933.12	$930
38	Queen palm	Syagrus romanzoffiana	13	$90.00	0.9	0.8	0.9	$1,170.00	$758.16	$760
39	Queen palm	Syagrus romanzoffiana	11	$90.00	0.9	0.8	0.9	$990.00	$641.52	$640
40	Queen palm	Syagrus romanzoffiana	20	$90.00	0.9	0.8	0.9	$1,800.00	$1,166.40	$1,170
41	Queen palm	Syagrus romanzoffiana	14	$90.00	0.9	0.8	0.9	$1,260.00	$816.48	$820
43	Mexican fan palm	Washingtonia robusta	35	$45.00	0.9	0.8	0.9	$1,575.00	$1,020.60	$1,020
44	Mexican fan palm	Washingtonia robusta	38	$45.00	0.9	0.8	0.9	$1,710.00	$1,108.08	$1,110
45	Mexican fan palm	Washingtonia robusta	40	$45.00	0.9	0.8	0.9	$1,800.00	$1,166.40	$1,170
								TOTALS	$41,184.72	$41,200.00

Tree Mitigation

Table B: Tree Appraisal List

From Tree Appraisal Report prepared by Carlberg Associates September 8, 2017

Tree Mitigation outlined therein

Total Arborists Estimated Tree Value: $16,000

Opinion of value proposed trees less value of 24" box tree = ($280.00)

0	24" Box trees @ $280.00	$	-	
23	36" Box trees @ $696.00	$	16,000	Provided on plan
		Total Value: $	16,000	

All Palms less the two Phoenix reclinata Palms are to remain in place or be relocated to new planters within the project area.

Irrigation and Planting Design Statement:

I have complied with the criteria of the Water Efficient Landscape Ordinance and applied them accordingly for the efficient use of water in the planting design plan and irrigation water use calculations.

Robert Curley, RLA 3883

CCA INC
CUMMINGS CURLEY ASSOCIATES INC
LA • Orange County • Ventura • San Diego
3631 Lido Beach Boulevard, Suite 100
Lido Beach, California 90803
TEL: 562 424 8182
CA License # C-27 Contractor License # 1-9-19

REV.	DATE	DESCRIPTION

MC GRATH - RHD PARTNERS
C/O ROTHBART DEVELOPMENT CORP.
10900 WILSHIRE BOULEVARD
LOS ANGELES, CA 90024

PAD DEVELOPMENT
LOTS 10 & 11
NORTH ROSE AVE.
OXNARD, CA 93036

PROJECT No.: 18-10008
DATE: 12-11-2018
CHECKED BY: RLC
DRAWN BY: RLC
SCALE: AS NOTED

TREE SURVEY

DRAWING No. L-3 OF

CHASE

ROSE CROSSING
OXNARD, CA

PROPOSED 3D RENDERING

APRIL 16, 2019
SCALE: NO SCALE

4240 E. JURUPA STREET
SUITE 40
ONTARIO, CA 91761
Contact: CRAIG BLUME
cblume@core-eng.com

CORE STATES GROUP

SHEET:
CSI-6

CHASE

ROSE CROSSING
OXNARD, CA

PROPOSED 3D RENDERING

APRIL 16, 2019
SCALE: NO SCALE

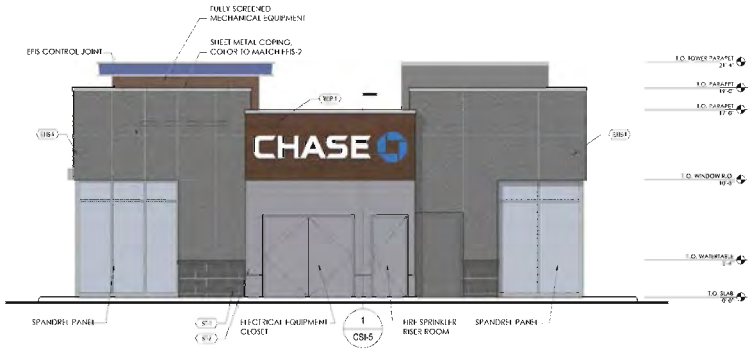
4240 E. JURUPA STREET
SUITE 40
ONTARIO, CA 91761
Contact: CRAIG BLUME
cblume@core-eng.com

CORE STATES GROUP

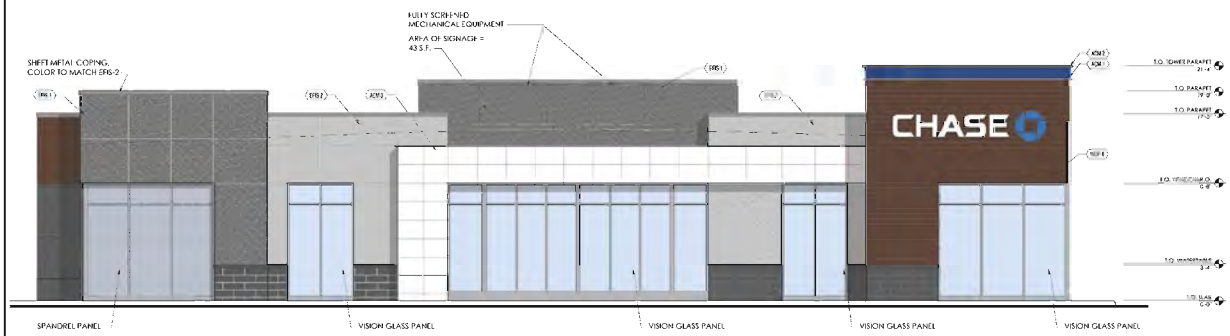
SHEET:
CSI-7

NOTE:
ALL SHOWN BUILDING SIGNS ARE CONCEPTUAL ONLY. SEPARATE SUBMITTAL SHALL BE REQUIRED FOR ALL SIGN APPROVALS

WEST ELEVATION
(FACING INTERIOR PARKING LOT)



SOUTH ELEVATION



EAST ELEVATION
(FACING ROSE AVE.)

NORTH ELEVATION

EFIS-1	EFIS-2	MULLIONS	STONE - ST1	STONE - ST2	WOOD PANELS - WDP1	METAL - ACM-3	METAL - ACM-2	METAL - ACM-1
APPLICATION: EIFS COLOR: TO MATCH "LEGENDARY GRAY" DE 6369	APPLICATION: EIFS COLOR: TO MATCH "WALRUS" DE 6368	APPLICATION: EXTERIOR MATERIAL COLOR: ANODIZED ALUMINUM	APPLICATION: MANUFACTURED "CHISELED LIMESTONE" VENEER MANUFACTURER: CORONADO STONE COLOR: BLACK FOREST	APPLICATION: MANUFACTURED "CHISELED LIMESTONE" VENEER MANUFACTURER: CORONADO STONE COLOR: SILVER ASH	APPLICATION: FIBER CEMENT CLADDING MANUFACTURER: NICHIHA, VINTAGE WOOD COLOR: BARK	APPLICATION: METAL WALL PANELS MANUFACTURER: IBD COLOR: WHITE	APPLICATION: METAL AWNING MANUFACTURER: REYNOBOND COLOR: "CHASE SILVER"	APPLICATION: METAL AWNING MANUFACTURER: REYNOBOND COLOR: "CHASE BLUE"

CHASE

ROSE CROSSING
OXNARD, CA

PROPOSED EXTERIOR ELEVATIONS

FEBRUARY 25, 2019

SCALE: $\frac{3}{16}$" = 1'-0"

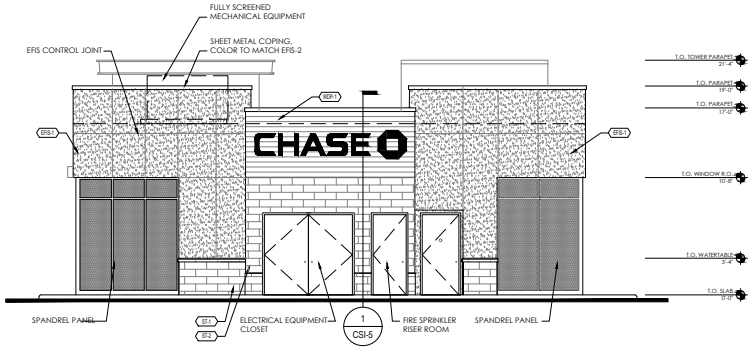
20101 SOUTHWEST BIRCH ST
SUITE 260,
NEWPORT BEACH, CA 92660
Contact: Craig Blume
cblume@core-eng.com
CORE STATES GROUP

SHEET:
CSI-3

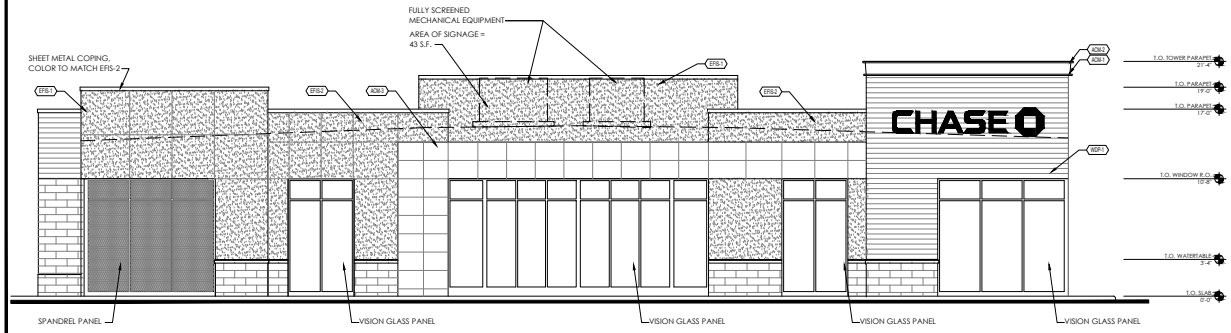
SCALE: $\frac{3}{16}$" = 1'-0"
cblume@core-eng.com
GROUP

NOTE:
ALL SHOWN BUILDING SIGNS ARE CONCEPTUAL ONLY. SEPARATE SUBMITTAL SHALL BE REQUIRED FOR ALL SIGN APPROVALS

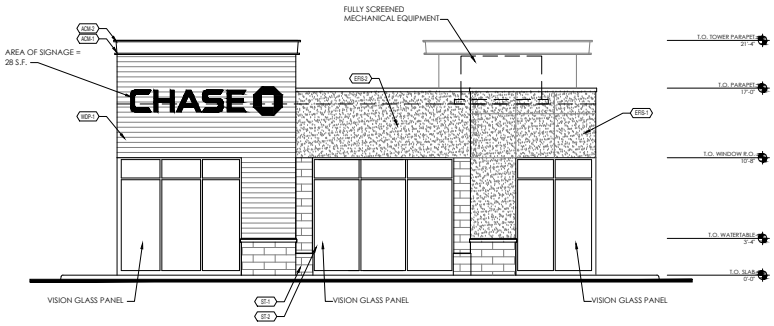
WEST ELEVATION
(FACING INTERIOR PARKING LOT)



SOUTH ELEVATION



EAST ELEVATION
(FACING ROSE AVE.)



NORTH ELEVATION

EFIS-1
APPLICATION: EFIS
COLOR: TO MATCH "LEGENDARY GRAY" DE 6369

EFIS-2
APPLICATION: EFIS
COLOR: TO MATCH "WALRUS" DE 6368

MULLIONS
APPLICATION: EXTERIOR MATERIAL
COLOR: ANODIZED ALUMINUM

STONE - ST1
APPLICATION: MANUFACTURED "CHISELED LIMESTONE" VENEER
MANUFACTURER: CORONADO STONE
COLOR: BLACK FOREST

STONE - ST2
APPLICATION: MANUFACTURED "CHISELED LIMESTONE" VENEER
MANUFACTURER: CORONADO STONE
COLOR: SILVER ASH

WOOD PANELS - WDP1
APPLICATION: FIBER CEMENT CLADDING
MANUFACTURER: NICHIHA, VINTAGE WOOD
COLOR: BARK

METAL - ACM-3
APPLICATION: METAL WALL PANELS
MANUFACTURER: TBD
COLOR: WHITE

METAL - ACM-2
APPLICATION: METAL AWNING
MANUFACTURER: REYNOBOND
COLOR: "CHASE SILVER"

METAL - ACM-1
APPLICATION: METAL AWNING
MANUFACTURER: REYNOBOND
COLOR: "CHASE BLUE"

CHASE

ROSE CROSSING
OXNARD, CA

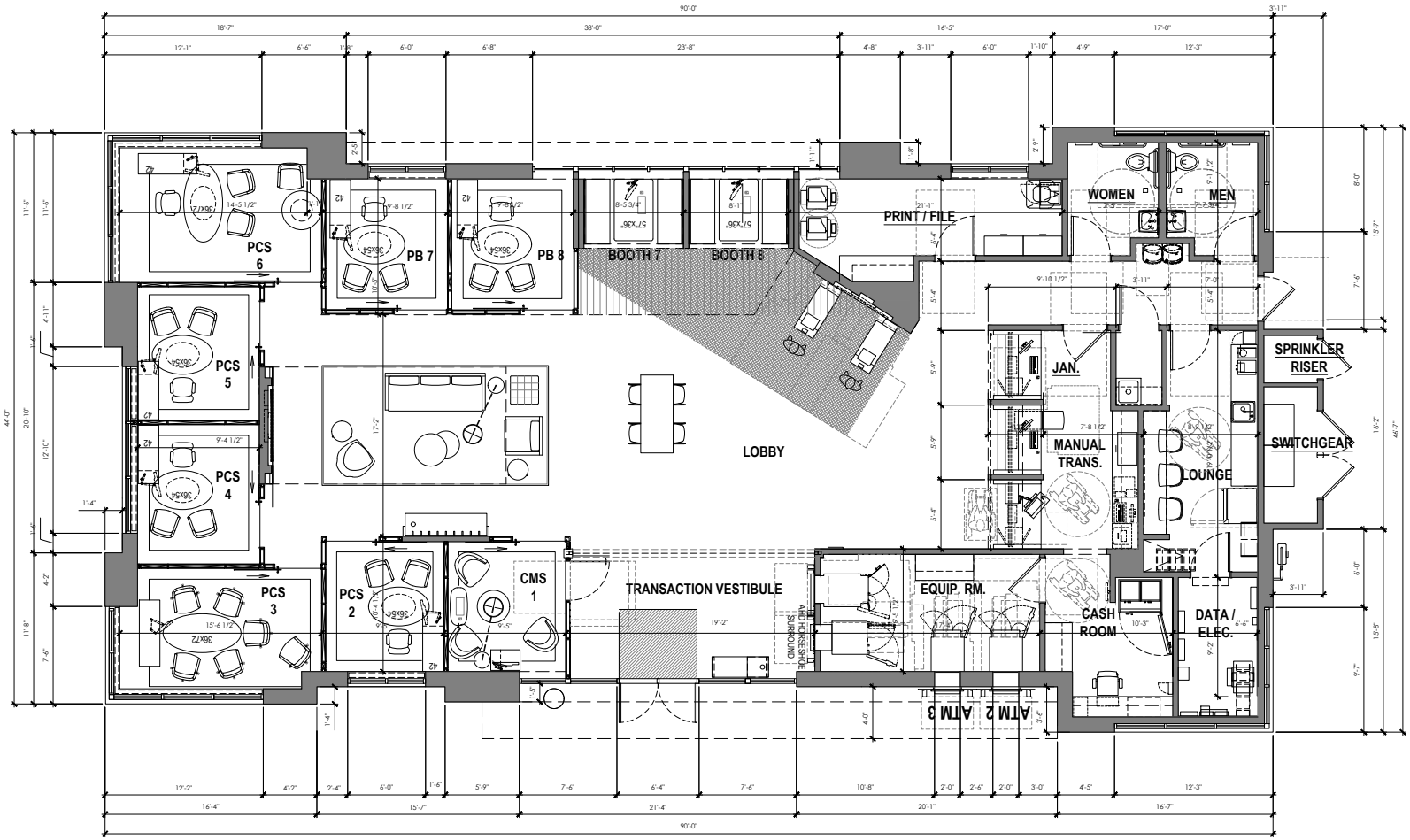
PROPOSED EXTERIOR ELEVATIONS

FEBRUARY 25, 2019

SCALE: $\frac{3}{16}$" = 1'-0"

20101 SOUTHWEST BIRCH ST
SUITE 260,
NEWPORT BEACH, CA 92660
Contact: Craig Blume
cblume@core-eng.com
CORE STATES GROUP

SHEET:
CSI-3



CHASE

ROSE CROSSING
OXNARD, CA

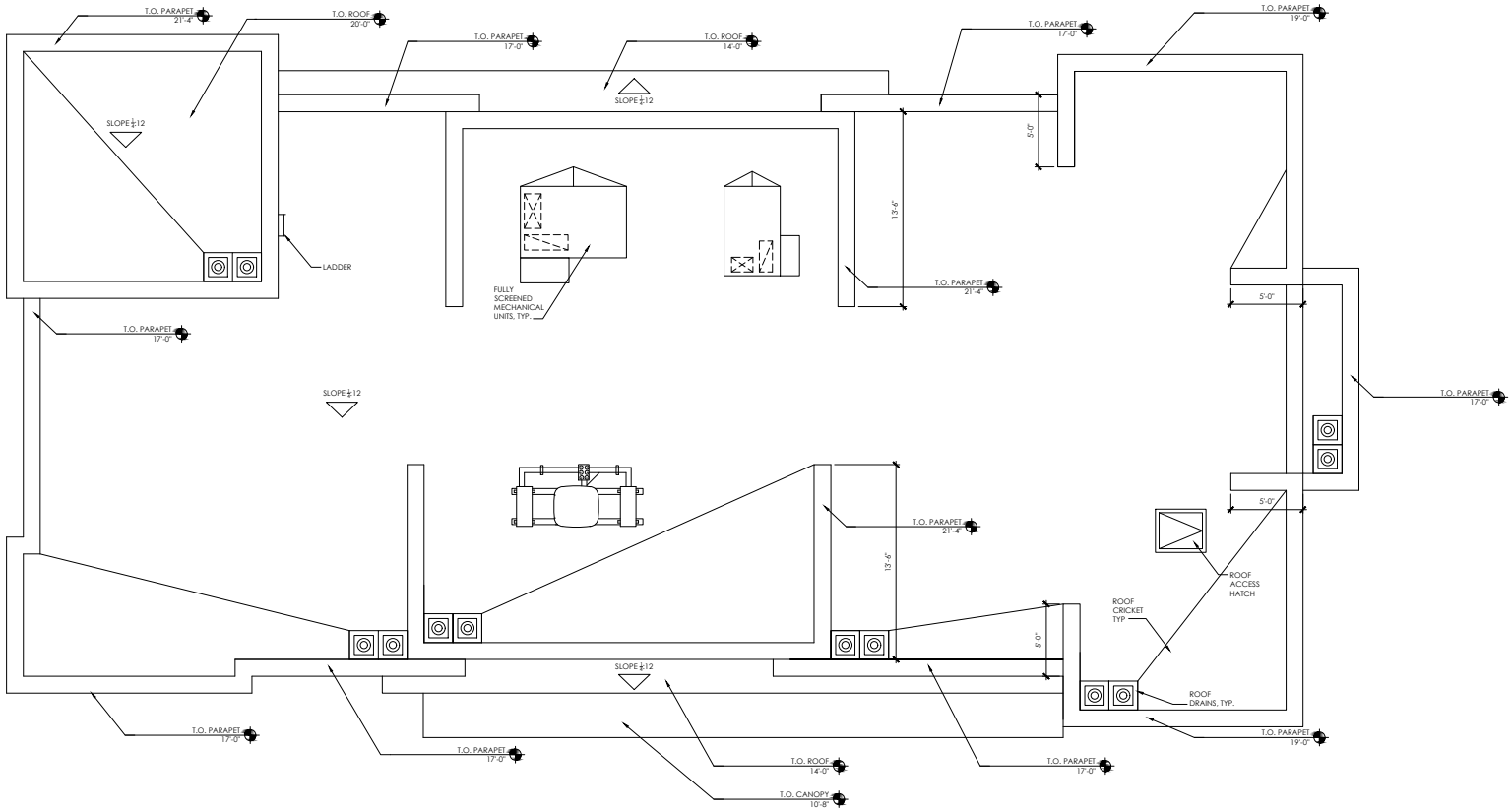
PROPOSED FLOOR PLAN

FEBRUARY 25, 2019
SCALE: 1/4" = 1'-0"

20101 SOUTHWEST BIRCH ST
SUITE 260,
NEWPORT BEACH, CA 92660
Contact: Craig Blume
cblume@core-eng.com

CORE STATES GROUP

SHEET:
CSI-1



CHASE

ROSE CROSSING
OXNARD, CA

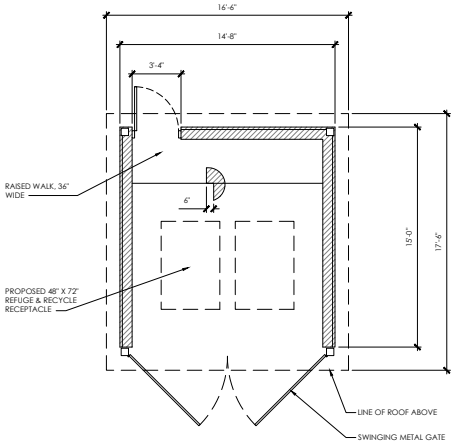
PROPOSED ROOF PLAN

FEBRUARY 15, 2019
SCALE: 1/4" = 1'-0"

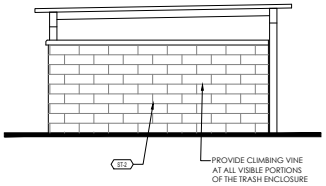
20101 SOUTHWEST BIRCH ST
SUITE 260,
NEWPORT BEACH, CA 92660
Contact: Craig Blume
cblume@core-eng.com

CORE STATES GROUP

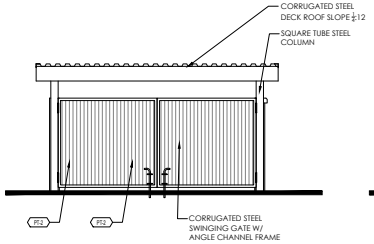
SHEET:
CSI-2



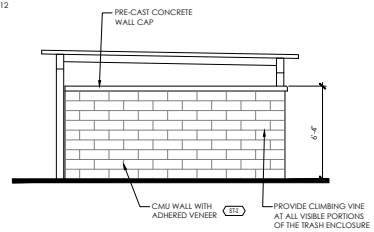
ENCLOSURE PLAN



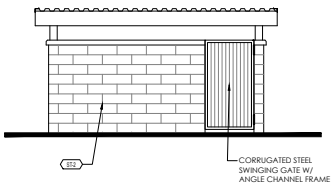
WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION

STONE - ST2
APPLICATION: MANUFACTURED "CHISELED LIMESTONE" VENEER
MANUFACTURER: CORONADO STONE
COLOR: SILVER ASH

PT-2
PAINTED STEEL GATES, AND ROOF STRUCTURE
DE6368 "WALRUS"

CHASE

ROSE CROSSING
OXNARD, CA

TRASH ENCLOSURE PLAN & ELEVATIONS

FEBRUARY 15, 2019
SCALE: 1/4" = 1'-0"

20101 SOUTHWEST BIRCH ST
SUITE 260,
NEWPORT BEACH, CA 92660
Contact: Craig Blume
cblume@core-eng.com

CORE STATES GROUP

SHEET:
CSI-4

1 PERSPECTIVE 1

NOT TO SCALE

Restaurant Support Office
6800 Bishop Road, Plano, TX 75024
Tele: 972-769-3100 Fax: 972-769-3101

Prototype Issue Date: -

Store:

Raising Cane's
2161 N. Rose Avenue
Oxnard, CA 93036
Store #RC402
Prototype 1 CA-HC
ERD 4.0

Professional of Record:

PM DESIGN
Architectural Solutions Group
38 EXECUTIVE PARK
SUITE 310
IRVINE, CA 92614
Contact: Jeff Liederman
(949) 400-7051
jliederman@pmdsghc.com
Jeff Liederman, Architect

LICENSED ARCHITECT
JEFFREY G. LIEDERMAN
No. C-29534
APR. 30, 2019
RENEWAL DATE
STATE OF CALIFORNIA

Prototype Update Phase:	ERD 4.0
Initial Setup Date:	7/24/18
Project Manager:	R.G.

Conceptual Design

Sheet Revisions:

#	Date	Description
	08.3.2018	Conceptual Design
	11.16.2018	Re-submittal dwgs
	2.28.2019	Re-submittal dwgs

Sheet Title:

Project Number:	RAC18007.0
Drawn By:	IRVINE

Sheet Number:

1 PERSPECTIVE 2

NOT TO SCALE

Restaurant Support Office
6800 Bishop Road, Plano, TX 75024
Tele: 972-769-3100 Fax: 972-769-3101

Prototype Issue Date: -

Store:

Raising Cane's
2161 N. Rose Avenue
Oxnard, CA 93036
Store #RC402
Prototype 1 CA-HC
ERD 4.0

Professional of Record:

PM DESIGN
Architectural Solutions Group
38 EXECUTIVE PARK
SUITE 310
IRVINE, CA 92614
Contact: Jeff Liederman
(949) 400-7051
jliederman@pmdginc.com
Jeff Liederman, Architect

LICENSED ARCHITECT
JEFFREY S. LIEDERMAN
No. C-29534
APR. 30, 2019
RENEWAL DATE
STATE OF CALIFORNIA

Prototype Update Phase:	ERD 4.0
Initial Setup Date:	7/24/18
Project Manager:	R.G.

Conceptual Design

Sheet Revisions:

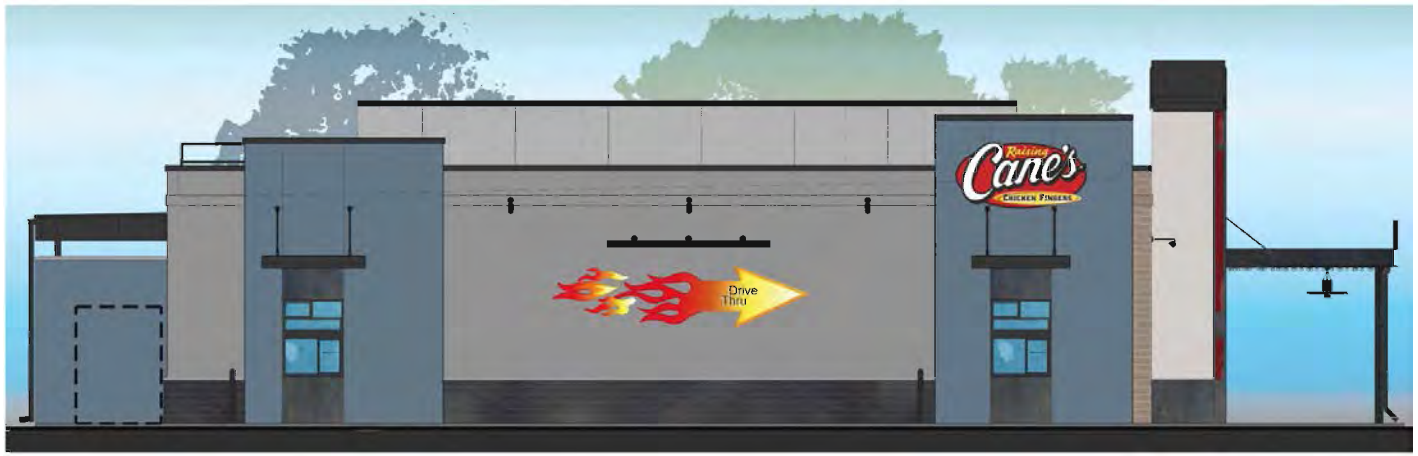
#	Date	Description
	08.3.2018	Conceptual Design
	11.16.2018	Re-submittal dwgs
	2.28.2019	Re-submittal dwgs

Sheet Title:

Project Number:	RAC18007.0
Drawn By:	IRVINE

Sheet Number:

01 EAST ELEVATION (ENTRY)
1/4" = 1'-0"



02 SOUTH ELEVATION (DRIVE - THRU)
1/4" = 1'-0"

02 1/4" = 1'-0"

MATERIALS LEGEND

	DESCRIPTION
	STANDING SEAM METAL ROOF MATTE BLACK
	METAL CAP FLASHING MATTE BLACK
	PRE-FAB METAL CANOPY MATTE BLACK
	ROOF SCUPPER AND DOWN SPOUT MATTE BLACK
	RAW STEEL PANEL SANDBLASTED
	BELDEN BRICK VELOUR "671"
	BELDEN BRICK ROMAN BLACK DIAMOND VELOUR
	STUCCO FINISH DRYVIT "WALRUS" DE6368
	STUCCO FINISH DRYVIT "COVERED WITH PLATINUM" DE6367
	STUCCO FINISH DRYVIT "MOUNTAIN FOG" 132
	METAL PANEL VINTAGE CAR HOOD METAL
	METAL PANEL TBD
	METAL PANEL HOT ROLLED STEEL SAND BLSATED

Raising Cane's CHICKEN FINGERS

Restaurant Support Office
8800 Bishop Road, Plano, TX 75024
Tel: 972 769-3557 Fax: 972 769-3101

Store: **Raising Cane's**
2161 N. ROSE AVENUE
OXNARD, CA 93036
Store #RC402
Prototype 1 CA-HC
ERD 3.6

Architect Information:
PM DESIGN
Architectural Solutions Group
38 EXECUTIVE PARK, SUITE 310
IRVINE, CA 92614

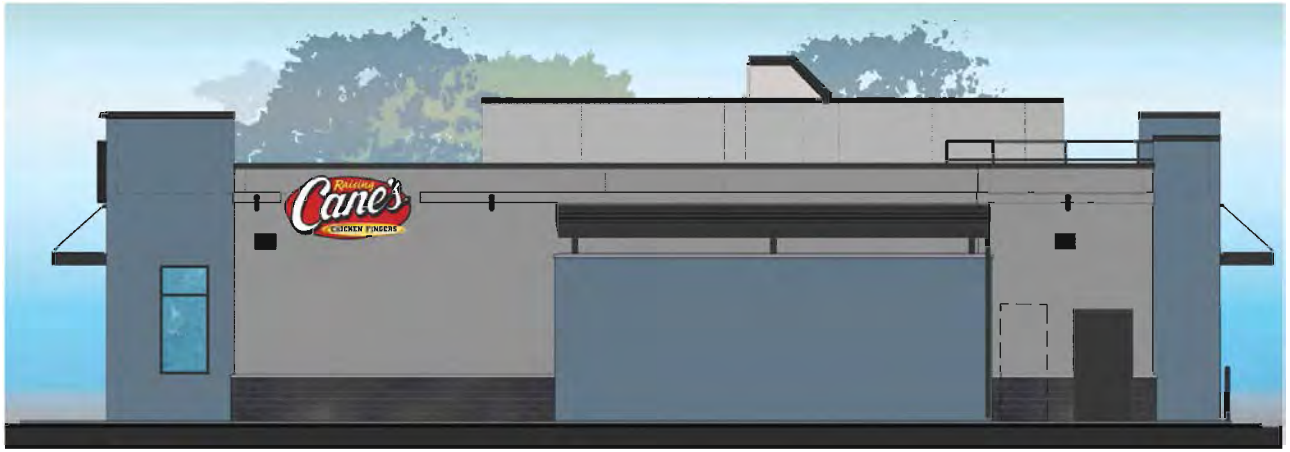
PRELIMINARY

Revisions:

#	Date	Description
	[illegible]	CONCEPTUAL DESIGN REVISION
	[illegible]	CONCEPTUAL DESIGN REVISION
	[illegible]	CLIENT COMMENTS
	[illegible]	CLIENT COMMENTS
	[illegible]	CLIENT COMMENTS

Sheet Title:
EXTERIOR ELEVATIONS

Sheet Number:
A04.1
A04.1



01 | WEST ELEVATION (REAR)
1/4" = 1'-0"

02 | NOTH ELEVATION (SIDE ENTRY)
1/4" = 1'-0"

02 | 1/4" = 1'-0"

MATERIALS LEGEND

	DESCRIPTION
	STANDING SEAM METAL ROOF MATTE BLACK
	METAL CAP FLASHING MATTE BLACK
	PRE-FAB METAL CANOPY MATTE BLACK
	ROOF SCUPPER AND DOWN SPOUT MATTE BLACK
	RAW STEEL PANEL SANDBLASTED
	BELDEN BRICK VELOUR "671"
	BELDEN BRICK ROMAN BLACK DIAMOND VELOUR
	STUCCO FINISH DRYVIT "WALRUS" DE6368
	STUCCO FINISH DRYVIT "COVERED WITH PLATINUM" DE6367
	STUCCO FINISH DRYVIT "MOUNTAIN FOG" 132
	METAL PANEL VINTAGE CAR HOOD METAL
	METAL PANEL TBD
	METAL PANEL HOT ROLLED STEEL SAND BLSATED

Raising Cane's
Restaurant Support Office
8800 Bishop Road Plano, TX 75024
Tel: 972 769-3557 Fax: 972 769-3101

Store: **Raising Cane's**
2161 N. ROSE AVENUE
OXNARD, CA 93036
Store #RC402
Prototype 1 CA-HC
ERD 3.6

Architect Information:
PM DESIGN
Architectural Solutions Group
38 EXECUTIVE PARK
SUITE 310
IRVINE, CA 92614

PRELIMINARY

Revisions:

#	Date	Description
	10/08/18	CONCEPTUAL DESIGN REVISION
	10/30/18	CONCEPTUAL DESIGN REVISION
	11/08/18	CLIENT COMMENTS
	11/20/18	CLIENT COMMENTS
	02/28/19	CLIENT COMMENTS

Sheet Title:
EXTERIOR ELEVATIONS

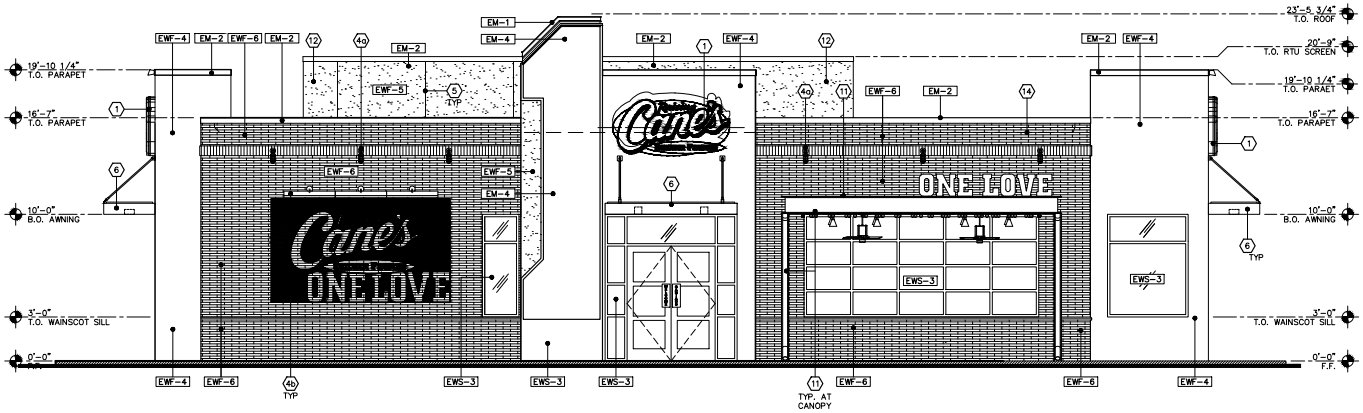
Sheet Number:
A04.2
A04.2

NOTES:

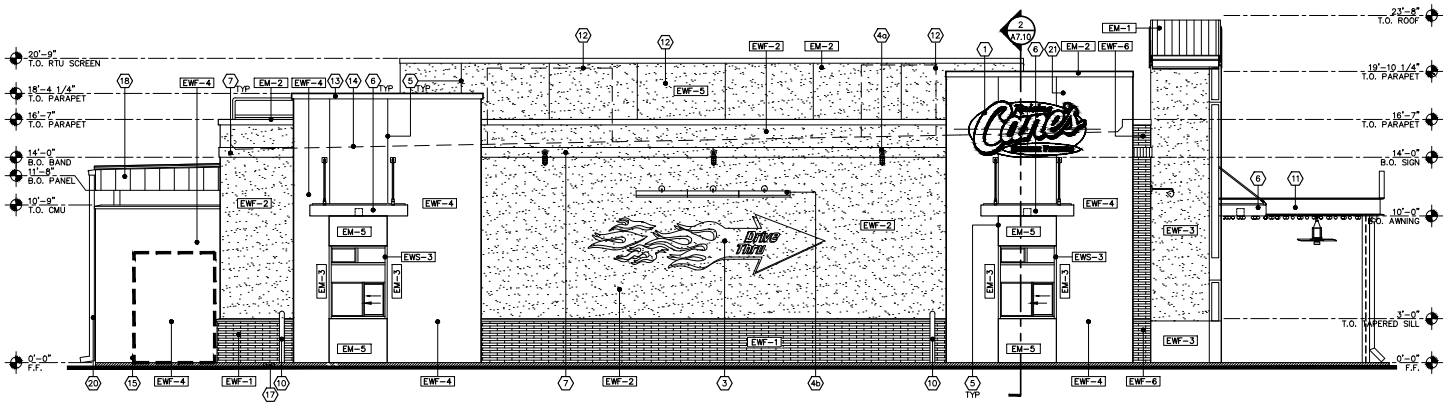
1. SIGNAGE TO BE APPROVED UNDER SEPARATE FILING. (DEFERRED SUBMITTAL)
2. CANOPIES AND AWNING DRAWINGS ARE INCLUDED WITH THIS SUBMITTAL FOR REVIEW AND APPROVAL. G.C. TO CONFIRM BLOCKING REQUIREMENTS PER STRUCT DWG'S.

SEALANT

1. PROVIDE SEALANT & BACKER RODS AT ALL DISSIMILAR MATERIALS.
2. TWO-PART NONSAG POLYURETHANE SEALANT BY SONNEBORN BUILDING PRODUCTS. CUSTOM COLOR TO MATCH STUCCO AT ALL DOOR FRAMES, STOREFRONT & WINDOWS, WALL PENETRATIONS AND STUCCO TO MASONRY CONNECTIONS.



1 WEST ELEVATION
1/4"= 1'-0"



2 SOUTH ELEVATION (DRIVE-THRU)
1/4"= 1'-0"

KEY NOTES

MARK	DESCRIPTION
1	SIGN, BY OWNER. PROVIDE BLOCKING AS REQ'D. (UNDER SEPARATE PERMIT)
2	H.S.S. DECORATIVE METAL PANEL, COLOR: P-10, SEE ELEV. FOR INFORMATION
3	ARTWORK, BY OWNER
4a	WALL MOUNTED EXTERIOR LIGHTING – TYPE I
4b	WALL MOUNTED EXTERIOR LIGHTING – TYPE II
5	CONTROL JOINT
6	PREFABRICATED METAL CANOPY, G.C. TO PROVIDE 2X BLOCKING, TYPICAL AT ALL CANOPY LOCATIONS, MATTE BLACK.
7	8" STUCCO BAND
8	6" STUCCO BAND
9	2" WIDE STUCCO REVEAL (1/4" DEEP)
10	4" PIPE BOLLARD W/ SLEEVE
11	STRUCTURAL STEEL CANOPY, PRIMED AND PAINTED COLOR: P-10
12	MECHANICAL EQUIPMENT SCREEN – EXTERIOR FINISH TO MATCH BUILDING
13	1-1/2" DIA. GALV. GUARDRAIL (ROOF HATCH PROTECTION) COLOR: P-10
14	LINE OF ROOF BEYOND
15	ELECTRICAL SWITCHGEAR CABINET
16	GAS METER & PIPING, PAINT TO MATCH STUCCO
17	DRAIN & OVERFLOW TO DAYLIGHT FACE OF CURB, RE: CIVIL PLANS
18	STANDING SEAM METAL ROOF AT CORRAL COLOR: MATTE BLACK
19	HOLLOW METAL DOOR COLOR: P-10
20	6" METAL GUTTER 20 GA. GALV.
21	12" HIGH ADDRESS NUMERALS. SEE GENERAL NOTE #8 ON SHEET GN

EXTERIOR MATERIALS

MARK	DESCRIPTION
EM-1	STANDING SEAM METAL ROOF GALVANIZED STEEL SHEET W/ KYNAR FINISH (24 GA.) STANDARD COLOR, MATTE BLACK.
EM-2	METAL CAP FLASHING GALVANIZED STEEL SHEET W/ KYNAR FINISH (24 GA.) STANDARD COLOR, MATTE BLACK.
EM-3	STAINLESS STEEL COVER PANEL WITH CLEAR COAT FLAT FINISH. FASTENED TO WALL W/ STAINLESS STEEL SEAT AND SCREWS PROVIDED BY OWNER INSTALLED BY G.C.
EM-4	RECLAIMED CAR HOOD INSTALLED OVER STUCCO WALL.
EM-5	HOT ROLLE STEEL WITH CLEAR COAT FINISH.

EXTERIOR WINDOW SYSTEMS

MARK	DESCRIPTION
EWS-1	DRIVE THROUGH WINDOW – CLEAR ANODIZED
EWS-2	4 1/2" ALUM. STOREFRONT – CLEAR ANODIZED W/ 1" THERMAL CLEAR GLAZING
EWS-3	4 1/2" ALUM. STOREFRONT – BRONZE ANODIZED W/ 1" THERMAL CLEAR GLAZING

EXTERIOR WALL FINISHES

MARK	DESCRIPTION
EWF-1	BRICK, BLACK DIAMOND VELOUR BY BELDEN BRICK.
EWF-2	7/8" STUCCO FINISH ON SELF FURRING GALV. METAL LATH W/ FRY REGLET CORNERS, MOLDING & TRIM AS REQUIRED (SEE SPECIFICATIONS) DRYVIT "DE6368 WALRUS"
EWF-3	7/8" STUCCO FINISH ON SELF FURRING GALV. METAL LATH W/ FRY REGLET CORNERS, MOLDING & TRIM AS REQUIRED (SEE SPECIFICATIONS) DRYVIT "MOUNTAIN FOG" #132
EWF-4	METAL PANEL ON HARDBOARD BACKER
EWF-5	7/8" STUCCO FINISH ON SELF FURRING GALV. METAL LATH W/ FRY REGLET CORNERS, MOLDING & TRIM AS REQUIRED (SEE SPECIFICATIONS) DRYVIT "DE6367 COVERED IN PLATINUM"
EWF-6	BRICK, ROMAN GREY BRICK MASONRY 21 L 8531, BY BELDEN BRICK.

Restaurant Support Office
6800 Bishop Road, Suite 100
Plano, TX 75024
Tele: 972-769-3100 Fax: 972-769-3101

Prototype Issue Date: -

Store:
Raising Cane's
2161 N. Rose Avenue
Oxnard, CA 93036
Store #RC402
Prototype 1 CA-HC
ERD 4.0

Professional of Record:

PM DESIGN
Architectural Solutions Group
38 EXECUTIVE PARK
SUITE 310
IRVINE, CA 92614
Contact: Jeff Liedermen
(949) 400-7051
jliedermen@pmdgrhc.com
Jeff Liedermen, Architect

LICENSED ARCHITECT
JEFFREY S. LIEDERMAN
No. C-29534
APR. 30, 2019
RENEWAL DATE
STATE OF CALIFORNIA

Prototype Update Phase:	ERD 4.0
Initial Setup Date:	7/24/18
Project Manager:	R.G.

Conceptual Design

Sheet Revisions:

#	Date	Description
	08.3.2018	Conceptual Design
	11.16.2018	Re-submittal dwgs
	2.28.2019	Re-submittal dwgs

Sheet Title:
EXTERIOR ELEVATIONS

Project Number:	RAC18007.0
Drawn By:	IRVINE

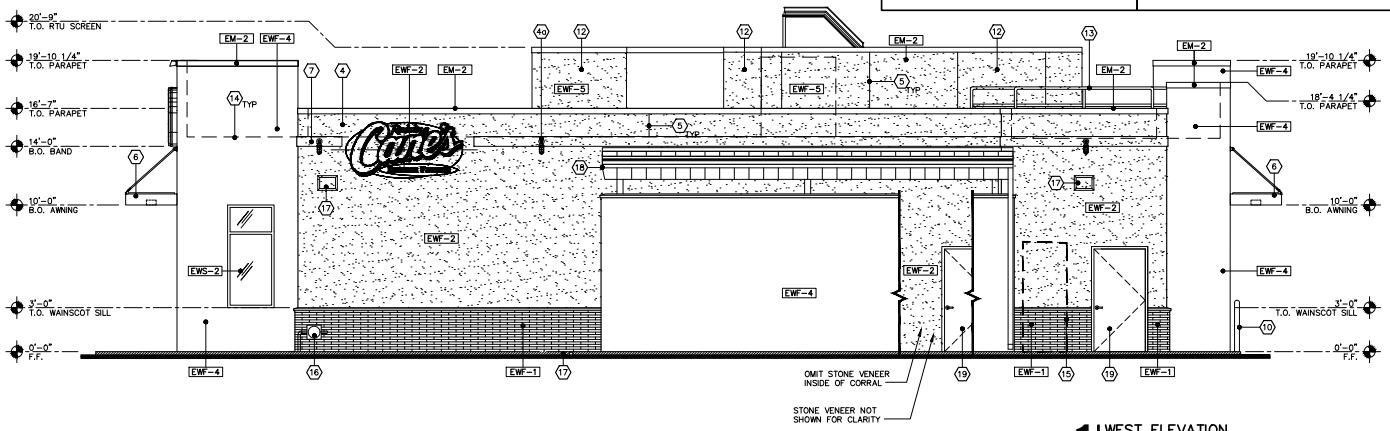
Sheet Number:
A4.10

NOTES:

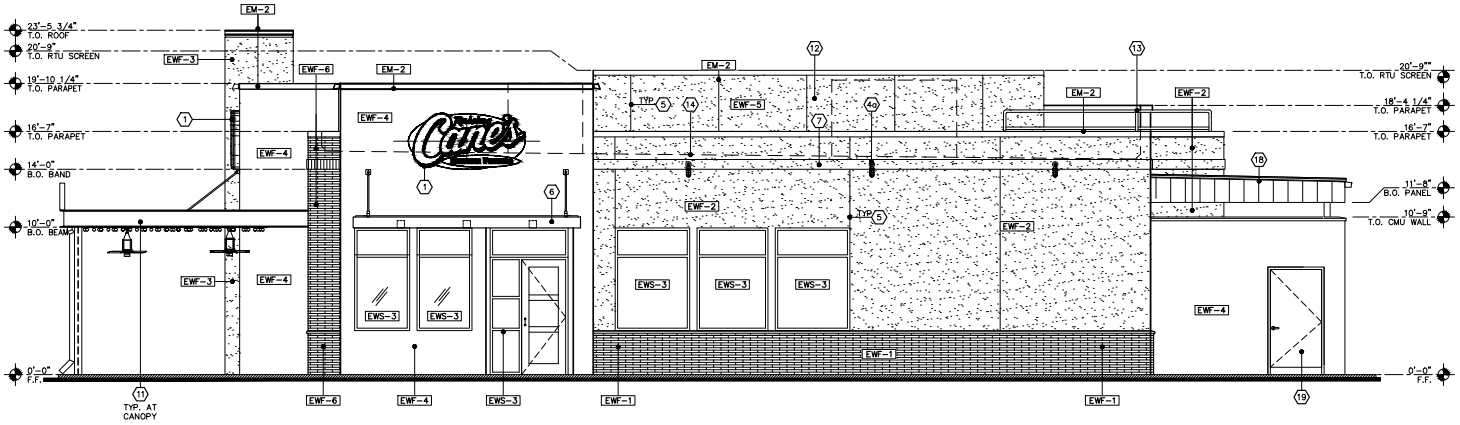
1. SIGNAGE TO BE APPROVED UNDER SEPARATE FILING. (DEFERRED SUBMITTAL)
2. CANOPIES AND AWNING DRAWINGS ARE INCLUDED WITH THIS SUBMITTAL FOR REVIEW AND APPROVAL. G.C. TO CONFIRM BLOCKING REQUIREMENTS PER STRUCT DWG'S.

SEALANT

1. PROVIDE SEALANT & BACKER RODS AT ALL DISSIMILAR MATERIALS.
2. TWO-PART NONSAG POLYURETHANE SEALANT BY SONNEBORN BUILDING PRODUCTS. CUSTOM COLOR TO MATCH STUCCO AT ALL DOOR FRAMES, STOREFRONT & WINDOWS, WALL PENETRATIONS AND STUCCO TO MASONRY CONNECTIONS.



1 WEST ELEVATION
1/4"= 1'-0"



2 NORTH ELEVATION
1/4"= 1'-0"

KEY NOTES

MARK	DESCRIPTION
1	SIGN, BY OWNER. PROVIDE BLOCKING AS REQ'D. (UNDER SEPARATE PERMIT)
2	H.S.S. DECORATIVE METAL PANEL, COLOR: P-10, SEE ELEV. FOR INFORMATION
3	ARTWORK, BY OWNER
4a	WALL MOUNTED EXTERIOR LIGHTING – TYPE I
4b	WALL MOUNTED EXTERIOR LIGHTING – TYPE II
5	CONTROL JOINT
6	PREFABRICATED METAL CANOPY, G.C. TO PROVIDE 2X BLOCKING, TYPICAL AT ALL CANOPY LOCATIONS, MATTE BLACK.
7	8" STUCCO BAND
8	6" STUCCO BAND
9	2" WIDE STUCCO REVEAL (1/4" DEEP)
10	4" PIPE BOLLARD W/ SLEEVE
11	STRUCTURAL STEEL CANOPY, PRIMED AND PAINTED COLOR: P-10
12	MECHANICAL EQUIPMENT SCREEN – EXTERIOR FINISH TO MATCH BUILDING
13	1-1/2" DIA. GALV. GUARDRAIL (ROOF HATCH PROTECTION) COLOR: P-10
14	LINE OF ROOF BEYOND
15	ELECTRICAL SWITCHGEAR CABINET
16	GAS METER & PIPING, PAINT TO MATCH STUCCO
17	DRAIN & OVERFLOW TO DAYLIGHT FACE OF CURB, RE: CIVIL PLANS
18	STANDING SEAM METAL ROOF AT CORRAL COLOR: MATTE BLACK
19	HOLLOW METAL DOOR COLOR: P-10
20	6" METAL GUTTER 20 GA. GALV.
21	12" HIGH ADDRESS NUMERALS. SEE GENERAL NOTE #8 ON SHEET GN

EXTERIOR MATERIALS

MARK	DESCRIPTION
EM-1	STANDING SEAM METAL ROOF GALVANIZED STEEL SHEET W/ KYNAR FINISH (24 GA.) STANDARD COLOR, MATTE BLACK.
EM-2	METAL CAP FLASHING GALVANIZED STEEL SHEET W/ KYNAR FINISH (24 GA.) STANDARD COLOR, MATTE BLACK.
EM-3	STAINLESS STEEL COVER PANEL WITH CLEAR COAT FLAT FINISH. FASTENED TO WALL W/ STAINLESS STEEL SEAT AND SCREWS PROVIDED BY OWNER INSTALLED BY G.C.
EM-4	RECLAIMED CAR HOOD INSTALLED OVER STUCCO WALL.
EM-5	HOT ROLLE STEEL WITH CLEAR COAT FINISH.

EXTERIOR WINDOW SYSTEMS

MARK	DESCRIPTION
EWS-1	DRIVE THROUGH WINDOW – CLEAR ANODIZED
EWS-2	4 1/2" ALUM. STOREFRONT – CLEAR ANODIZED W/ 1" THERMAL CLEAR GLAZING
EWS-3	4 1/2" ALUM. STOREFRONT – CLEAR ANODIZED W/ 1" THERMAL CLEAR GLAZING

EXTERIOR WALL FINISHES

MARK	DESCRIPTION
EWF-1	BRICK, BLACK DIAMOND VELOUR BY BELDEN BRICK.
EWF-2	7/8" STUCCO FINISH ON SELF FURRING GALV. METAL LATH W/ FRY REGLET CORNERS, MOLDING & TRIM AS REQUIRED (SEE SPECIFICATIONS) DRYVIT "DE6368 WALRUS"
EWF-3	7/8" STUCCO FINISH ON SELF FURRING GALV. METAL LATH W/ FRY REGLET CORNERS, MOLDING & TRIM AS REQUIRED (SEE SPECIFICATIONS) DRYVIT "MOUNTAIN FOG" #132
EWF-4	METAL PANEL ON HARDBOARD BACKER
EWF-5	7/8" STUCCO FINISH ON SELF FURRING GALV. METAL LATH W/ FRY REGLET CORNERS, MOLDING & TRIM AS REQUIRED (SEE SPECIFICATIONS) DRYVIT "DE6367 COVERED IN PLATINUM"
EWF-6	BRICK, ROMAN GREY BRICK MASONRY 21 L 8531, BY BELDEN BRICK.

Restaurant Support Office
6800 Bishop Road, Suite 100
Plano, TX 75024
Tele: 972-769-3100 Fax: 972-769-3101

Prototype Issue Date: -

Store:

Raising Cane's
2161 N. Rose Avenue
Oxnard, CA 93036
Store #RC402
Prototype 1 CA-HC
ERD 4.0

Professional of Record:

PM DESIGN
Architectural Solutions Group
38 EXECUTIVE PARK
SUITE 310
IRVINE, CA 92614
Contact: Jeff Liedermen
(949) 400-7051
jliedermen@pmdgrhc.com
Jeff Liedermen, Architect

LICENSED ARCHITECT
JEFFREY S. LIEDERMAN
No. C-29534
APR. 30, 2019
REGISTRATION DATE
STATE OF CALIFORNIA

Prototype Update Phase:	ERD 4.0
Initial Setup Date:	7/24/18
Project Manager:	R.G.

Conceptual Design

Sheet Revisions:

#	Date	Description
	08.3.2018	Conceptual Design
	11.16.2018	Re-submittal dwgs
	2.28.2019	Re-submittal dwgs

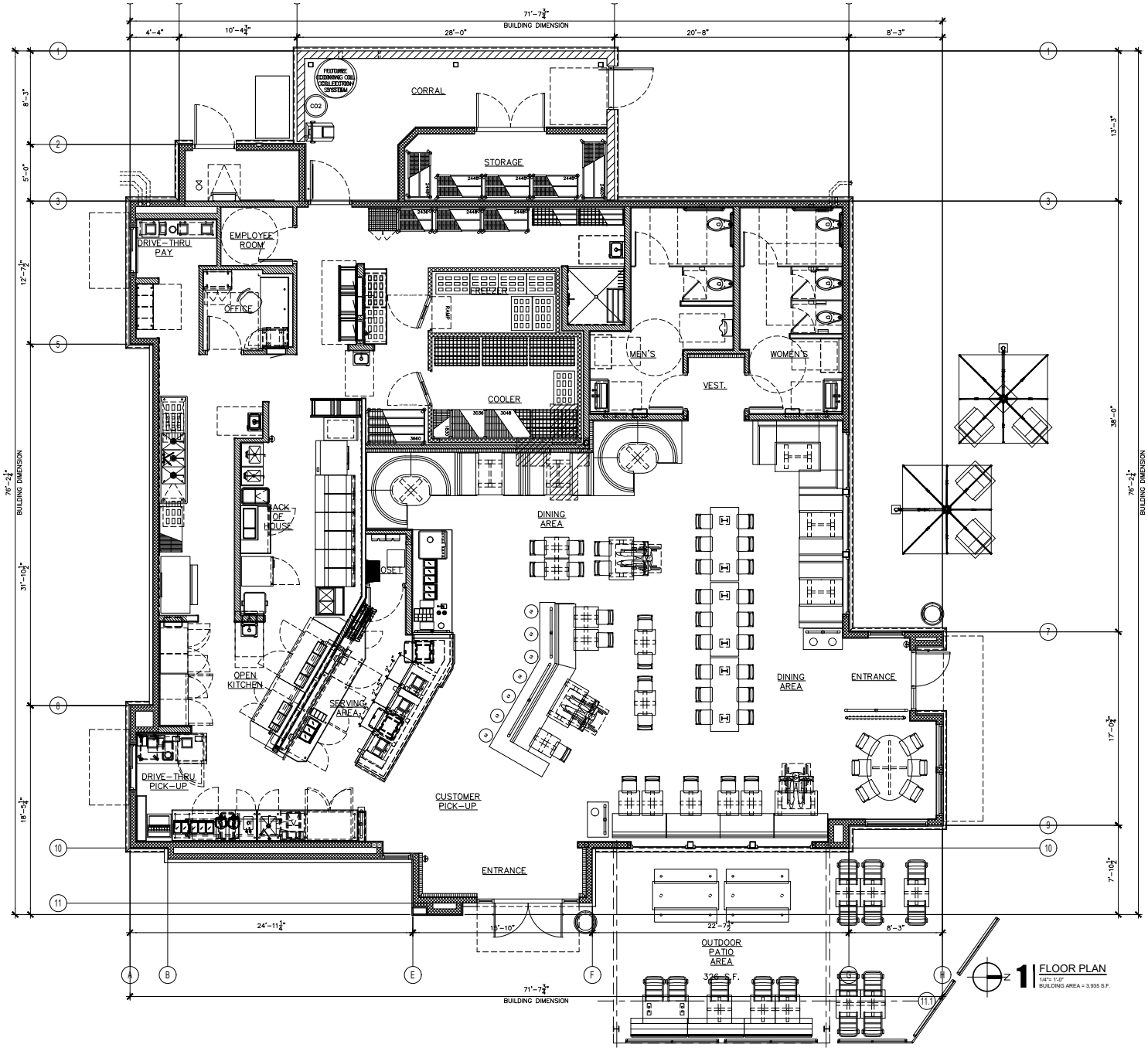
Sheet Title:

EXTERIOR ELEVATIONS

Project Number:	RAC18007.0
Drawn By:	IRVINE

Sheet Number:

A4.20



1 FLOOR PLAN
1/4"= 1'-0"
BUILDING AREA = 3,935 S.F.

Restaurant Support Office
6800 Bishop Road, Suite 100
Plano, TX 75024
Tele: 972-769-3100 Fax: 972-769-3101

Prototype Issue Date: -

Store:

Raising Cane's
2161 N. Rose Avenue
Oxnard, CA 93036
Store #RC402
Prototype 1 CA-HC
ERD 4.0

Professional of Record:

PM DESIGN
Architectural Solutions Group
38 EXECUTIVE PARK
SUITE 310
IRVINE, CA 92614
Contact: Jeff Liedermon
(949) 450-7051
jliedermon@pmdgnc.com
Jeff Liedermon, Architect

Prototype Update Phase:	ERD 4.0
Initial Setup Date:	7/24/18
Project Manager:	R.G.

Conceptual Design

Sheet Revisions:

#	Date	Description
	08.3.2018	Conceptual Design
	11.16.2018	Re-submittal dwgs
	2.28.2019	Re-submittal dwgs

Sheet Title:

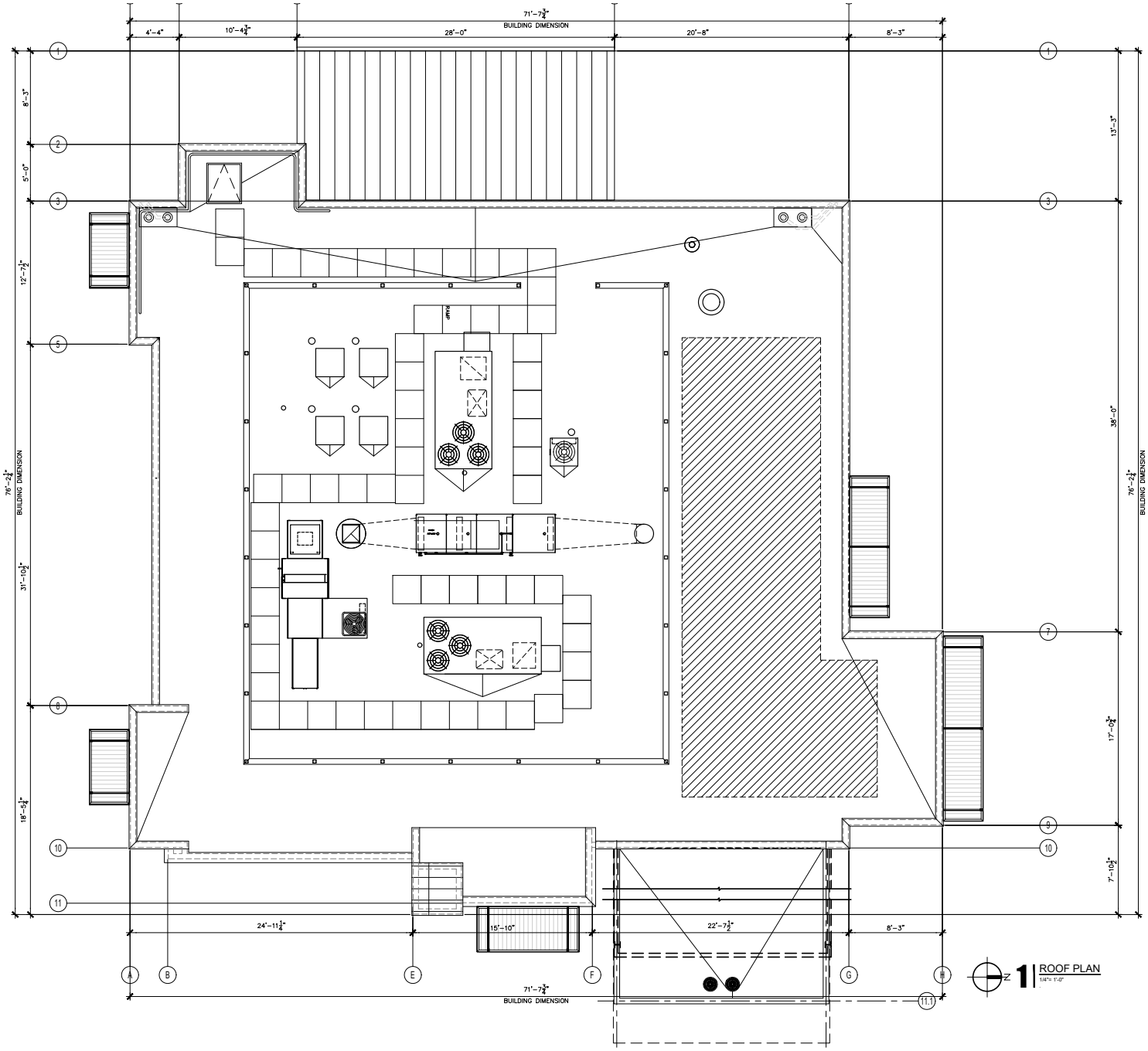
CONCEPTUAL FLOOR PLAN

Project Number: RAC18007.0

Drawn By: IRVINE

Sheet Number:

A2.0



1 ROOF PLAN
1/4"= 1'-0"

Restaurant Support Office
6800 Bishop Road, Plano, TX 75024
Tele: 972-769-3100 Fax: 972-769-3101

Prototype Issue Date: -

Store:

Raising Cane's
2161 N. Rose Avenue
Oxnard, CA 93036
Store #RC402
Prototype 1 CA-HC
ERD 4.0

Professional of Record:

PM DESIGN
Architectural Solutions Group
38 EXECUTIVE PARK
SUITE 310
IRVINE, CA 92614
Contact: Jeff Liedermon
(949) 400-7051
jliedermon@pmdgnc.com
Jeff Liedermon, Architect

Prototype Update Phase:	ERD 4.0
Initial Setup Date:	7/24/18
Project Manager:	R.G.

Conceptual Design

Sheet Revisions:

#	Date	Description
	08.3.2018	Conceptual Design
	11.16.2018	Re-submittal dwgs
	2.28.2019	Re-submittal dwgs

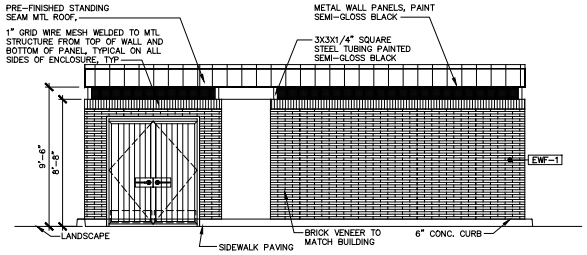
Sheet Title:

CONCEPTUAL ROOF PLAN

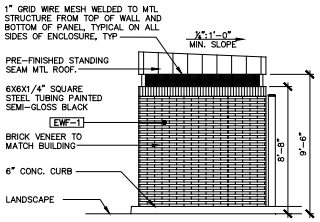
Project Number:	RAC18007.0
Drawn By:	IRVINE

Sheet Number:

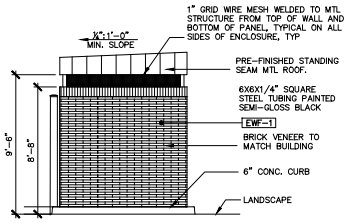
A3.0



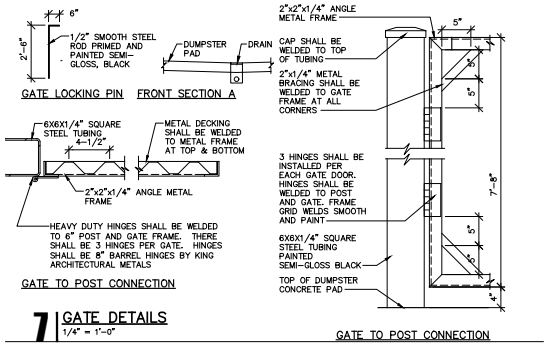
4 REAR ELEVATION
1/4" = 1'-0"



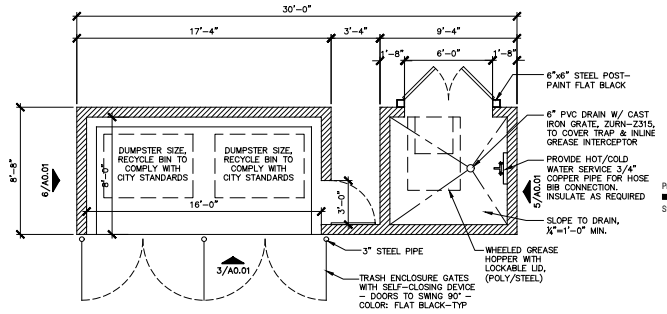
5 RIGHT SIDE ELEVATION
1/4" = 1'-0"



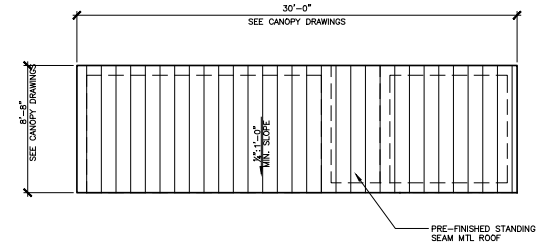
6 LEFT SIDE ELEVATION
1/4" = 1'-0"

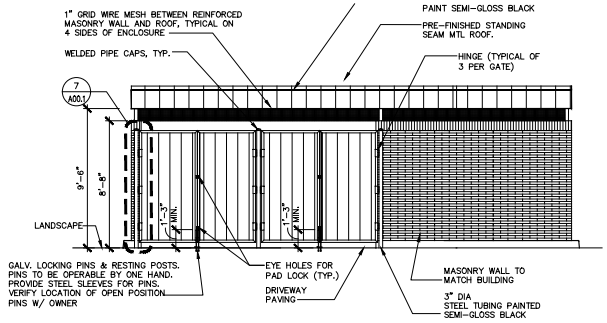


7 GATE DETAILS
1/4" = 1'-0"



1 DUMPSTER ENCLOSURE – PLAN
1/4" = 1'-0"





3 FRONT ELEVATION
1/4" = 1'-0"

Restaurant Support Office
6800 Bishop Road, Plano, TX 75024
Tele: 972-769-3100 Fax: 972-769-3101

Prototype Issue Date: -

Store:

Raising Cane's
2161 N. Rose Avenue
Oxnard, CA 93036
Store #RC402
Prototype 1 CA-HC
ERD 4.0

Professional of Record:

PM DESIGN
Architectural Solutions Group
38 EXECUTIVE PARK
SUITE 310
IRVINE, CA 92614
Contact: Jeff Liederman
(949) 400-7051
jliederman@pmdsgnc.com
Jeff Liederman, Architect

LICENSED ARCHITECT
JEFFREY S. LIEDERMAN
No. C-29534
APR. 30, 2019
CERTIFICATE EXPIRES
STATE OF CALIFORNIA

Prototype Update Phase:	ERD 4.0
Initial Setup Date:	7/24/18
Project Manager:	R.G.

Conceptual Design

Sheet Revisions:

#	Date	Description
	08.3.2018	Conceptual Design
	11.16.2018	Re-submittal dwgs
	2.28.2019	Re-submittal dwgs

Sheet Title:

TRASH ENCLOSURE DETAILS

Project Number: RAC18007.0

Drawn By: IRVINE

Sheet Number:

A5.0

ATTACHMENT "B"

Notices of Exemption

OXNARD PLANNING DIVISION
214 SOUTH C STREET
OXNARD, CALIFORNIA 93030

NOTICE OF EXEMPTION

Project Description:

PZ No. 18-500-06 (SPECIAL USE PERMIT): A request to demolish an existing 6,656 square foot vacant restaurant building and construct a 3,795 square foot bank building with an ATM drive through facility along with new parking and landscaping improvements on property located at 2181 North Rose Avenue (APN 142-0-211-165). Proposed project filed by Stanley Rothbart of Rothbart Development, 10990 Wilshire Boulevard, Suite 1000, Los Angeles, CA 90024.

Finding:

The Planning Division of the Community Development Department of the City of Oxnard has reviewed the above proposed project and found it to be exempt from the provisions of the California Environmental Quality Act (CEQA).

- ☐ Ministerial Project
- ☒ Categorical Exemption
- ☐ Statutory Exemption
- ☐ Emergency Project
- ☐ Quick Disapproval [CEQA Guidelines, 14 Cal. Code of Regs. 15270]
- ☐ No Possibility of Significant Effect [CEQA Guidelines, 14 Cal. Code of Regs. 15061(b)(3)]

Supporting Reasons: In accordance with the California Environmental Quality Act Guidelines and Section 15303 "New Construction or Conversion of Small Structures", of the State CEQA Guidelines. This section pertains to construction of up to four structures of up to 10, 000 square feet in size on sites zoned for such use, not involving significant amounts hazardous substances in urbanized areas with all needed utility services and not surrounded by environmentally sensitive areas.

(Date)	Kathleen Mallory, AICP Planning and Environmental Services Manager

OXNARD PLANNING DIVISION
214 SOUTH C STREET
OXNARD, CALIFORNIA 93030

NOTICE OF EXEMPTION

Project Description:

PZ No. 18-500-08 (SPECIAL USE PERMIT): A request to construct a 3,935 square foot restaurant building with a drive through facility along with new parking and landscaping improvements on property located at 2161 North Rose Avenue (APN 142-0-211-155). Proposed project filed by Stanley Rothbart of Rothbart Development, 10990 Wilshire Boulevard, Suite 1000, Los Angeles, CA 90024.

Finding:

The Planning Division of the Community Development Department of the City of Oxnard has reviewed the above proposed project and found it to be exempt from the provisions of the California Environmental Quality Act (CEQA).

- ☐ Ministerial Project
- ☒ Categorical Exemption
- ☐ Statutory Exemption
- ☐ Emergency Project
- ☐ Quick Disapproval [CEQA Guidelines, 14 Cal. Code of Regs. 15270]
- ☐ No Possibility of Significant Effect [CEQA Guidelines, 14 Cal. Code of Regs. 15061(b)(3)]

Supporting Reasons: In accordance with the California Environmental Quality Act Guidelines and Section 15303 "New Construction or Conversion of Small Structures", of the State CEQA Guidelines. This section pertains to construction of up to four structures of up to 10, 000 square feet in size on sites zoned for such use, not involving significant amounts hazardous substances in urbanized areas with all needed utility services and not surrounded by environmentally sensitive areas.

(Date)	Kathleen Mallory, AICP Planning and Environmental Services Manager

ATTACHMENT "D"

Traffic Study Prepared by ATE
Dated Sept. 25, 2018

SHOPPING AT THE ROSE
CITY OF OXNARD, CALIFORNIA

REVISED TRAFFIC AND CIRCULATION STUDY

September 25, 2018 **ATE Project# 17080**

Prepared for:

Rothbart Development Corporation
10990 Wilshire Boulevard, Suite 1000
Los Angeles, CA 90024

Prepared by:

Darryl F. Nelson
Under direction of:
Richard L. Pool, P.E.

ASSOCIATED TRANSPORTATION ENGINEERS
100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110-1686 • (805) 687-4418 • FAX (805) 682-8509

ASSOCIATED TRANSPORTATION ENGINEERS
100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805) 687-4418 • FAX (805) 682-8509
Since 1978

Richard L. Pool, P.E.
Scott A. Schell, AICP, PTP

September 25, 2018 17080R02

Mr. Stanley Rothbart
Rothbart Development Corporation
10990 Wilshire Boulevard, Suite 1000
Los Angeles, CA 90024

REVISED TRAFFIC AND CIRCULATION STUDY FOR THE SHOPPING AT THE ROSE - CITY OF OXNARD

Associated Transportation Engineers (ATE) is pleased to submit the following revised traffic and circulation study for the Shopping at the Rose. The revised traffic study addresses City staff comments provided on the April 25th 2018 traffic impact study prepared by ATE. The revised traffic study examines the existing and future traffic conditions in the study-area it also assesses the traffic and circulation impacts associated with the Project. It our understanding that the results of the study will be used by the City of Oxnard to process the development application for this Project.

We appreciate the opportunity to assist Rothbart Development Corporation with this Project.

Associated Transportation Engineers

By: Richard L. Pool, P.E.
President

EXECUTIVE SUMMARY

The Project site is located at 1600 Rose Avenue south of U.S. Highway 101 in the City of Oxnard. The Shopping at the Rose was approved as a 592,252 square foot shopping center in 1992. Currently only 536,256 square feet of retail commercial space is developed as shown on the attached site plan. Approximately 55,996 square feet of retail space is entitled and has yet to be developed on the project site. The applicant is proposing to eliminate the 6,656 square foot TGI Fridays Restaurant and construct a 3,795 square foot bank with a drive-through and a 3,925 square foot fast-food restaurant with a drive-through. Access is provided by driveway connections on Rose Avenue and Gonzales Road.

The purpose of this study is to address the project's effect on the adjacent system with specific evaluation of six(6) study-area intersections selected in consultation with City staff. The study-area intersections are U.S. Highway 101 Northbound Ramps/Rose Avenue (signalized), U.S. Highway 101 Southbound Ramps/Rose Avenue, Rose Avenue/Lockwood Street (signalized), Rose Avenue/Gonzales Road (signalized), Gonzales Road/Walmart Driveway (signalized), and Gonzales Road/Williams Drive (signalized). The signalized intersections operate at LOS "C" or better during the A.M. and P.M. peak hour periods. These service levels meet the City's LOS "C" standard.

The proposed tenant uses would generate a total of 2,514 average daily trips (ADT), 225 A.M. peak hour trips, and 220 P.M. peak hour trips. The existing tenant use generates a total of 846 average daily trips (ADT), 0 A.M. peak hour trips, and 66 P.M. peak hour trips. The resulting 1,668 average daily trips, 225 A.M. peak hour trips, and 154 P.M. peak hour trips would be new trips added to the adjacent study-area intersections It was determined that the study-area intersections would continue to operate at the existing levels of service with the addition of project traffic. Based on City of Oxnard impact thresholds, the project will not have a significant impact at any City of Oxnard intersections.

Cumulative traffic forecasts for the City's street system within the study area were developed based on a list of approved and pending projects provided by City staff. The Cumulative analysis found that generally the study-area intersections would operate at LOS "C" or better during the A.M. and P.M. peak hours with Cumulative and Cumulative + Project traffic. However, the Rose Avenue/Lockwood Street study-area intersection is forecast to operate at LOS "D" during the P.M. peak hour period under the Cumulative and Cumulative + Project scenarios. Based on City of Oxnard impact thresholds, the project will not have a significant impact at any City of Oxnard intersections.

Access to the project would be provided by three existing driveway connections on Gonzales Road and two existing driveway connections on Rose Avenue. Access to the two new pad sites will primarily be provided via the signalized Rose Avenue/Lockwood Street-Shopping Center Driveway intersection.

ATE evaluated the on-site queuing at the Rose Avenue/Lockwood Street-Shopping Center Driveway and the adjacent internal all-way STOP-sign controlled intersection with Cumulative + Project traffic volumes utilizing the "Synchro" traffic analysis software program to review operations. "Synchro" is a complete software package for modeling and optimizing traffic signal timings, and is the only interactive software package to model actuated signals. "Synchro" implements the operations methods of the Highway Capacity Manual (Chapter 9) for signalized intersections, performing the industry standard evaluation of intersection performance based on Webster delays. The queuing analysis found that there is sufficient distance between the Rose Avenue/Lockwood Street and internal shopping center intersections to store vehicles during red phases. The existing 300 feet of storage was determined to also be sufficient.

Based on drive though queue study data it is concluded that the vehicle storage area proposed for the dual order board drive-through lanes would provide adequate space to accommodate the queues observed at the various site during the majority of the peak periods. Should a queue of 18 vehicles be experienced at the Project site, the 19th car in line would not block parking spaces in the parking area located closest to the drive-through lane entrance or the travel lane. It is however anticipated that 19 car vehicle queue would be an infrequent occurrence given the size of the proposed fast-food restaurant and would not cause significant circulation problems in this area. The project site plan shows that 19 vehicles can be accommodated within the proposed drive-through storage area.

There is little published data currently available documenting vehicle queues at drive-thru ATM facilities. In order to determine the queue storage requirements for the proposed drive-thru ATM, queuing data from a study conducted at a similar location (Chase Bank facility) located in the City of Norco, California was used. Similar to the proposed bank facility, the Norco drive-thru ATM is located within a shopping center parking lot. The Norco drive-thru ATM facility provides a queue storage area for 4 vehicles. The average queues observed at the Norco ATM drive-thru facility ranged between 1 to 3 vehicles during the peak Friday afternoon period. The peak queues observed at the Norco Chase Bank drive-thru ATM facility ranged between 2 to 4 vehicles during the peak Friday afternoon period. Based on the daily activity levels anticipated at the Project site, the queue would be 3 vehicles or less during most time periods and the 4-vehicle stacking area proposed at the Project location would accommodate the queues.

TABLE OF CONTENTS

INTRODUCTION 1

PROJECT DESCRIPTION 1

EXISTING CONDITIONS 1
Existing Street Network 1
Existing Volumes and Intersection Levels of Service 4

IMPACT THRESHOLD CRITERIA 7

PROJECT GENERATED TRAFFIC VOLUMES 7
Project Trip Generation 7
Project Trip Distribution and Assignment 8

PROJECT-SPECIFIC ANALYSIS 8
Existing + Project Volumes and Intersection Levels of Service 8

CUMULATIVE (EXISTING + APPROVED/PENDING PROJECTS) CONDITIONS 12
Cumulative Projects Trip Generation 12
Cumulative Volumes and Intersection Levels of Service 14

CUMULATIVE + PROJECT ANALYSIS 14
Cumulative + Project Volumes and Intersection Levels of Service 14

SITE ACCESS AND CIRCULATION 17

VENTURA COUNTY GENERAL PLAN CONSISTENCY 22

VENTURA COUNTY CONGESTION MANAGEMENT PROGRAM 22
Intersection Operations 22

REFERENCES AND PERSONS CONTACTED 23

TECHNICAL APPENDIX 24

LIST OF TABLES

Table 1 Existing Peak Hour Levels of Service 7
Table 2 Project Trip Generation Estimates 8
Table 3 Existing + Project A.M. Peak Hour Levels of Service 11
Table 4 Existing + Project P.M. Peak Hour Levels of Service 11
Table 5 Approved/Pending Development Projects Trip Generation 12
Table 6 Cumulative Peak Hour Levels of Service 14
Table 7 Cumulative + Project A.M. Peak Hour Levels of Service 16
Table 8 Cumulative + Project P.M. Peak Hour Levels of Service 16
Table 9 On-Site Vehicle Queues 17
Table 10 Fast-food Restaurant with Drive Through Queue Study Results 18
Table 11 Norco Chase Bank Drive-Thru ATM Activity Levels 20
Table 12 Norco Chase Bank Drive-Thru ATM Queue Study Results 21

LIST OF FIGURES

Figure 1 Existing Street Network/Project Site Location 2
Figure 2 Project Site Plan 3
Figure 3 Intersection Lane Geometries and Traffic Controls 5
Figure 4 Existing Traffic Volumes 6
Figure 5 Project Trip Distribution and Assignment 9
Figure 6 Existing + Project Traffic Volumes 10
Figure 7 Cumulative Traffic Volumes 13
Figure 8 Cumulative + Project Traffic Volumes 15
Figure 9 Project Site Plan 19

INTRODUCTION

The following study contains an analysis of the potential traffic and circulation impacts associated with the Shopping at the Rose Project proposed in the City of Oxnard, California. The guidelines set forth in Oxnard's Traffic Impact Study standards were utilized in formatting the various sections of this report. The traffic study provides information relative to Existing, Existing + Project, Cumulative (Existing + Approved/Pending Projects) and Cumulative + Project (Existing + Approved/Pending Projects + Project) conditions. Site access and circulation are also addressed in this traffic study.

PROJECT DESCRIPTION

As shown on Figure 1, the project site is located at 1600 Rose Avenue south of U.S. Highway 101 in the City of Oxnard. The Shopping at the Rose was approved as a 592,252 square foot shopping center in 1992. Currently only 536,256 square feet of retail commercial space is developed as shown on the attached site plan. Approximately 55,996 square feet of retail space is entitled and has yet to be developed on the project site. The applicant is proposing to eliminate the 6,656 square foot TGI Fridays Restaurant and construct a 3,795 square foot bank with a drive-through and a 3,925 square foot fast-food restaurant with a drive-through. Figure 2 illustrates the conceptual site plan. Access is provided by driveway connections on Rose Avenue and Gonzales Road.

EXISTING CONDITIONS

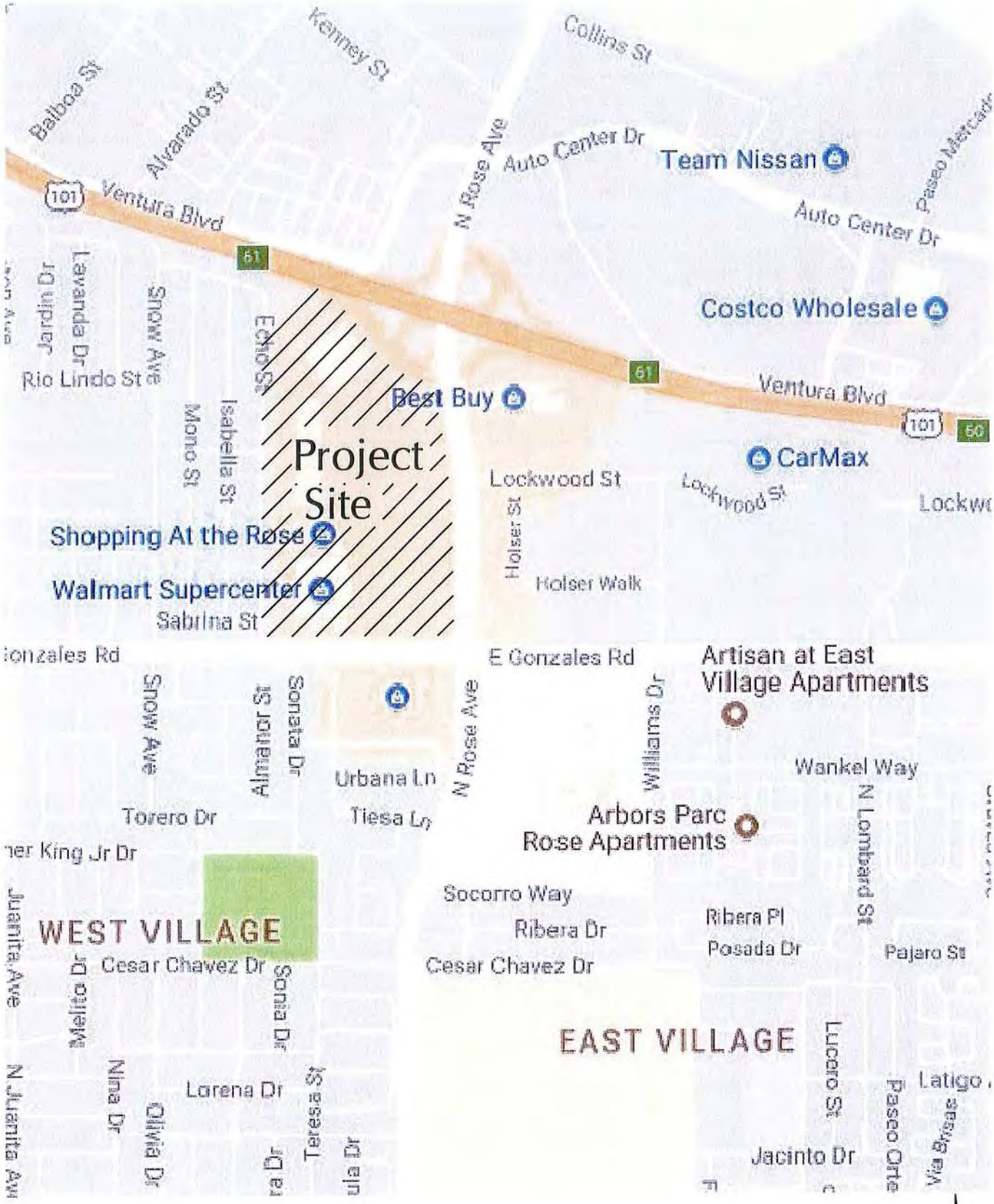
Existing Street Network

The project site is served by a circulation system comprised of highways, arterial streets, and collector streets. The major roadways serving the site are discussed in the following text.

U.S. Highway 101, located north of the Project site is a multi-lane freeway which serves as a major arterial for the City and its principal inter city route along the California Coast. The segment of U.S. Highway 101 within the study-area is 6-lanes wide. Regional access to the project site is provided via the Rose Avenue interchange.

Rose Avenue, located adjacent to the Project site is a 2- to 6-lane north-south arterial roadway extending from Pleasant Valley Road north to State Route 118 (Los Angeles Avenue). Within the study-area, Rose Avenue is signalized at the U.S. Highway 101 ramps, Lockwood Street and Gonzales Road. Primary access to the new pad sites will be provided via the Rose Avenue/Lockwood Street intersection.

Gonzales Road, located adjacent to the Project site is a 2- to 6-lane east-west arterial roadway from Harbor Boulevard to Rice Avenue. Within the study-area, Gonzales Road is signalized at Rice Avenue and the Walmart Driveway.

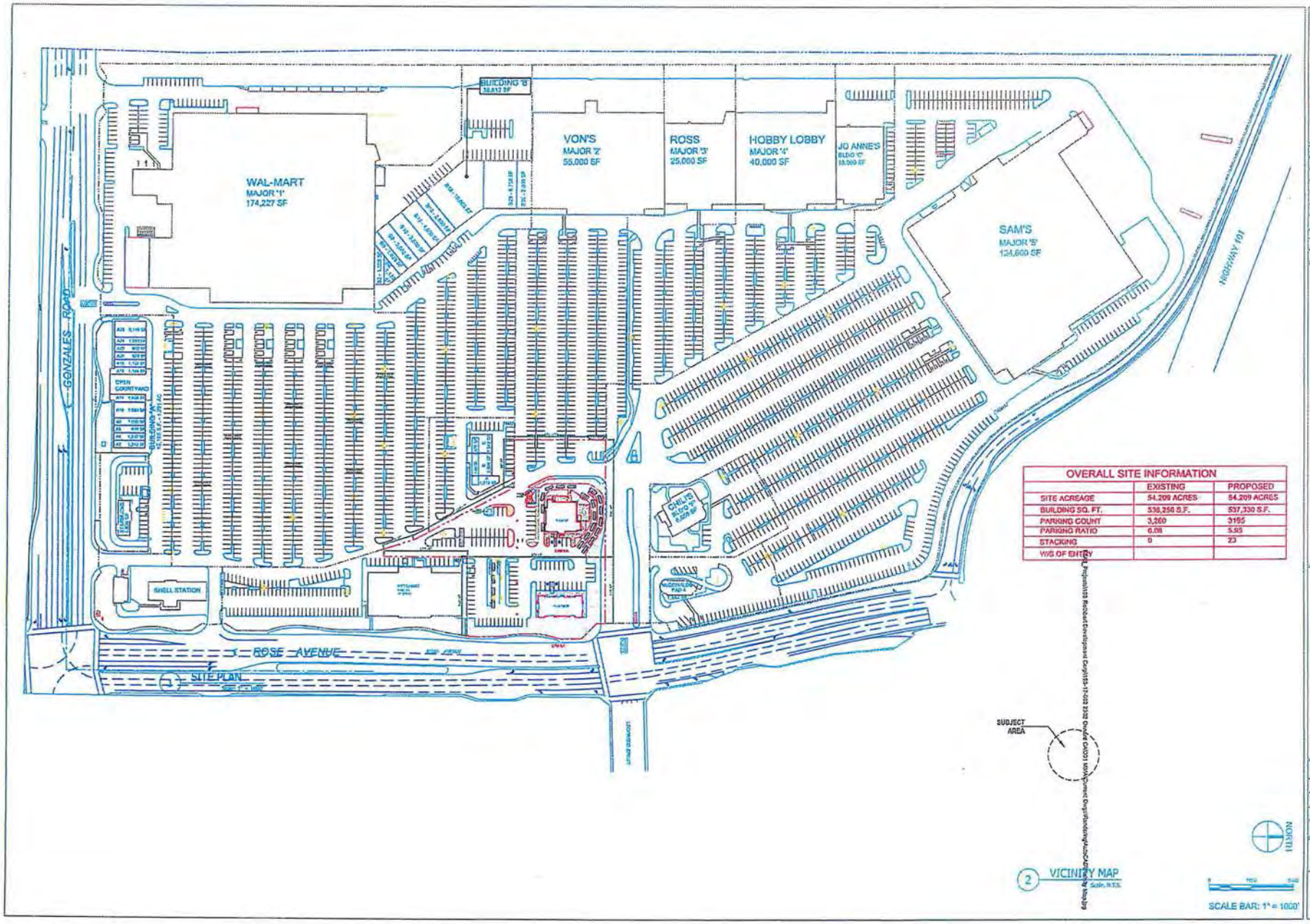


ASSOCIATED TRANSPORTATION ENGINEERS

EXISTING STREET NETWORK AND PROJECT SITE LOCATION

FIGURE 1

EKM - ATE#17080



OVERALL SITE INFORMATION		
	EXISTING	PROPOSED
SITE ACREAGE	54.209 ACRES	54.209 ACRES
BUILDING SQ. FT.	530,256 S.F.	537,330 S.F.
PARKING COUNT	3,260	3195
PARKING RATIO	6.08	5.95
STACKING	0	23
W/S OF ENTRY		

ASSOCIATED
TRANSPORTATION
ENGINEERS

PROJECT SITE PLAN

FIGURE 2

EKM - ATE#17080

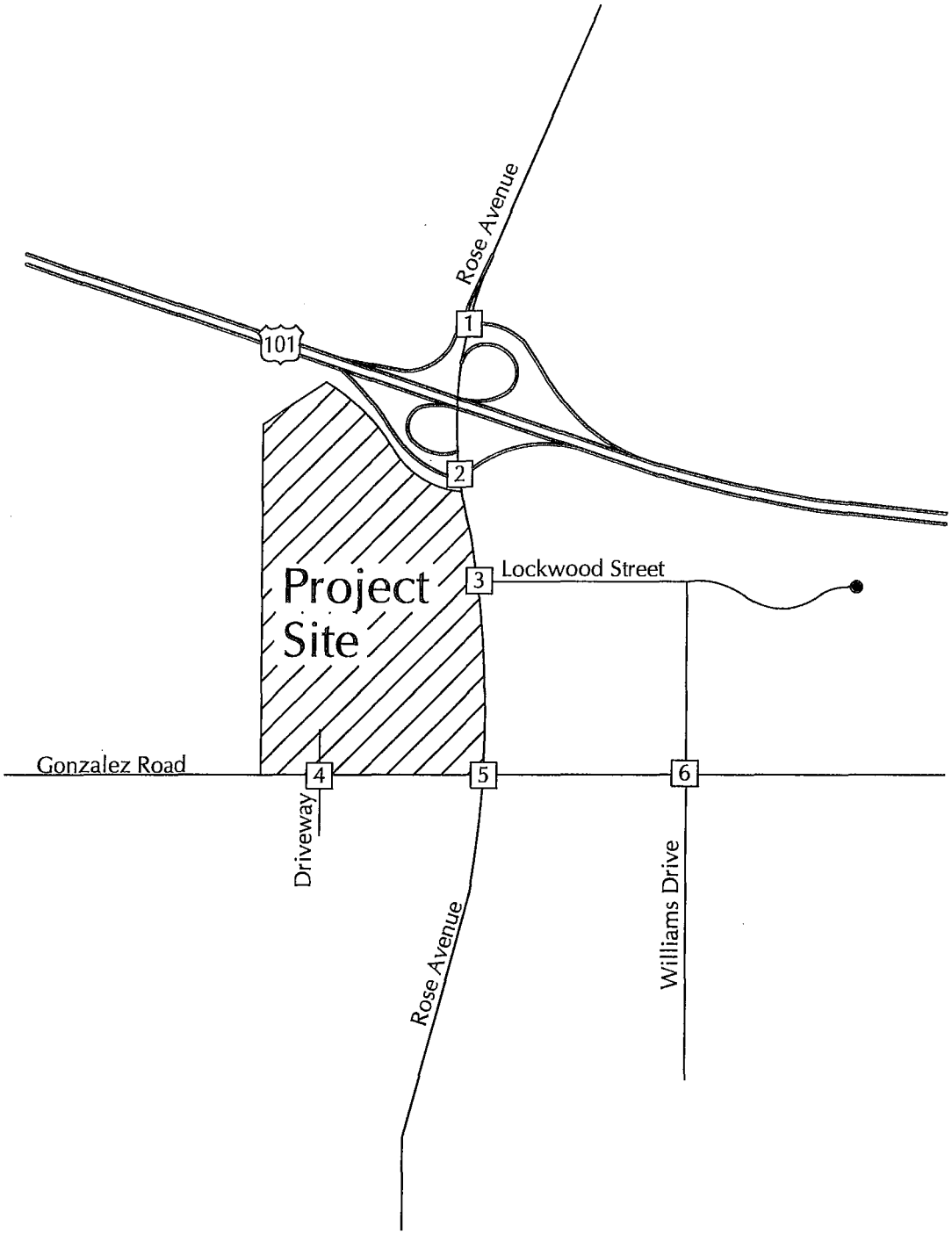
Lockwood Street, located east of the Project site is a 2-lane east-west roadway. Lockwood Street provides access to commercial uses east of Rose Avenue. Within the study-area, Lockwood Street is signalized at Rose Avenue.

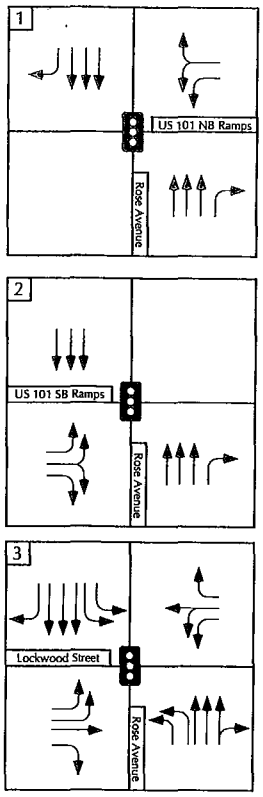
Williams Drive, located east of the project site is a 2-lane north-south roadway. Williams Drive extends south from Lockwood Street to Cesar Chavez Drive. The Gonzales Road/Williams Dive intersection is signalized.

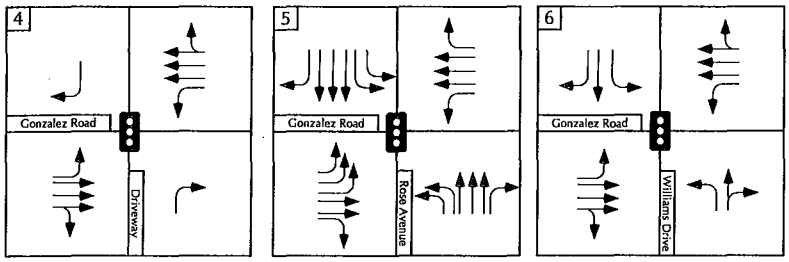
Existing Volumes and Intersection Levels of Service

Because traffic flow on urban arterials is most constrained at intersections, a detailed analysis of traffic flows must examine the operating conditions of critical intersections during peak travel periods. In determining the operational characteristics of an intersection, "Levels of Service" (LOS) A through F are applied, with LOS A indicating very good operations and LOS F indicating poor operations. More complete definitions of levels of service are contained in the Technical Appendix.

Figure 3 illustrates the existing traffic controls and geometries for the 6 study-area intersections. The existing A.M. and P.M. peak hour traffic volumes at the study-area intersections are shown on Figure 4. These peak hour volumes were collected in November of 2017 by ATE. Existing levels of service for the study-area intersections were calculated using the Intersection Capacity Utilization (ICU) methodologies required by the City of Oxnard. Worksheets illustrating the level of service calculations are contained in the Technical Appendix for reference. Table 1 lists the level of service for the study-area intersections.







LEGEND

- Signalized Intersection
- Lane Geometry

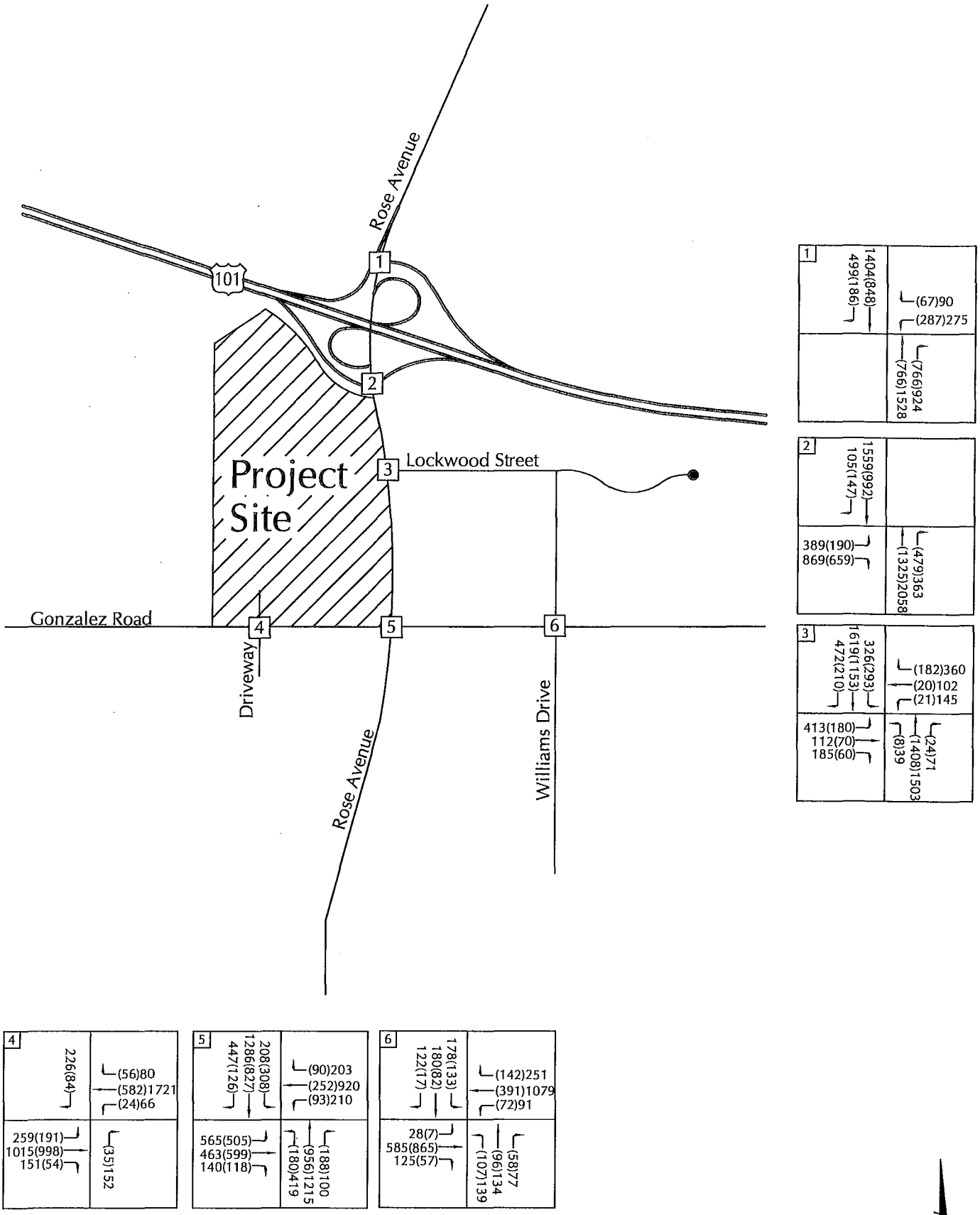
N
NOT TO SCALE

ASSOCIATED TRANSPORTATION ENGINEERS

INTERSECTION LANE GEOMETRIES AND TRAFFIC CONTROLS

FIGURE 3

EKM - ATE#17080



ASSOCIATED TRANSPORTATION ENGINEERS

Existing Traffic Volumes

FIGURE 4

EKM - ATE#17080

Table 1
Existing Peak Hour Levels of Service

	Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
			ICU/Delay	LOS	ICU/Delay	LOS
1.	U.S. Highway 101 NB Ramps/Rose Ave.	Signal	7.5 sec.	LOS A	7.4 sec.	LOS A
2.	U.S. Highway 101 SB Ramps/Rose Ave.	Signal	12.3 sec.	LOS B	20.2 sec.	LOS C
3.	Rose Ave./Lockwood St.	Signal	0.56	LOS A	0.78	LOS C
4.	Rose Ave./Gonzales Rd.	Signal	0.54	LOS A	0.71	LOS C
5.	Gonzales Rd./Walmart Driveway	Signal	0.38	LOS A	0.55	LOS A
6.	Gonzales Rd./Williams Dr.	Signal	0.42	LOS A	0.54	LOS A

The study-area intersections currently operate at LOS "C" or better during the peak hour periods.

IMPACT THRESHOLD CRITERIA

City of Oxnard. The City's criteria for evaluating project impacts 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 impacts 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 mitigated 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.

PROJECT GENERATED TRAFFIC VOLUMES

Trip generation estimates were calculated for the proposed tenant uses and the existing tenant use within the shopping center based on the rates presented in the Institute of Transportation Engineers (ITE), Trip Generation, 9th Edition for High-Turnover Restaurant (Land-Use Code #932), Drive-In Bank (Land Use Code #912) and Fast-Food Restaurant with Drive Through Window (Land Use Code #934)[1]. Table 2 summarizes and compares the average daily trips (ADT), A.M. and P.M. peak hour trip generation estimates for the proposed tenant uses and the existing tenant use in the Shopping at the Rose.

[1] Trip Generation, Institute of Transportation Engineers, 9th Edition, 2013.

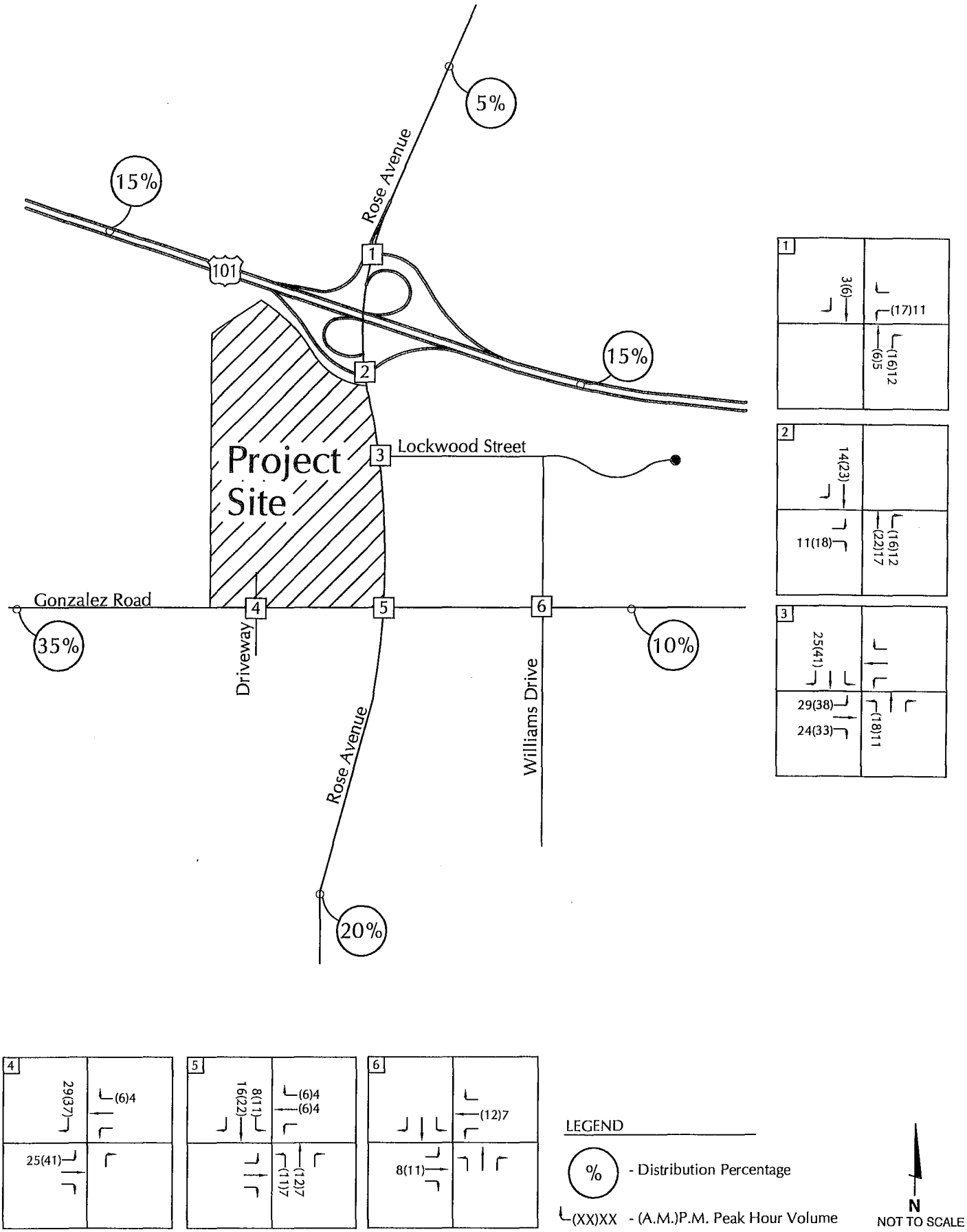
Table 2
Project Trip Generation

Land Use	Size	ADT		A.M. Peak Hour		P.M. Peak Ho ur	
		Rate	Trips	Rate	Trips	Rate	Trips
Existing Use: TGIF	6,656 sq.ft.	127.15	846	0.00	00 (00/00)	9.86	66 (40/26)
Total Existing Trip Generation:			**846**		**00 (00/00)**		**66 (40/26)**
Proposed Use: Fast-Food Restaurant	3,935 sq.ft.	496.12	1,952	45.42	179 (91/88)	32.65	128 (66/62)
Proposed Use: Drive-In Bank	3,795 sq.ft.	148.15	562	12.08	46 (26/20)	24.30	92 (46/46)
Total Project Trip Generation:			**2,514**		**225 (117/108)**		**220 (112/108)**
Net New Project Trips:			**+1,668**		**+225(117/108)**		**+154 (72/82)**

The data presented in Table 2 shows that the proposed tenant uses would generate a total of 2,514 average daily trips (ADT), 225 A.M. peak hour trips, and 220 P.M. peak hour trips. The existing tenant use generates a total of 846 average daily trips (ADT), 0 A.M. peak hour trips, and 66 P.M. peak hour trips. The resulting 1,668 average daily trips, 225 A.M. peak hour trips, and 154 P.M. peak hour trips would be new trips added to the adjacent study-area intersections.

Project Trip Distribution and Assignment

The project-generated A.M. and P.M. peak hour traffic volumes were distributed and 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. Figure 5 illustrates the trip distribution and assignment assumed for the project's trips. Figure 6 illustrates the Existing + Project traffic volumes.

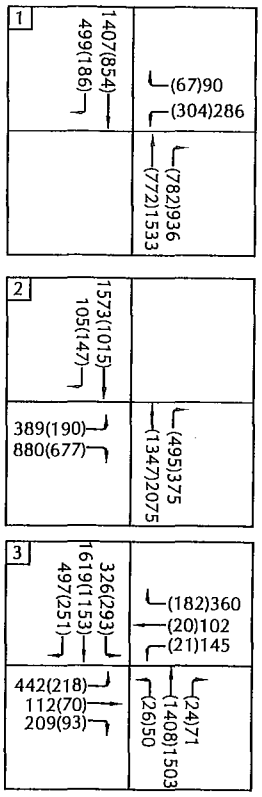


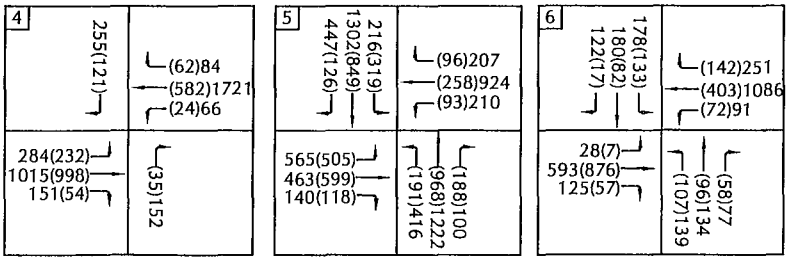
ASSOCIATED TRANSPORTATION ENGINEERS

Project Trip Distribution and Assignment

FIGURE 5

EKM - ATE#17080





LEGEND

└(XX)XX - (A.M.)P.M. Peak Hour Volume

N

NOT TO SCALE

ASSOCIATED TRANSPORTATION ENGINEERS

Existing + Project Traffic Volumes

FIGURE 6

EKM - ATE#17080

PROJECT-SPECIFIC ANALYSIS

Existing + Project Volumes and Intersection Levels of Service

Levels of Service for the study-area intersections were calculated using the Existing + Project peak hour volumes. Tables 3 and 4 present the results of the calculations and identifies project-specific impacted intersections based on the City's impact criteria. Worksheets showing the level of service calculations are contained in the Technical Appendix for reference. Figure 6 illustrates the Existing + Project peak hour traffic volumes at the study-area intersections.

Table 3
Existing + Project A.M. Peak Hour Levels of Service

	Intersection	Existing		Existing + Project		ICU Change	Impact
		ICU/Delay	LOS	ICU/Delay	LOS		
1.	U.S. Highway 101 NB Ramps/Rose Ave.	7.5 sec.	LOS A	7.7 sec.	LOS A	N/A	NO
2.	U.S. Highway 101 SB Ramps/Rose Ave.	12.3 sec.	LOS B	13.0 sec.	LOS B	N/A	NO
3.	Rose Ave./Lockwood St.	0.56	LOS A	0.57	LOS A	0.01	NO
4.	Rose Ave./Gonzales Rd.	0.54	LOS A	0.55	LOS A	0.01	NO
5.	Gonzales Rd./Walmart Driveway	0.38	LOS A	0.41	LOS A	0.03	NO
6.	Gonzales Rd./Williams Dr.	0.42	LOS A	0.42	LOS A	0.00	NO

Table 4
Existing + Project P.M. Peak Hour Levels of Service

	Intersection	Existing		Existing + Project		ICU Change	Impact
		ICU/Delay	LOS	ICU/Delay	LOS		
1.	U.S. Highway 101 NB Ramps/Rose Ave.	7.4 sec.	LOS A	7.5 sec.	LOS A	N/A	NO
2.	U.S. Highway 101 SB Ramps/Rose Ave.	20.2 sec.	LOS C	20.6 sec.	LOS C	N/A	NO
3.	Rose Ave./Lockwood St.	0.78	LOS C	0.79	LOS C	0.01	NO
4.	Rose Ave./Gonzales Rd.	0.71	LOS C	0.72	LOS C	0.01	NO
5.	Gonzales Rd./Walmart Driveway	0.55	LOS A	0.58	LOS A	0.03	NO
6.	Gonzales Rd./Williams Dr.	0.54	LOS A	0.54	LOS A	0.00	NO

The data presented in Tables 3 and 4 shows that the project will not have a significant impact at any of the study-area intersections. The study-area intersections will continue to operate at LOS "C" or better during the peak hour periods.

CUMULATIVE (EXISTING + APPROVED/PENDING PROJECTS) CONDITIONS

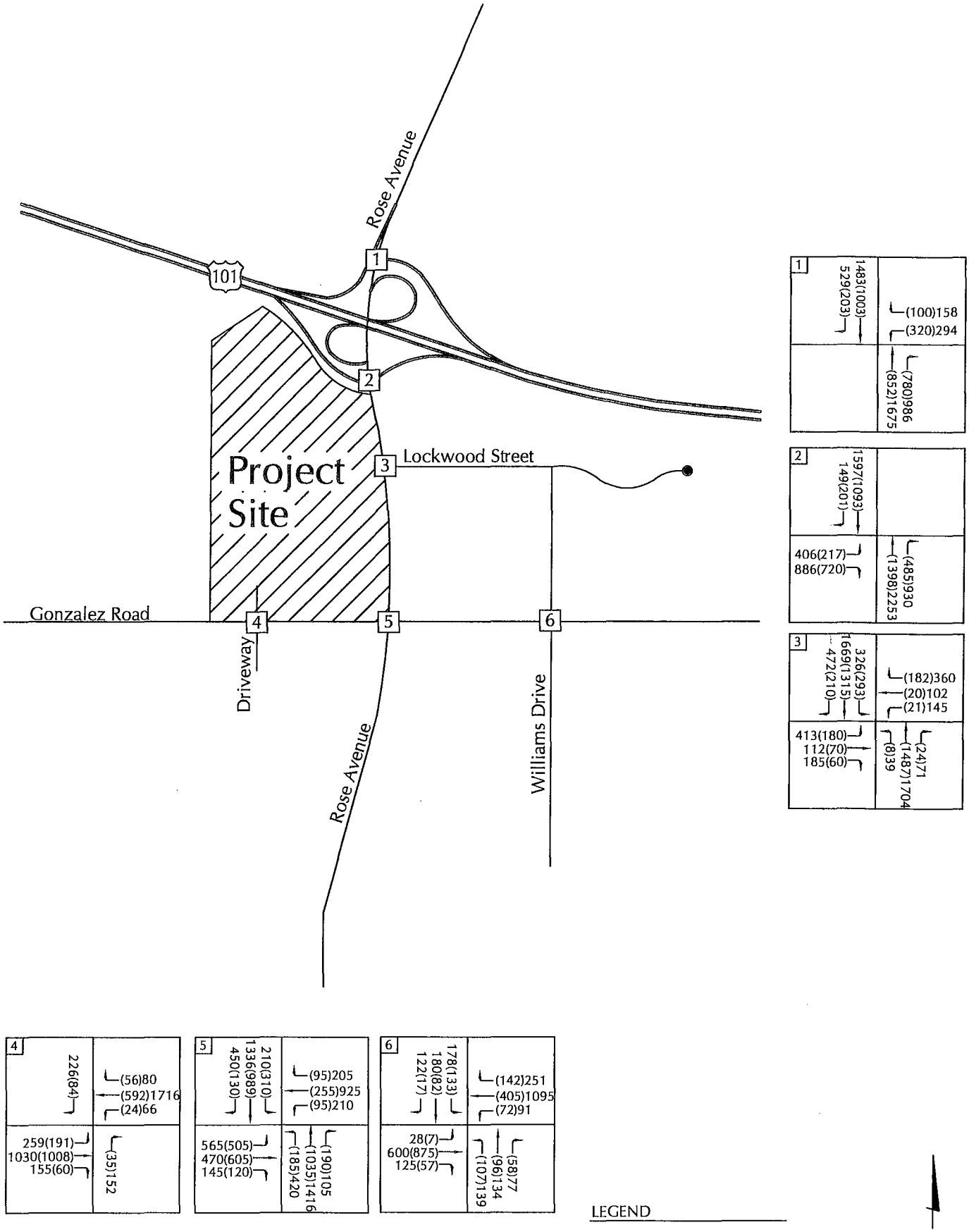
Cumulative Projects Trip Generation

The City of Oxnard requires that the intersections be analyzed with the addition of traffic generated by projects which have been approved or are pending within the project study-area. Trip generation estimates were developed for the cumulative developments using the rates presented in the ITE, Trip Generation, 9th Edition. Table 5 summarizes the average daily, A.M. and P.M. peak hour trip generation estimates for the approved/pending projects.

Table 5
Approved/Pending Development Projects Trip Generation

No.	Project	Land Use	Size	ADT	Peak Hour A.M.	Peak Hour P.M.
1.	Las Cortes Phase I	Multi-Family Res.	144 Units	958	73	89
2.	Pacific Senior Living	Assisted Living	80 Units	219	14	23
3.	Batelaan Property	Warehouse	3,000 S.F.	11	1	1
4.	Glovis New Car Transit	Parking	3.9 ACRES	200	25	10
6.	Audi of Oxnard	Trip Generation taken from ATE TIA		939	76	97
7.	Aldi Market	Grocery Store	1,648 S.F.	168	6	16
8.	Gold Coast Transit	Trip Generation taken from Penfield & Smith TIA		2,263	153	78
9.	Trinity Plaza	Church	7,400 S.F.	67	4	4
10.	Cabot Industrial	Warehouse	24,518 S.F.	87	7	8
11.	Pacific Water Conditioning	Warehouse	25,158 S.F.	90	8	8
12.	Mission Produce	Warehouse	230,000 S.F.	819	69	74
			Total Trips:	5,821	436	408

The data presented in Table 5 indicates that the approved/pending projects would generate a total of 5,821 average daily trips, 436 A.M. peak hour trips and 408 P.M. peak hour trips. The traffic generated by the approved/pending projects was distributed and assigned to the study-area intersections. The trip assignment for the cumulative development projects was developed based on the location of each project data presented in 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.



ASSOCIATED TRANSPORTATION ENGINEERS

CUMULATIVE TRAFFIC VOLUMES

FIGURE 7

EKM - ATE#17080

Cumulative Volumes and Intersection Levels of Service

Levels of service for the Cumulative scenario peak hour traffic volumes were calculated at each of the intersections. LOS worksheets are attached in the Technical Appendix. Table 6 lists the Cumulative ICU and LOS for each intersection.

Table 6
Cumulative Peak Hour Levels of Service

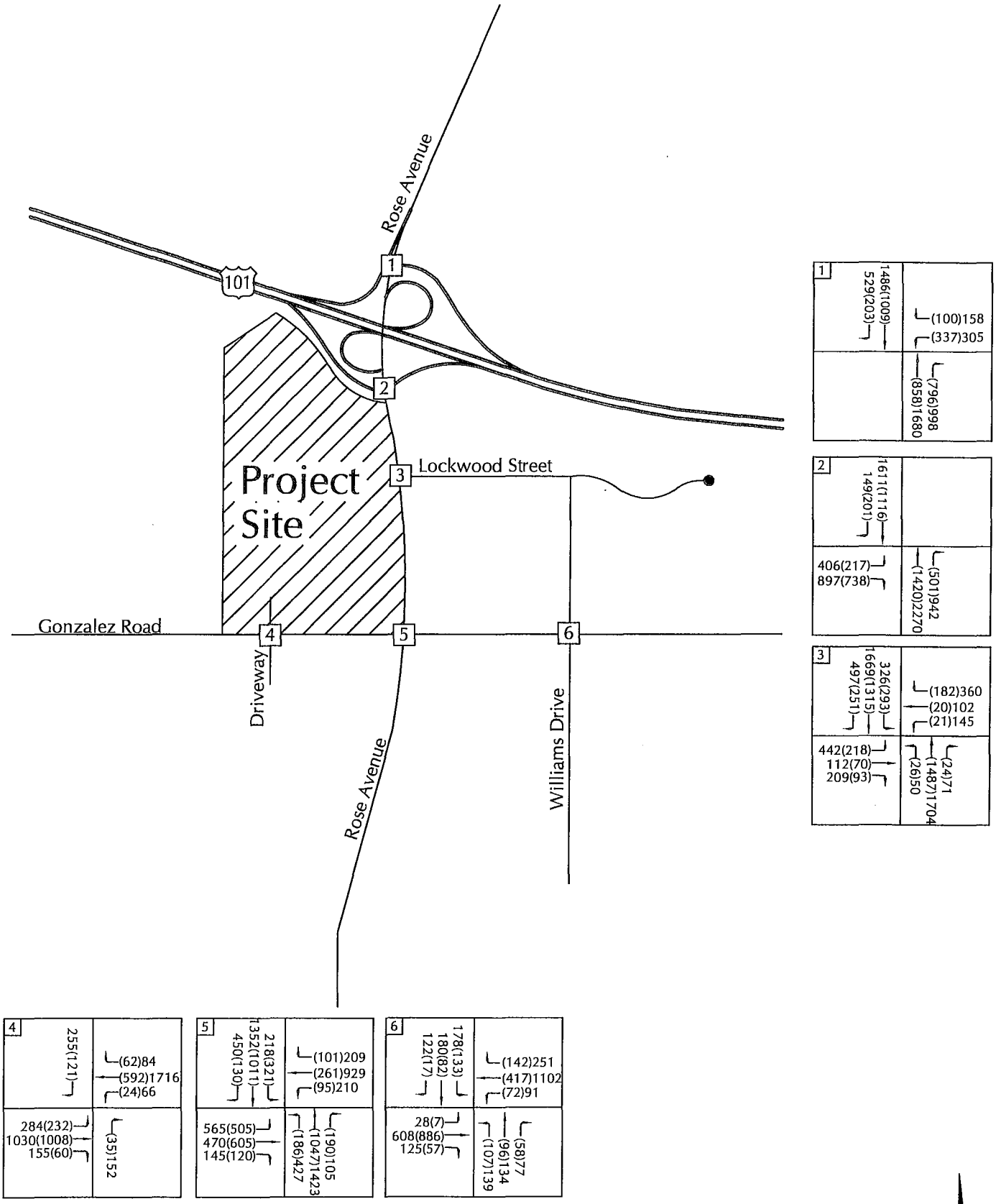
Intersection		Control	A.M. Peak Hour		P.M. Peak Hour	
			ICU/Delay	LOS	ICU/Delay	LOS
1.	U.S. Highway 101 NB Ramps/Rose Ave.	Signal	8.2 sec.	LOS A	8.6 sec.	LOS A
2.	U.S. Highway 101 SB Ramps/Rose Ave.	Signal	13.9 sec.	LOS B	22.9 sec.	LOS C
3.	Rose Ave./Lockwood St.	Signal	0.58	LOS A	0.83	LOS D
4.	Rose Ave./Gonzales Rd.	Signal	0.56	LOS A	0.72	LOS C
5.	Gonzales Rd./Walmart Driveway	Signal	0.31	LOS A	0.68	LOS B
6.	Gonzales Rd./Williams Dr.	Signal	0.42	LOS A	0.54	LOS A

The data presented in Table 6 indicate that with the Rose Avenue/Lockwood Street study-area intersection is forecast to operate at LOS "D" during the P.M. peak hour period under the Cumulative scenario. The remaining study-area intersections are forecast to operate at LOS "C" or better during the peak hour periods.

CUMULATIVE + PROJECT ANALYSIS

Cumulative + Project Volumes and Intersection Levels of Service

Levels of Service for the study-area intersections were calculated using the Cumulative + Project peak hour volumes. Tables 7 and 8 present the results of the calculations and identifies project-specific impacted intersections based on the City's impact criteria. Worksheets showing the level of service calculations are contained in the Technical Appendix for reference. Figure 8 illustrates the Cumulative + Project peak hour traffic volumes at the study-area intersections.



LEGEND

└(XX)XX - (A.M.)P.M. Peak Hour Volume

N
NOT TO SCALE

ASSOCIATED TRANSPORTATION ENGINEERS

CUMULATIVE + PROJECT TRAFFIC VOLUMES

FIGURE 8

EKM - ATE#17080

Table 7
Cumulative + Project A.M. Peak Hour Levels of Service

	Intersection	Cumulative		Cumulative + Project		ICU Change	Impact
		ICU/Delay	LOS	ICU/Delay	LOS		
1.	U.S. Highway 101 NB Ramps/Rose Ave.	8.2 sec.	LOS A	9.0 sec.	LOS A	N/A	NO
2.	U.S. Highway 101 SB Ramps/Rose Ave.	13.9 sec.	LOS B	13.6 sec.	LOS B	N/A	NO
3.	Rose Ave./Lockwood St.	0.58	LOS A	0.59	LOS A	0.01	NO
4.	Rose Ave./Gonzales Rd.	0.56	LOS A	0.57	LOS A	0.01	NO
5.	Gonzales Rd./Walmart Driveway	0.31	LOS A	0.36	LOS A	0.05	NO
6.	Gonzales Rd./Williams Dr.	0.42	LOS A	0.42	LOS A	0.00	NO

Table 8
Cumulative + Project P.M. Peak Hour Levels of Service

	Intersection	Cumulative		Cumulative + Project		ICU Change	Impact
		ICU/Delay	LOS	ICU/Delay	LOS		
1.	U.S. Highway 101 NB Ramps/Rose Ave.	8.6 sec.	LOS A	9.1 sec.	LOS A	N/A	NO
2.	U.S. Highway 101 SB Ramps/Rose Ave.	22.9 sec.	LOS C	23.3 sec.	LOS C	N/A	NO
3.	Rose Ave./Lockwood St.	0.83	LOS D	0.84	LOS D	0.01	NO
4.	Rose Ave./Gonzales Rd.	0.72	LOS C	0.73	LOS C	0.01	NO
5.	Gonzales Rd./Walmart Driveway	0.68	LOS B	0.71	LOS C	0.03	NO
6.	Gonzales Rd./Williams Dr.	0.54	LOS A	0.54	LOS A	0.00	NO

The data presented in Tables 7 and 8 shows that the project will not have a significant impact at any City of Oxnard intersections. The Rose Avenue/Lockwood Street study-area intersection will continue to operate at LOS "D" during the P.M. peak hour period under the Cumulative + Project scenario. The remaining study-area intersections will continue to operate at LOS "C" or better during the peak hour periods.

SITE ACCESS AND CIRCULATION

As illustrated on Figure 2, access to the project would be provided by three existing driveway connections on Gonzales Road and two existing driveway connections on Rose Avenue. Access to the two new pad sites will primarily be provided via the signalized Rose Avenue/Lockwood Street-Shopping Center Driveway intersection.

ATE evaluated the on-site queuing at the Rose Avenue/Lockwood Street-Shopping Center Driveway and the adjacent internal all-way STOP-sign controlled intersection with Cumulative + Project traffic volumes utilizing the "Synchro" traffic analysis software program to review operations. "Synchro" is a complete software package for modeling and optimizing traffic signal timings and an interactive software package to model actuated signals. "Synchro" implements the operations methods of the Highway Capacity Manual (Chapter 9) for signalized intersections, performing the industry standard evaluation of intersection performance based on Webster delays. In addition to calculating capacity, "Synchro" also optimizes cycle lengths, splits and offsets (similar to TRANSYT).

Table 9 shows the 95th percentile queue lengths for the eastbound approach at the Rose Avenue/Lockwood Street-Shopping Center Driveway intersection and the westbound approach of the internal intersection with the A.M. and P.M. peak hour volumes. The 95th percentile queue length is the queue that is exceeded 5% of the time during the peak hour. For example, the Rose Avenue/Lockwood Street-Shopping Center Driveway intersection runs at a 90-second cycle length during the A.M. peak hour, or 40 cycles per hour. The 95th percentile queue length would occur 2 times during the peak hour (40 cycles x 5% = 1.5 cycles) at this location.

Table 9
On-Site Vehicle Queues

Intersection	Approach	Storage	95% Queue Length	
			A.M. Peak Hour	P.M. Peak Hour
Rose Avenue/Shopping Center Driveway	Eastbound	300 feet	135 feet	217 feet
Internal Shopping Center	Westbound	300 feet	77 feet	185 feet

The queuing analysis found that there is sufficient distance between the Rose Avenue/Lockwood Street and internal shopping center intersections to store vehicles during red phases. The existing 300 feet of storage was determined to also be sufficient.

Fast-Food Restaurant Drive-Through Queue Analysis

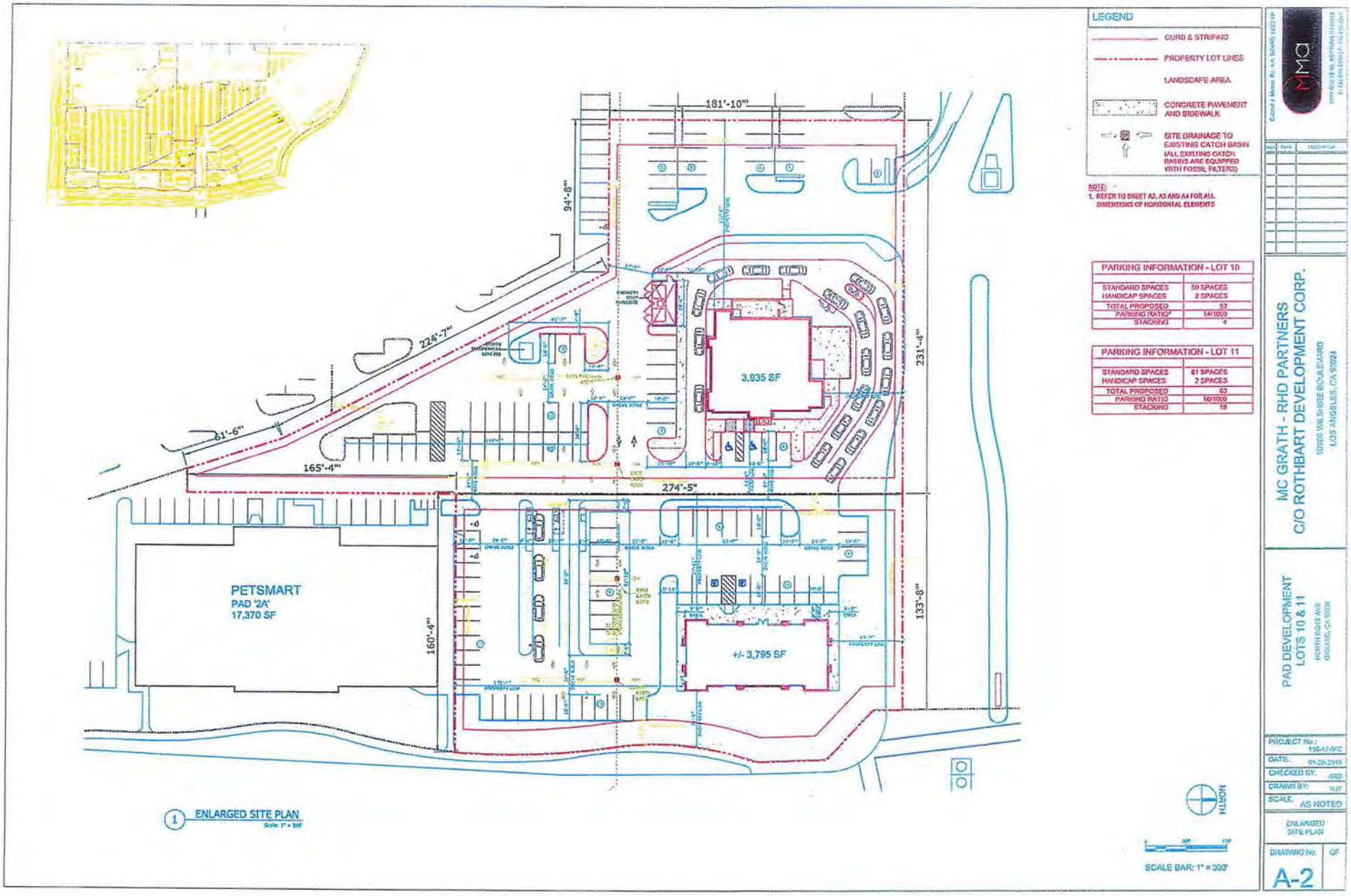
Drive through vehicle queue data was collected by ATE at several fast-food restaurant with drive through lanes to determine if the storage area provided at the proposed fast-food restaurant would be sufficient. The sites included a McDonald's in Fountain Valley on Brookhurst Street, a Goleta McDonald's on Fairview Avenue, a Santa Maria site located within a Costco shopping center, and a site in Canoga Park located within a shopping center development. Table 10 summarizes the queue data.

Table 10
Fast-Food Restaurant with Drive Though Queue Study Results

Restaurant Location	Vehicles in Queue	
	Average	Maximum
Fountain Valley	2 Vehicles	5 Vehicles
Goleta	6 Vehicles	12 Vehicles
Santa Maria	3 Vehicles	9 Vehicles
Canoga Park	6 Vehicles	10 Vehicles
Average	**4 Vehicles**	**9 Vehicles**

The data presented in Table 10 indicate that the peak queue observed at the Fountain Valley site was 5 vehicles, 12 vehicles at the Goleta site, while the peak queues observed at the Santa Maria and Canoga Park sites were 9 and 10 vehicles, respectively. Review of the ATE field data show the maximum 12-vehicle queue in Goleta occurred at 12:15 P.M. and lasted for 1 minute and 30 seconds. The average queues observed at the four sites ranged from 2 to 6 vehicles. The measured vehicle queue is from the pick-up window.

Based on the study data reviewed above and the site design illustrated on Figure 9 for the proposed fast-food restaurant, it is concluded that the vehicle storage area proposed for the dual order board drive-through lanes would provide adequate space to accommodate the queues observed at the various site during the majority of the peak periods. Should a queue of 18 vehicles be experienced at the Project site, the 19th car in line would not block parking spaces in the parking area located closest to the drive-through lane entrance or the travel lane. It is however anticipated that 19 car vehicle queue would be an infrequent occurrence given the size of the proposed fast-food restaurant and would not cause significant circulation problems in this area. The project site plan shows that 19 vehicles can be accommodated within the proposed drive-through storage area.



ASSOCIATED
TRANSPORTATION
ENGINEERS

PROJECT SITE CIRCULATION

FIGURE 9

EKM - ATE#17080

Bank Drive-Through Queue Analysis

There is little published data currently available documenting vehicle queues at drive-thru ATM facilities. In order to determine the queue storage requirements for the proposed drive-thru ATM, queuing data from study was conducted at a similar location (Chase Bank facility) located in the City of Norco, California. It is noted that the Norco facility is one of the busiest remote ATMs operated by Chase Bank and thus provides a conservative analysis of queues and storage needs for the Project site. Similar to the proposed bank facility, the Norco drive-thru ATM is located within a shopping center parking lot. The Norco drive-thru ATM facility provides a queue storage area for 4 vehicles.

Norco Transaction Data

ATE obtained transaction data from Chase Bank for the Norco drive-thru ATM facility to determine when the peak activity periods occur. Table 11 shows the daily activity levels for the Norco drive-thru ATM. As shown, the transaction data indicate that the busiest day of the week is Friday.

Table 11
Norco Chase Bank Drive-Thru ATM Activity Levels

Date	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
# Transactions	265	322	377	294	303	439	353
% of Peak Friday	60.4%	73.3%	85.9%	67.0%	69.0%	100%	80.4%

Vehicle Queue Study

The vehicle queue study was conducted at the Norco drive-thru ATM facility on Friday, October 29, 2010, between the hours of 10:00 A.M. and 6:00 P.M. The study recorded the number of vehicles using the drive-thru ATM facility and observed the vehicle queues that occurred throughout the study period. The traffic volume and peak vehicle queue data was recorded at 5 minute intervals throughout the 8-hour study period. Table 11 summarizes the results of the study.

Table 11
Norco Chase Bank Drive-Thru ATM Queue Study Results

Time of Day	Vehicles Per Hour	Average Queue	Max Queue
10:00 - 11:00 A.M.	17 Vehicles	1 Vehicle	2 Vehicles
11:00 - 12:00 Noon	20 Vehicles	2 Vehicles	3 Vehicles
12:00 - 1:00 P.M.	20 Vehicles	3 Vehicles	4 Vehicles
1:00 - 2:00 P.M.	15 Vehicles	2 Vehicles	3 Vehicles
2:00 - 3:00 P.M.	16 Vehicles	2 Vehicles	3 Vehicles
3:00 - 4:00 P.M.	23 Vehicles	1 Vehicle	4 Vehicles
4:00 - 5:00 P.M.	28 Vehicles	3 Vehicles	4 Vehicles
5:00 - 6:00 P.M.	23 Vehicles	2 Vehicles	3 Vehicles

The data presented in Table 11 show that the busiest hours of operation at the drive-thru ATM occur during the Friday afternoon period between 12:00 Noon and 5:00 P.M. The average queues observed at the Norco ATM drive-thru facility ranged between 1 to 3 vehicles during the peak Friday afternoon period. The peak queues observed at the Norco Chase Bank drive-thru ATM facility ranged between 2 to 4 vehicles during the peak Friday afternoon period.

Project Drive-Thru

Based on the Norco study, Friday banking activity is 14% higher than the next busiest day of the week (14% higher than Tuesdays) and 40% higher than the lowest day of the week (66% higher than Sundays). Banking activity on the other days of the week fall between these two days. Based on the daily activity levels anticipated at the Project site, the queue would be 3 vehicles or less during most time periods and the 4-vehicle stacking area proposed at the Project location would accommodate the queues.

There could be short periods when the queue would extend to 4 vehicles during the peak Friday afternoon period. Based on the Norco study data, the peak of 4 vehicles would occur 4 to 6 times during the peak Friday afternoon period between 12:00 Noon and 5:00 P.M. and would last for an estimated period of 2 to 3 minutes.

A queue of 5 or more vehicles at the Project site would extend into the north-south drive aisle located just west of the bank building (see Figure 2). As shown, the 5th vehicle would queue within the north-south drive aisle and other vehicles would be required to navigate around the standing vehicle to proceed along the drive aisle.

VENTURA COUNTY GENERAL PLAN CONSISTENCY

The City of Oxnard and Ventura County have executed a "Reciprocal Traffic Mitigation Agreement" wherein the City and County agree that a pro-rata share of the cost of mitigations will be collected by each agency for identified traffic impacts in the other jurisdiction. The project would be consistent with the Ventura County General Plan by complying with the terms of the "Reciprocal Traffic Mitigation Agreement" between the City of Oxnard and Ventura County approved on February 2, 1993.

VENTURA COUNTY CONGESTION MANAGEMENT PROGRAM

According to the County's CMP, the minimum acceptable standard for traffic operations is LOS "E". However, so that local jurisdictions are not unfairly penalized for existing congestion, CMP locations operating in the LOS "F" range during 1993 are considered acceptable.

Intersection Operations

Four of the study-area intersections are contained in the County's CMP Monitoring Report. The U.S. Highway 101/Rose Avenue interchange ramps, Rose Avenue/Gonzales Rood, and Rose Avenue/Lockwood Street intersections are expected to operate at better than LOS "E" with the addition of Cumulative + Project peak hour volumes.

■ ■ ■

REFERENCES AND PERSONS CONTACTED

Associated Transportation Engineers

Richard L. Pool, P.E., Principal Engineer
Darryl F. Nelson, Transportation Planner
Erica K. Monson, Transportation Technician

Persons Contacted

Earnel Bihis, City of Oxnard Transportation Division

References

Highway Capacity Manual, Highway Research Board, Transportation Research Board, National Research Council, 2010.

Traffic Manual, California Department of Transportation, 2016.

Trip Generation, Institute of Transportation Engineers, 9th Edition, 2012.

Traffic LOS Monitoring for the Ventura County Congestion Management Program, Ventura County Transportation Commission, 1996.

TECHNICAL APPENDIX

CONTENTS

TRAFFIC COUNT DATA

INTERSECTION LEVEL OF SERVICE CRITERIA/DEFINITIONS

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

Reference 1 - U.S. Highway 101 Northbound Ramps/Rose Avenue
Reference 2 - U.S. Highway 101Southbound Ramps/Rose Avenue
Reference 3 - Rose Avenue/Lockwood Street
Reference 4 - Rose Avenue/Gonzales Road
Reference 5 - Gonzales Road/Walmart Driveway
Reference 6 - Gonzales Road/Williams Drvie

TRAFFIC COUNT DATA

Prepared by National Data & Surveying Services

Rose Ave & US Hwy 101 NB Off Ramp & On Ramp

Peak Hour Turning Movement Count

ID: 17-05774-001
City: Oxnard

Day: Tuesday
Date: 11/21/2017

PEAK HOURS		COUNT PERIODS
07:15 AM - 08:15 AM		07:00 AM - 09:00 AM
NONE		NONE
04:45 PM - 05:45 PM		04:00 PM - 06:00 PM

Rose Ave — SOUTHBOUND

AM	186	848	0	0	833	AM
NOON	0	0	0	0	0	NOON
PM	499	1404	0	0	1618	PM

US Hwy 101 NB Off Ramp & On R — EASTBOUND

AM	NOON	PM	
186	0	499	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
AM	NOON	PM	

1 3 0 0

CONTROL

Signalized

	AM	NOON	PM
TEV	2920	0	4720
PHF	0.91		0.94

US Hwy 101 NB Off Ramp & On R — WESTBOUND

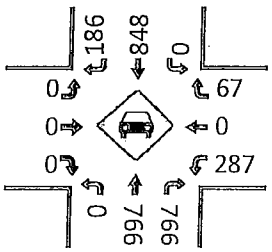
PM	NOON	AM	
90	0	67	0.5
0	0	0	0
275	0	287	1.5
0	0	0	0
924	0	766	
PM	NOON	AM	

0 0 3 1

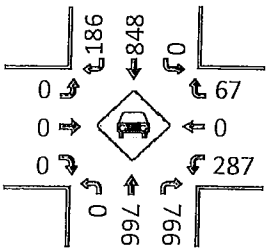
Rose Ave — NORTHBOUND

PM	1679	0	0	1528	924	PM
NOON	0	0	0	0	0	NOON
AM	1135	0	0	766	766	AM

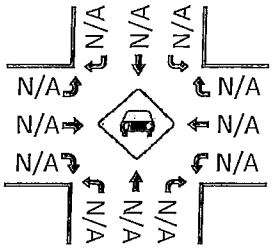
Total Vehicles (AM)



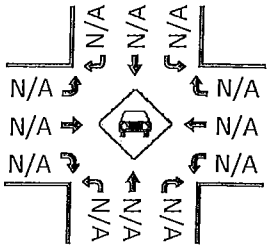
Total Vehicles (AM)



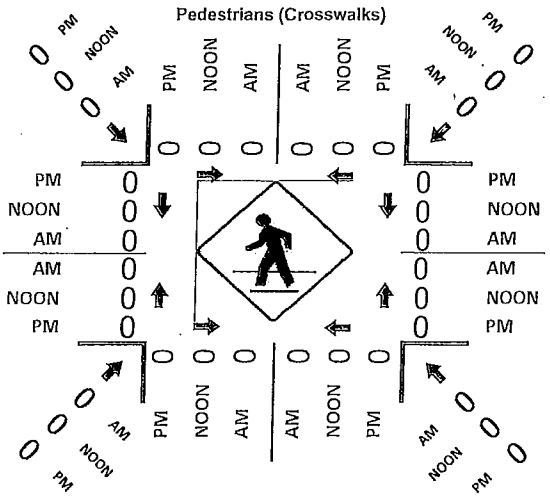
Total Vehicles (Noon)



Total Vehicles (Noon)



Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0

Prepared by National Data & Surveying Services

Rose Ave & US Hwy 101 SB Off Ramp & On Ramp

Peak Hour Turning Movement Count

ID: 17-05774-002
City: Oxnard

Day: Tuesday
Date: 11/21/2017

PEAK HOURS		COUNT PERIODS
07:15 AM - 08:15 AM		07:00 AM - 09:00 AM
NONE		NONE
05:00 PM - 06:00 PM		04:00 PM - 06:00 PM

Rose Ave — SOUTHBOUND

AM	147	992	0	0	1515	AM
NOON	0	0	0	0	0	NOON
PM	105	1559	0	0	2447	PM
	1	3	0	0		

US Hwy 101 SB Off Ramp & On Ramp — EASTBOUND

AM	NOON	PM	
147	0	105	
0	0	0	0
190	0	389	1.5
0	0	0	0
659	0	869	1.5
AM	NOON	PM	

US Hwy 101 SB Off Ramp & On Ramp — WESTBOUND

	PM	NOON	AM
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
	363	0	479
	PM	NOON	AM

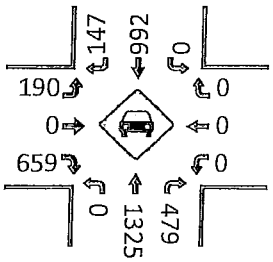
CONTROL

Signalized			
TEV	3792 AM	0 NOON	5343 PM
PHF	0.90		0.94

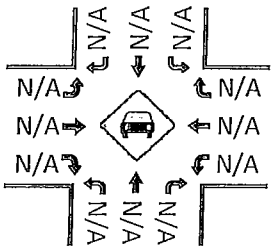
Rose Ave — NORTHBOUND

	0	0	3	1		
PM	2428	0	0	2058	363	PM
NOON	0	0	0	0	0	NOON
AM	1651	0	0	1325	479	AM

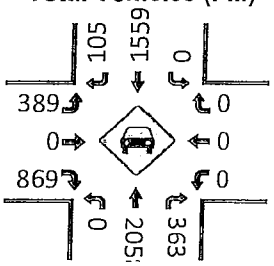
Total Vehicles (AM)



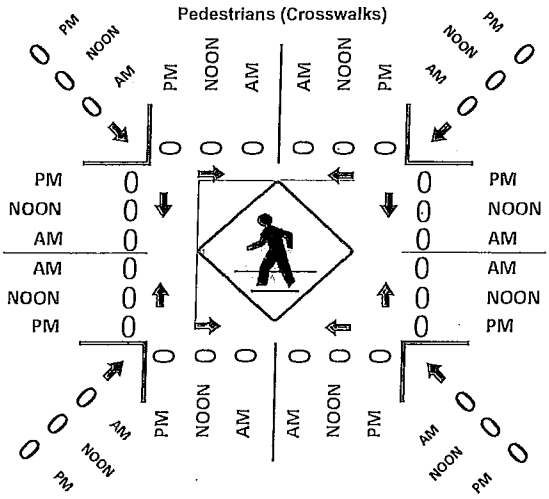
Total Vehicles (Noon)



Total Vehicles (PM)



Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0

Prepared by National Data & Surveying Services

Rose Ave & Lockwood St

Peak Hour Turning Movement Count

ID: 17-05774-003
City: Oxnard

Day: Tuesday
Date: 11/21/2017

PEAK HOURS

AM	07:15 AM - 08:15 AM
NOON	NONE
PM	04:45 PM - 05:45 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

Rose Ave — SOUTHBOUND

AM	210	1153	293	0	1770
NOON	0	0	0	0	0
PM	472	1619	326	2	2278
	1	3	2	0	

Lockwood St — EASTBOUND

AM	NOON	PM	
315	0	853	
0	0	0	0
180	0	413	2
70	0	112	1
60	0	185	1

Lockwood St — WESTBOUND

	PM	NOON	AM
1	360	0	182
0.5	102	0	20
1.5	145	0	21
0	0	0	0
	509	0	387

CONTROL

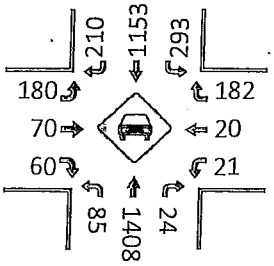
Signalized

	AM	NOON	PM
TEV	3714	0	5628
PHF	0.90		0.94

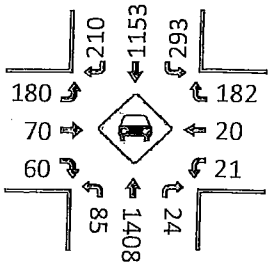
Rose Ave — NORTHBOUND

	0	2	3	0	
PM	1988	39	279	1503	71
NOON	0	0	0	0	0
AM	1242	8	85	1408	24

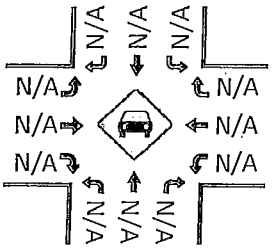
Total Vehicles (AM)



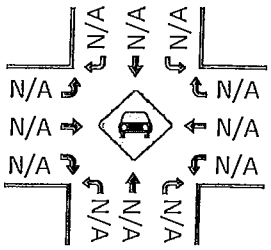
Total Vehicles (AM)



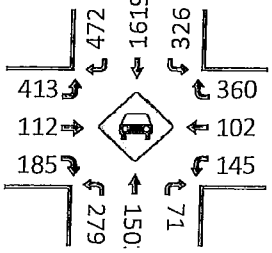
Total Vehicles (Noon)



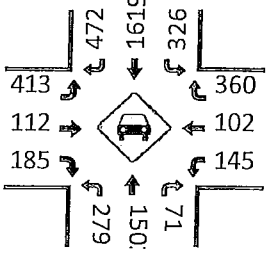
Total Vehicles (Noon)



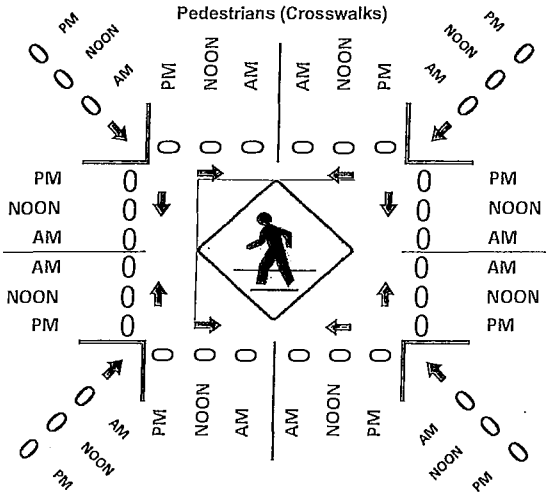
Total Vehicles (PM)



Total Vehicles (PM)



Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0

Prepared by National Data & Surveying Services

Rose Ave & Gonzales Rd

Peak Hour Turning Movement Count

ID: 17-05774-004
City: Oxnard

Day: Tuesday
Date: 11/21/2017

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	NONE
PM	04:45 PM - 05:45 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

Rose Ave — SOUTHBOUND

	1	3	2	0	
AM	126	827	308	0	1551
NOON	0	0	0	0	0
PM	447	1286	208	0	1980

Gonzales Rd — EASTBOUND

	AM	NOON	PM
	547	0	1751
0	0	0	3
3	505	0	562
2	599	0	463
1	118	0	140

Gonzales Rd — WESTBOUND

	PM	NOON	AM
1	203	0	90
3	920	0	252
1	209	0	89
0	1	0	4
	772	0	1099

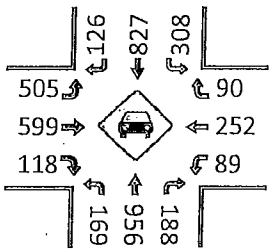
CONTROL

Signalized			
TEV	4242 AM	0 NOON	6176 PM
PHF	0.87		0.97

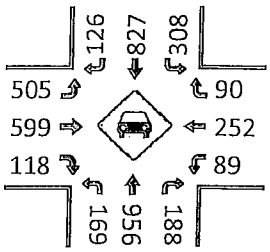
Rose Ave — NORTHBOUND

	0	2	3	1	
PM	1673	38	381	1215	100
NOON	0	0	0	0	0
AM	1045	11	169	956	188

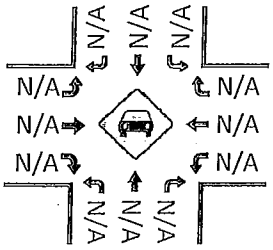
Total Vehicles (AM)



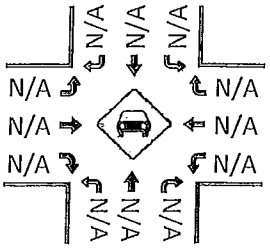
Total Vehicles (AM)



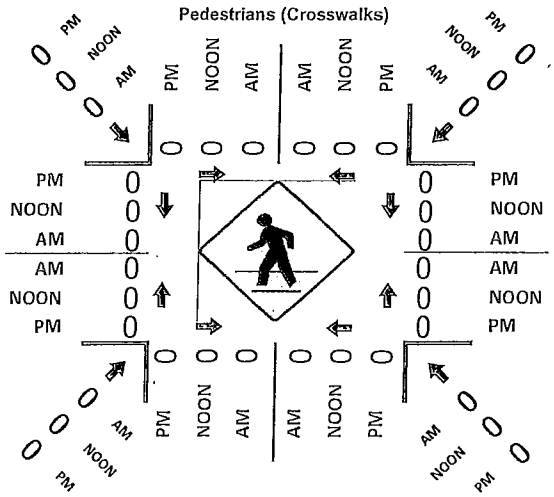
Total Vehicles (Noon)



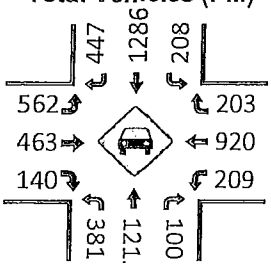
Total Vehicles (Noon)



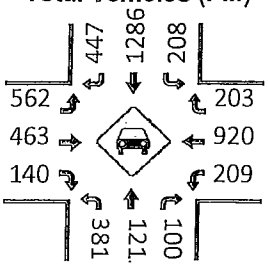
Pedestrians (Crosswalks)



Total Vehicles (PM)



Total Vehicles (PM)



Prepared by National Data & Surveying Services

Entrance to Center Near Walmart & Gonzales Rd

Peak Hour Turning Movement Count

ID: 17-05774-006
City: Oxnard

Day: Tuesday
Date: 11/21/2017

Entrance to Center Near Walmart — SOUTHBOUND

PEAK HOURS								COUNT PERIODS
08:00 AM - 09:00 AM	AM	84	0	0	0	247	AM	07:00 AM - 09:00 AM
NONE	NOON	0	0	0	0	0	NOON	NONE
04:30 PM - 05:30 PM	PM	225	0	0	1	340	PM	04:00 PM - 06:00 PM

Gonzales Rd — EASTBOUND

AM	NOON	PM	
666	0	1946	⇦
0	0	0	↶ 0
191	0	259	⇧ 1
998	0	1015	⇨ 3
54	0	151	↷ 0

Gonzales Rd — WESTBOUND

	PM	NOON	AM
0 ↶	80	0	56
3 ⇦	1721	0	582
1 ↷	61	0	20
0 ↷	5	0	4
⇨	1172	0	1037

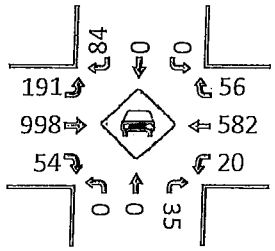
	↓	↶	↶	↑	↷	
	0	1	0	0		
		0	0	1	0	
PM	212	0	0	0	152	PM
NOON	0	0	0	0	0	NOON
AM	74	0	0	0	35	AM

CONTROL: Signalized

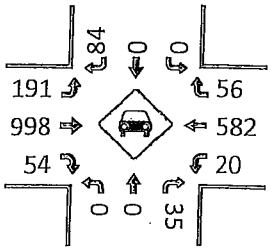
	AM	NOON	PM
TEV	2024	0	3670
PHF	0.88		0.98

NORTHBOUND — Entrance to Center Near Walmart

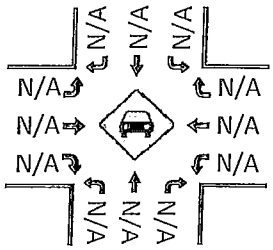
Total Vehicles (AM)



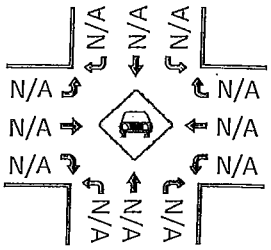
Total Vehicles (AM)



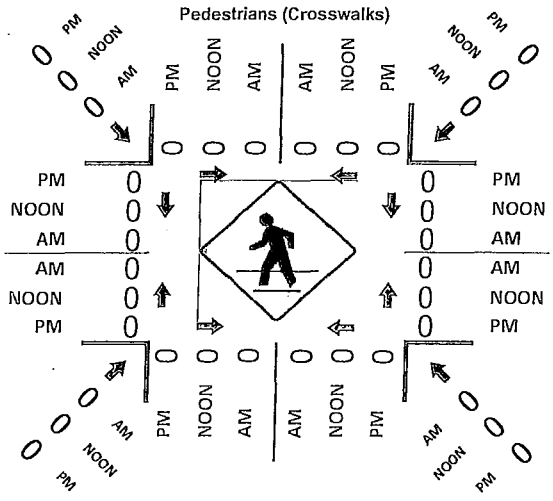
Total Vehicles (Noon)



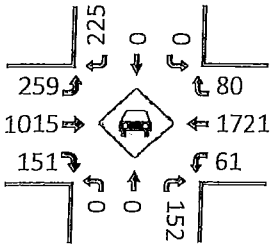
Total Vehicles (Noon)



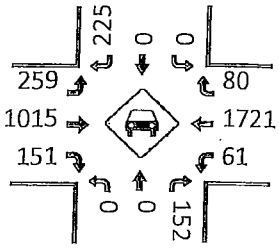
Pedestrians (Crosswalks)



Total Vehicles (PM)



Total Vehicles (PM)



Prepared by National Data & Surveying Services

Williams Dr & Gonzales Rd

Peak Hour Turning Movement Count

ID: 17-05774-005
City: Oxnard

Day: Tuesday
Date: 11/21/2017

PEAK HOURS

AM	07:45 AM - 08:45 AM
NOON	NONE
PM	04:30 PM - 05:30 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

Williams Dr — SOUTHBOUND

AM	17	82	133	0	333
NOON	0	0	0	0	0
PM	122	180	178	0	438
	1	1	1	0	

Gonzales Rd — EASTBOUND

AM	NOON	PM	
522	0	1368	
7	0	28	0
95	0	53	1
865	0	585	3
57	0	125	0

Gonzales Rd — WESTBOUND

	PM	NOON	AM
0	251	0	142
3	1079	0	391
1	91	0	72
0	23	0	12
	863	0	1068

CONTROL

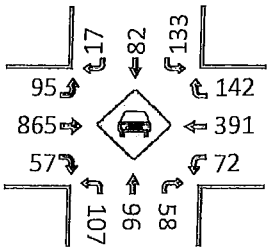
Signalized

TEV	2134 AM	0 NOON	3065 PM
PHF	0.87		0.90

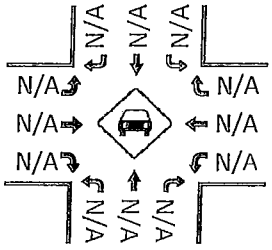
Williams Dr — NORTHBOUND

PM	396	0	139	134	77
NOON	0	0	0	0	0
AM	211	0	107	96	58
	0	1	1	0	

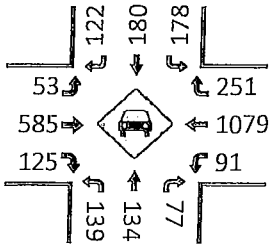
Total Vehicles (AM)



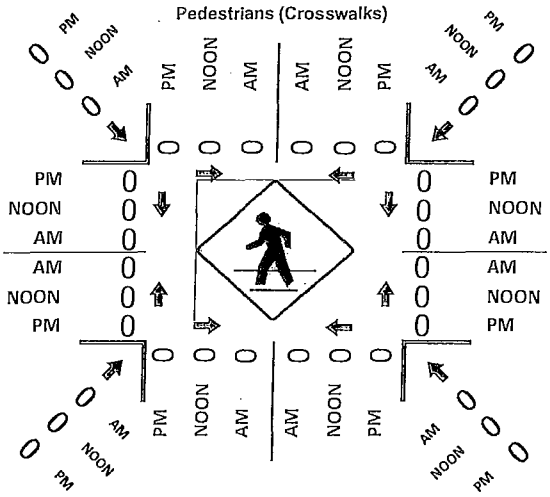
Total Vehicles (Noon)



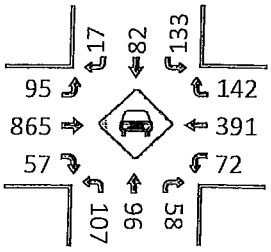
Total Vehicles (PM)



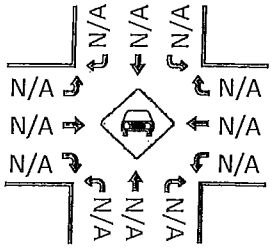
Pedestrians (Crosswalks)



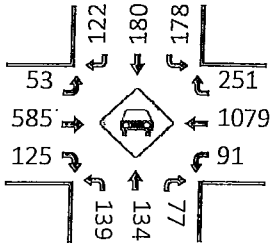
Total Vehicles (AM)



Total Vehicles (Noon)



Total Vehicles (PM)



Williams Dr

NORTHBOUND

Prepared by National Data & Surveying Services

Internal Dwy & W/O Lockwood St & Rose Ave intersection

Peak Hour Turning Movement Count

ID: 18-05006-001
City: Oxnard

Day: Wednesday
Date: 02/28/2018

PEAK HOURS		COUNT PERIODS
08:00 AM - 09:00 AM		07:00 AM - 09:00 AM
NONE		NONE
04:15 PM - 05:15 PM		04:00 PM - 06:00 PM

SOUTHBOUND (Internal Dwy)

AM	1	9	73	0	64	AM
NOON	0	0	0	0	0	NOON
PM	4	29	135	0	104	PM

EASTBOUND (W/O Lockwood St & Rose Ave int)

AM	NOON	PM	
83	0	249	
0	0	0	0
6	0	1	0
50	0	225	1
3	0	10	0
AM	NOON	PM	

WESTBOUND (W/O Lockwood St & Rose Ave int)

	PM	NOON	AM
0	84	0	42
1	241	0	81
0	276	0	108
0	30	0	54
	625	0	319
	PM	NOON	AM

NORTHBOUND (Internal Dwy)

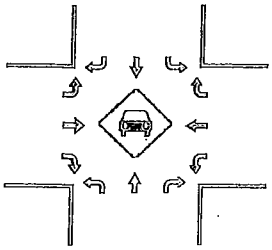
PM	315	0	4	19	235	PM
NOON	0	0	0	0	0	NOON
AM	120	0	1	16	142	AM

0	1	0	0	
0	0	1	0	

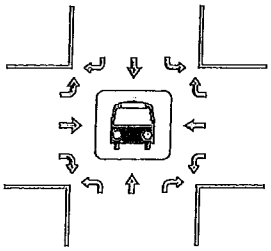
CONTROL: 4-Way Stop

TEV	586 AM	0 NOON	1293 PM
PHF	0.95		0.94

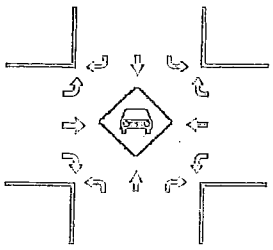
Total Vehicles (AM)



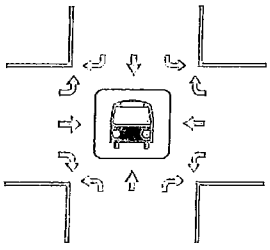
Total Vehicles (AM)



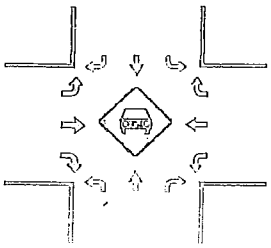
Total Vehicles (NOON)



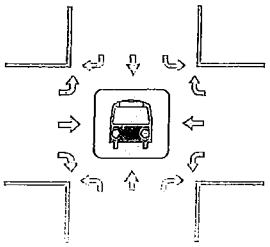
Total Vehicles (NOON)



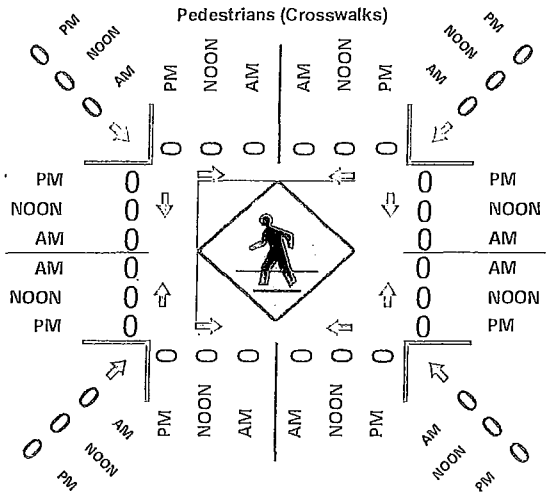
Total Vehicles (PM)



Total Vehicles (PM)



Pedestrians (Crosswalks)



INTERSECTION LEVEL OF SERVICE CRITERIA/DEFINITIONS

LEVELS OF SERVICE DEFINITIONS

In rating roadway and intersection operating conditions with existing or future traffic volumes, "Levels of Service" (LOS) A through F are used, with LOS A indicating very good operation and LOS F indicating poor operation. More complete level of service definitions are listed in the following table.

LOS	ICU Range	Definition
A	0.00 - 0.60	Conditions of free unobstructed flow, no delays and all signal phases sufficient in duration to clear all approaching vehicles.
B	0.61 - 0.70	Conditions of stable flow, very little delay, a few phases are unable to handle all approaching vehicles.
C	0.71 - 0.80	Conditions of stable flow, delays are low to moderate, full use of peak direction signal phase(s) is experienced.
D	0.81 - 0.90	Conditions approaching unstable flow, delays are moderate to heavy, significant signal time deficiencies are experienced for short durations during the peak traffic period.
E	0.91 - 1.00	Conditions of unstable flow, delays are significant, signal phase timing is generally insufficient, congestion exists for extended duration throughout the peak period.
F	ICU > 1.01	Conditions of forced flow, travel speeds are low and volumes are well above capacity. This condition is often caused when vehicles released by an upstream signal are unable to proceed because of back-ups from a downstream signal.

INTERSECTION LOS CALCULATION WORKSHEETS

Reference 1 - U.S. Highway 101 NB Ramps/Rose Avenue
Reference 2 - U.S. Highway 101 SB Ramps/Rose Avenue
Reference 3 - Rose Avenue/Lockwood Street
Reference 4 - Rose Avenue/Gonzales Road
Reference 5 - Gonzales Road/Walmart Driveway
Reference 6 - Gonzales Road/Williams Drive

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	287	67	766	0	0	848
Future Volume (vph)	287	67	766	0	0	848
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	2	0		0	0	
Taper Length (ft)	25				25	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	30		30			30
Link Distance (ft)	483		880			100
Travel Time (s)	11.0		20.0			2.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Act Effct Green (s)	11.2		39.8			39.8
Actuated g/C Ratio	0.19		0.66			0.66
v/c Ratio	0.57		0.25			0.27
Control Delay	21.8		3.9			4.8
Queue Delay	0.0		0.0			0.0
Total Delay	21.8		3.9			4.8
LOS	C		A			A
Approach Delay	21.8		3.9			4.8
Approach LOS	C		A			A

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 6 (10%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.57
Intersection Signal Delay: 7.5 Intersection LOS: A
Intersection Capacity Utilization 53.9% ICU Level of Service A
Analysis Period (min) 15

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	275	90	1528	0	0	1404
Future Volume (vph)	275	90	1528	0	0	1404
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	2	0		0	0	
Taper Length (ft)	25				25	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	30		30			30
Link Distance (ft)	483		880			100
Travel Time (s)	11.0		20.0			2.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Act Effct Green (s)	13.6		52.4			52.4
Actuated g/C Ratio	0.18		0.70			0.70
v/c Ratio	0.63		0.47			0.43
Control Delay	30.9		3.3			5.6
Queue Delay	0.0		0.0			0.0
Total Delay	30.9		3.3			5.6
LOS	C		A			A
Approach Delay	30.9		3.3			5.6
Approach LOS	C		A			A

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 75
Offset: 7 (9%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 7.4 Intersection LOS: A
Intersection Capacity Utilization 73.5% ICU Level of Service D
Analysis Period (min) 15

EXISTING + PROJECT AM PEAK HOUR
3: Rose Avenue & U.S. Highway 101 NB Ramp

9/23/2018

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	304	67	772	0	0	854
Future Volume (vph)	304	67	772	0	0	854
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	2	0		0	0	
Taper Length (ft)	25				25	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	30		30			30
Link Distance (ft)	483		880			100
Travel Time (s)	11.0		20.0			2.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Act Effct Green (s)	12.2		43.8			43.8
Actuated g/C Ratio	0.19		0.67			0.67
v/c Ratio	0.60		0.25			0.27
Control Delay	24.6		2.8			4.8
Queue Delay	0.0		0.0			0.0
Total Delay	24.6		2.8			4.8
LOS	C		A			A
Approach Delay	24.6		2.8			4.8
Approach LOS	C		A			A

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 65
Offset: 8 (12%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 7.7 Intersection LOS: A
Intersection Capacity Utilization 55.1% ICU Level of Service B
Analysis Period (min) 15

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	286	90	1533	0	0	1407
Future Volume (vph)	286	90	1533	0	0	1407
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	2	0		0	0	
Taper Length (ft)	25				25	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	30		30			30
Link Distance (ft)	483		880			100
Travel Time (s)	11.0		20.0			2.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Act Effct Green (s)	13.9		52.1			52.1
Actuated g/C Ratio	0.19		0.69			0.69
v/c Ratio	0.64		0.47			0.43
Control Delay	30.9		3.4			5.8
Queue Delay	0.0		0.0			0.0
Total Delay	30.9		3.4			5.8
LOS	C		A			A
Approach Delay	30.9		3.4			5.8
Approach LOS	C		A			A

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 75
Offset: 6 (8%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 7.5 Intersection LOS: A
Intersection Capacity Utilization 74.2% ICU Level of Service D
Analysis Period (min) 15

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	320	100	852	0	0	1003
Future Volume (vph)	320	100	852	0	0	1003
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	2	0		0	0	
Taper Length (ft)	25				25	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	30		30			30
Link Distance (ft)	483		880			100
Travel Time (s)	11.0		20.0			2.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Act Effct Green (s)	12.9		43.1			43.1
Actuated g/C Ratio	0.20		0.66			0.66
v/c Ratio	0.63		0.27			0.32
Control Delay	23.5		3.9			5.4
Queue Delay	0.0		0.0			0.0
Total Delay	23.5		3.9			5.4
LOS	C		A			A
Approach Delay	23.5		3.9			5.4
Approach LOS	C		A			A

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 65
Offset: 4 (6%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 8.2 Intersection LOS: A
Intersection Capacity Utilization 58.3% ICU Level of Service B
Analysis Period (min) 15

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	294	158	1675	0	0	1483
Future Volume (vph)	294	158	1675	0	0	1483
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	2	0		0	0	
Taper Length (ft)	25				25	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	30		30			30
Link Distance (ft)	483		880			100
Travel Time (s)	11.0		20.0			2.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Act Effct Green (s)	15.9		50.1			50.1
Actuated g/C Ratio	0.21		0.67			0.67
v/c Ratio	0.69		0.54			0.47
Control Delay	31.1		3.9			7.0
Queue Delay	0.0		0.0			0.0
Total Delay	31.1		3.9			7.0
LOS	C		A			A
Approach Delay	31.1		3.9			7.0
Approach LOS	C		A			A

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 75
Offset: 8 (11%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 8.6 Intersection LOS: A
Intersection Capacity Utilization 74.9% ICU Level of Service D
Analysis Period (min) 15

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	337	100	858	0	0	1009
Future Volume (vph)	337	100	858	0	0	1009
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	2	0		0	0	
Taper Length (ft)	25				25	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	30		30			30
Link Distance (ft)	483		880			100
Travel Time (s)	11.0		20.0			2.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Act Effct Green (s)	12.6		38.4			38.4
Actuated g/C Ratio	0.21		0.64			0.64
v/c Ratio	0.62		0.29			0.34
Control Delay	21.2		6.8			5.7
Queue Delay	0.0		0.0			0.0
Total Delay	21.2		6.8			5.7
LOS	C		A			A
Approach Delay	21.2		6.8			5.7
Approach LOS	C		A			A

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 2 (3%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 9.0 Intersection LOS: A
Intersection Capacity Utilization 59.5% ICU Level of Service B
Analysis Period (min) 15

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	305	158	1680	0	0	1486
Future Volume (vph)	305	158	1680	0	0	1486
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	2	0		0	0	
Taper Length (ft)	25				25	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	30		30			30
Link Distance (ft)	483		880			100
Travel Time (s)	11.0		20.0			2.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Act Effct Green (s)	16.9		54.1			54.1
Actuated g/C Ratio	0.21		0.68			0.68
v/c Ratio	0.70		0.53			0.47
Control Delay	33.4		4.1			7.1
Queue Delay	0.0		0.0			0.0
Total Delay	33.4		4.1			7.1
LOS	C		A			A
Approach Delay	33.4		4.1			7.1
Approach LOS	C		A			A

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 7 (9%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 9.1 Intersection LOS: A
Intersection Capacity Utilization 75.7% ICU Level of Service D
Analysis Period (min) 15

PROJECT: SHOPPING AT THE ROSE

REFERENCE #01AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/17/17*

TIME PERIOD: *AM*

N/S STREET: *ROSE AVENUE*

E/W STREET: *U.S. HIGHWAY NORTHBOUND RAMPS*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	766	766	0	848	186	0	0	0	287	0	67
(B) BASELINE	0	852	780	0	1003	203	0	0	0	320	0	100
(C) PROJECT	0	6	16	0	6	0	0	0	0	17	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	TTT R	TTT R		L LR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: BASELINE (B)
SCENARIO 3: BASELINE+PROJECT (B+C)

PROJECT: SHOPPING AT THE ROSE

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO VOLUMES 3	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2	SCENARIO V/C RATIOS 3			
NBL	0	0	0	0	0	-	-	-			
NBT	3	4800	766	852	858	0.160	0.178	0.179			
NBR	1	1600	766	780	796	0.479	0.488	0.498			
SBL	0	0	0	0	0	-	-	-			
SBT	3	4800	848	1003	1009	0.177 *	0.209 *	0.210 *			
SBR	1	1600	186	203	203	0.116	0.127	0.127			
EBL	0	0	0	0	0	-	-	-			
EBT	0	0	0	0	0	-	-	-			
EBR	0	0	0	0	0	-	-	-			
WBL	0	0	287	320	337	-	-	-			
WBT	2	3200	0	0	0	0.111 *	0.131 *	0.137 *			
WBR	0	0	67	100	100	-	-	-			
			INTERSECTION CAPACITY UTILIZATION:			0.29	0.34	0.35			
			LEVEL OF SERVICE:			A	A	A			

NOTES:

05/22/18

PROJECT: SHOPPING AT THE ROSE

REFERENCE #01PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/17/17*

TIME PERIOD: *PM*

N/S STREET: *ROSE AVENUE*

E/W STREET: *U.S. HIGHWAY NORTHBOUND RAMPS*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	1528	924	0	1404	499	0	0	0	287	0	90
(B) BASELINE	0	1675	986	0	1483	529	0	0	0	294	0	158
(C) PROJECT	0	5	12	0	3	0	0	0	0	11	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	TTT R	TTT R		L LR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: BASELINE (B)
SCENARIO 3: BASELINE+PROJECT (B+C)

PROJECT: SHOPPING AT THE ROSE

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3			
NBL	0	0	0	0	0	-	-	-			
NBT	3	4800	1528	1675	1680	0.318 *	0.349 *	0.350 *			
NBR	1	1600	924	986	998	0.578	0.616	0.624			
SBL	0	0	0	0	0	-	-	-			
SBT	3	4800	1404	1483	1486	0.293	0.309	0.310			
SBR	1	1600	499	529	529	0.312	0.331	0.331			
EBL	0	0	0	0	0	-	-	-			
EBT	0	0	0	0	0	-	-	-			
EBR	0	0	0	0	0	-	-	-			
WBL	0	0	287	294	305	-	-	-			
WBT	2	3200	0	0	0	0.118 *	0.141 *	0.145 *			
WBR	0	0	90	158	158	-	-	-			
			INTERSECTION CAPACITY UTILIZATION:			0.44	0.49	0.50			
			LEVEL OF SERVICE:			A	A	A			

NOTES:

05/22/18

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	190	659	0	1325	992	0
Future Volume (vph)	190	659	0	1325	992	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	2	1	0			0
Taper Length (ft)	25		25			
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	30	
Link Distance (ft)	312			123	880	
Travel Time (s)	7.1			2.8	20.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)		50%				
Act Effct Green (s)	19.0	19.0		32.0	32.0	
Actuated g/C Ratio	0.32	0.32		0.53	0.53	
v/c Ratio	0.54	0.74		0.53	0.40	
Control Delay	16.8	25.2		11.1	7.3	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	16.8	25.2		11.1	7.3	
LOS	B	C		B	A	
Approach Delay	20.0			11.1	7.3	
Approach LOS	C			B	A	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 12.3 Intersection LOS: B
Intersection Capacity Utilization 53.9% ICU Level of Service A
Analysis Period (min) 15

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	389	869	0	2058	1559	0
Future Volume (vph)	389	869	0	2058	1559	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	2	1	0			0
Taper Length (ft)	25		25			
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	30	
Link Distance (ft)	312			123	880	
Travel Time (s)	7.1			2.8	20.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)		50%				
Act Effct Green (s)	26.5	26.5		39.5	39.5	
Actuated g/C Ratio	0.35	0.35		0.53	0.53	
v/c Ratio	0.77	0.91		0.84	0.63	
Control Delay	26.5	47.6		19.0	10.8	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	26.5	47.6		19.0	10.8	
LOS	C	D		B	B	
Approach Delay	33.8			19.0	10.8	
Approach LOS	C			B	B	

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 75
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 20.2 Intersection LOS: C
Intersection Capacity Utilization 73.5% ICU Level of Service D
Analysis Period (min) 15

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	190	677	0	1347	1015	0
Future Volume (vph)	190	677	0	1347	1015	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	2	1	0			0
Taper Length (ft)	25		25			
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	30	
Link Distance (ft)	312			123	880	
Travel Time (s)	7.1			2.8	20.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)		50%				
Act Effct Green (s)	20.9	20.9		35.1	35.1	
Actuated g/C Ratio	0.32	0.32		0.54	0.54	
v/c Ratio	0.54	0.75		0.53	0.40	
Control Delay	18.0	27.1		11.7	7.5	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	18.0	27.1		11.7	7.5	
LOS	B	C		B	A	
Approach Delay	21.5			11.7	7.5	
Approach LOS	C			B	A	

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 65
Offset: 64 (98%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 13.0 Intersection LOS: B
Intersection Capacity Utilization 55.1% ICU Level of Service B
Analysis Period (min) 15

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	389	880	0	2075	1573	0
Future Volume (vph)	389	880	0	2075	1573	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	2	1	0			0
Taper Length (ft)	25		25			
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	30	
Link Distance (ft)	312			123	880	
Travel Time (s)	7.1			2.8	20.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)		50%				
Act Effct Green (s)	26.6	26.6		39.4	39.4	
Actuated g/C Ratio	0.35	0.35		0.53	0.53	
v/c Ratio	0.78	0.92		0.84	0.64	
Control Delay	26.6	49.0		19.4	11.0	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	26.6	49.0		19.4	11.0	
LOS	C	D		B	B	
Approach Delay	34.4			19.4	11.0	
Approach LOS	C			B	B	

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 75
Offset: 74 (99%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 20.6 Intersection LOS: C
Intersection Capacity Utilization 74.2% ICU Level of Service D
Analysis Period (min) 15

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	217	720	0	1398	1093	0
Future Volume (vph)	217	720	0	1398	1093	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	2	1	0			0
Taper Length (ft)	25		25			
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	30	
Link Distance (ft)	312			123	880	
Travel Time (s)	7.1			2.8	20.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)		50%				
Act Effct Green (s)	22.3	22.3		33.7	33.7	
Actuated g/C Ratio	0.34	0.34		0.52	0.52	
v/c Ratio	0.56	0.77		0.58	0.45	
Control Delay	17.9	27.5		12.9	8.7	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	17.9	27.5		12.9	8.7	
LOS	B	C		B	A	
Approach Delay	21.6			12.9	8.7	
Approach LOS	C			B	A	

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 65
Offset: 64 (98%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 13.9 Intersection LOS: B
Intersection Capacity Utilization 58.3% ICU Level of Service B
Analysis Period (min) 15

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	406	886	0	2253	1597	0
Future Volume (vph)	406	886	0	2253	1597	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	2	1	0			0
Taper Length (ft)	25		25			
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	30	
Link Distance (ft)	312			123	880	
Travel Time (s)	7.1			2.8	20.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)		50%				
Act Effct Green (s)	26.1	26.1		39.9	39.9	
Actuated g/C Ratio	0.35	0.35		0.53	0.53	
v/c Ratio	0.86dr	0.94		0.91	0.64	
Control Delay	28.6	54.1		22.4	11.8	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	28.6	54.1		22.4	11.8	
LOS	C	D		C	B	
Approach Delay	37.3			22.4	11.8	
Approach LOS	D			C	B	

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 75
Offset: 74 (99%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 22.9 Intersection LOS: C
Intersection Capacity Utilization 74.9% ICU Level of Service D
Analysis Period (min) 15
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	217	738	0	1420	1116	0
Future Volume (vph)	217	738	0	1420	1116	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	2	1	0			0
Taper Length (ft)	25		25			
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	30	
Link Distance (ft)	312			123	880	
Travel Time (s)	7.1			2.8	20.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)		50%				
Act Effct Green (s)	21.0	21.0		30.0	30.0	
Actuated g/C Ratio	0.35	0.35		0.50	0.50	
v/c Ratio	0.56	0.77		0.61	0.48	
Control Delay	16.4	26.3		13.1	8.7	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	16.4	26.3		13.1	8.7	
LOS	B	C		B	A	
Approach Delay	20.2			13.1	8.7	
Approach LOS	C			B	A	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 13.6 Intersection LOS: B
Intersection Capacity Utilization 59.5% ICU Level of Service B
Analysis Period (min) 15

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	406	897	0	2270	1611	0
Future Volume (vph)	406	897	0	2270	1611	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	2	1	0			0
Taper Length (ft)	25		25			
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	30	
Link Distance (ft)	312			123	880	
Travel Time (s)	7.1			2.8	20.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)		50%				
Act Effct Green (s)	28.1	28.1		42.9	42.9	
Actuated g/C Ratio	0.35	0.35		0.54	0.54	
v/c Ratio	0.87dr	0.95		0.90	0.64	
Control Delay	29.8	55.7		23.0	11.3	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	29.8	55.7		23.0	11.3	
LOS	C	E		C	B	
Approach Delay	38.7			23.0	11.3	
Approach LOS	D			C	B	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 23.3 Intersection LOS: C
Intersection Capacity Utilization 75.7% ICU Level of Service D
Analysis Period (min) 15
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

PROJECT: SHOPPING AT THE ROSE

REFERENCE #02AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/17/17*

TIME PERIOD: *AM*

N/S STREET: *ROSE AVENUE*

E/W STREET: *U.S. HIGHWAY SOUTHBOUND RAMPS*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	1325	479	0	992	0	190	0	659	0	0	0
(B) BASELINE	0	1398	485	0	1093	0	217	0	720	0	0	0
(C) PROJECT	0	22	16	0	23	0	0	0	18	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	TTT R	TTT	L LR R	

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: BASELINE (B)
SCENARIO 3: BASELINE+PROJECT (B+C)

PROJECT: SHOPPING AT THE ROSE

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3			
NBL	0	0	0	0	0	-	-	-			
NBT	3	4800	1325	1398	1420	0.276 *	0.291 *	0.296 *			
NBR	1	1600	479	485	501	0.299	0.303	0.313			
SBL	0	0	0	0	0	-	-	-			
SBT	3	4800	992	1093	1116	0.207	0.228	0.233			
SBR	0	0	0	0	0	-	-	-			
EBL	0	0	190	217	217	-	-	-			
EBT	3	4800	0	0	0	0.177 *	0.195 *	0.199 *			
EBR	0	0	659	720	738	-	-	-			
WBL	0	0	0	0	0	-	-	-			
WBT	0	0	0	0	0	-	-	-			
WBR	0	0	0	0	0	-	-	-			
			INTERSECTION CAPACITY UTILIZATION:			0.45	0.49	0.50			
			LEVEL OF SERVICE:			A	A	A			

NOTES:

05/22/18

PROJECT: SHOPPING AT THE ROSE

REFERENCE #02PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/17/17*

TIME PERIOD: *PM*

N/S STREET: *ROSE AVENUE*

E/W STREET: *U.S. HIGHWAY SOUTHBOUND RAMPS*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A)	EXISTING	0	2058	363	0	1559	0	389	0	869	0	0	0
(B)	BASELINE	0	2253	930	0	1597	0	406	0	886	0	0	0
(C)	PROJECT	0	17	12	0	14	0	0	0	11	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	TTT R	TTT	L LR R	

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: BASELINE (B)
SCENARIO 3: BASELINE+PROJECT (B+C)

PROJECT: SHOPPING AT THE ROSE

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO VOLUMES 3	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2	SCENARIO V/C RATIOS 3			
NBL	0	0	0	0	0	-	-	-			
NBT	3	4800	2058	2253	2270	0.429 *	0.469 *	0.473 *			
NBR	1	1600	363	930	942	0.227	0.581	0.589			
SBL	0	0	0	0	0	-	-	-			
SBT	3	4800	1559	1597	1611	0.325	0.333	0.336			
SBR	0	0	0	0	0	-	-	-			
EBL	0	0	389	406	406	-	-	-			
EBT	3	4800	0	0	0	0.262 *	0.269 *	0.271 *			
EBR	0	0	869	886	897	-	-	-			
WBL	0	0	0	0	0	-	-	-			
WBT	0	0	0	0	0	-	-	-			
WBR	0	0	0	0	0	-	-	-			
			INTERSECTION CAPACITY UTILIZATION:			0.69	0.74	0.74			
			LEVEL OF SERVICE:			B	C	C			

NOTES:

05/22/18

PROJECT: SHOPPING AT THE ROSE

REFERENCE #03AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/21/17*

TIME PERIOD: *AM*

N/S STREET: *ROSE AVENUE*

E/W STREET: *LOCKWOOD STREET*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(B) EXISTING	8	1408	24	293	1153	210	180	70	60	21	20	182
(C) PROJECT	18	0	0	0	0	41	38	0	33	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	LL TT TR	LL TTT R	LL T R	L LT R

TRAFFIC SCENARIOS

SCENARIO 2: EXISTING (B)
SCENARIO 3: EXISTING+PROJECT (B+C)

PROJECT: SHOPPING AT THE ROSE

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO VOLUMES 3	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2	SCENARIO V/C RATIOS 3			
NBL	2	3200		8	26		0.003	0.008			
NBT	3	4800		1408	1408		0.298 *	0.298 *			
NBR	0	0		24	24		-	-			
SBL	2	3200		293	293		0.092 *	0.092 *			
SBT	3	4800		1153	1153		0.240	0.240			
SBR	1	1600		210	251		0.131	0.157			
EBL	2	3200		180	218		0.056 *	0.068 *			
EBT	1	1600		70	70		0.044	0.044			
EBR	1	1600		60	93		0.038	0.058			
WBL	0	0		21	21		-	-			
WBT	2	3200		20	20		0.013	0.013			
WBR	1	1600		182	182		0.114 *	0.114 *			
			INTERSECTION CAPACITY UTILIZATION:				0.56	0.57			
			LEVEL OF SERVICE:				A	A			

NOTES:

09/23/18

PROJECT: SHOPPING AT THE ROSE

REFERENCE #03PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/21/17*

TIME PERIOD: *PM*

N/S STREET: *ROSE AVENUE*

E/W STREET: *LOCKWOOD STREET*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(B) EXISTING	39	1503	71	326	1619	472	413	112	185	145	102	360
(C) PROJECT	11	0	0	0	0	25	29	0	24	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	LL TT TR	LL TTT R	LL T R	L LT R

TRAFFIC SCENARIOS

SCENARIO 2: EXISTING (B)

SCENARIO 3: EXISTING+PROJECT (B+C)

PROJECT: SHOPPING AT THE ROSE

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO VOLUMES 3	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2	SCENARIO V/C RATIOS 3			
NBL	2	3200		39	50		0.012	0.016			
NBT	3	4800		1503	1503		0.328 *	0.328 *			
NBR	0	0		71	71		-	-			
SBL	2	3200		326	326		0.102 *	0.102 *			
SBT	3	4800		1619	1619		0.337	0.337			
SBR	1	1600		472	497		0.295	0.311			
EBL	2	3200		413	442		0.129 *	0.138 *			
EBT	1	1600		112	112		0.070	0.070			
EBR	1	1600		185	209		0.116	0.131			
WBL	0	0		145	145		-	-			
WBT	2	3200		102	102		0.077	0.077			
WBR	1	1600		360	360		0.225 *	0.225 *			
			INTERSECTION CAPACITY UTILIZATION:				0.78	0.79			
			LEVEL OF SERVICE:				C	C			

NOTES:

09/23/18

PROJECT: SHOPPING AT THE ROSE

REFERENCE #03AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/17/17*

TIME PERIOD: *AM*

N/S STREET: *ROSE AVENUE*

E/W STREET: *LOCKWOOD STREET*

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	8	1408	24	293	1153	210	180	70	60	21	20	182
(B)	BASELINE	8	1487	24	293	1315	210	180	70	60	21	20	182
(C)	PROJECT	18	0	0	0	0	41	38	0	33	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	LL TT TR	LL TTT R	LL T R	L LT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: BASELINE (B)
SCENARIO 3: BASELINE+PROJECT (B+C)

PROJECT: SHOPPING AT THE ROSE

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3			
NBL	2	3200	8	8	26	0.003	0.003	0.008			
NBT	3	4800	1408	1487	1487	0.298 *	0.315 *	0.315 *			
NBR	0	0	24	24	24	-	-	-			
SBL	2	3200	293	293	293	0.092 *	0.092 *	0.092 *			
SBT	3	4800	1153	1315	1315	0.240	0.274	0.274			
SBR	1	1600	210	210	251	0.131	0.131	0.157			
EBL	2	3200	180	180	218	0.056 *	0.056 *	0.068 *			
EBT	1	1600	70	70	70	0.044	0.044	0.044			
EBR	1	1600	60	60	93	0.038	0.038	0.058			
WBL	0	0	21	21	21	-	-	-			
WBT	2	3200	20	20	20	0.013	0.013	0.013			
WBR	1	1600	182	182	182	0.114 *	0.114 *	0.114 *			
			INTERSECTION CAPACITY UTILIZATION:			0.56	0.58	0.59			
			LEVEL OF SERVICE:			A	A	A			

NOTES:

09/23/18

PROJECT: SHOPPING AT THE ROSE

REFERENCE #03PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/17/17*

TIME PERIOD: *PM*

N/S STREET: *ROSE AVENUE*

E/W STREET: *LOCKWOOD STREET*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	39	1503	71	326	1619	472	413	112	185	145	102	360
(B) BASELINE	39	1704	71	326	1669	472	413	112	185	145	102	360
(C) PROJECT	11	0	0	0	0	25	29	0	24	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	LL TT TR	LL TTT R	LL T R	L LT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: BASELINE (B)
SCENARIO 3: BASELINE+PROJECT (B+C)

PROJECT: SHOPPING AT THE ROSE

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3
NBL	2	3200	39	39	50	0.012	0.012	0.016
NBT	3	4800	1503	1704	1704	0.328 *	0.370 *	0.370 *
NBR	0	0	71	71	71	-	-	-
SBL	2	3200	326	326	326	0.102 *	0.102 *	0.102 *
SBT	3	4800	1619	1669	1669	0.337	0.348	0.348
SBR	1	1600	472	472	497	0.295	0.295	0.311
EBL	2	3200	413	413	442	0.129 *	0.129 *	0.138 *
EBT	1	1600	112	112	112	0.070	0.070	0.070
EBR	1	1600	185	185	209	0.116	0.116	0.131
WBL	0	0	145	145	145	-	-	-
WBT	2	3200	102	102	102	0.077	0.077	0.077
WBR	1	1600	360	360	360	0.225 *	0.225 *	0.225 *
			INTERSECTION CAPACITY UTILIZATION:			0.78	0.83	0.84
			LEVEL OF SERVICE:			C	D	D

NOTES:

09/23/18

PROJECT: SHOPPING AT THE ROSE

REFERENCE #04AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/17/17*

TIME PERIOD: *AM*

N/S STREET: *SHOPPING CENTER DRIVEWAY*

E/W STREET: *GONZALES ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	0	35	0	0	84	191	998	54	24	582	56
(B) BASELINE	0	0	35	0	0	84	191	1008	60	24	592	56
(C) PROJECT	0	0	0	0	0	37	41	8	0	0	0	6

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	R	R	L TT TR	L TT TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: BASELINE (B)
SCENARIO 3: BASELINE+PROJECT (B+C)

PROJECT: SHOPPING AT THE ROSE

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3
NBL	0	0	0	0	0	-	-	-
NBT	0	0	0	0	0	-	-	-
NBR	1	1600	35	35	35	0.022	0.022	0.022
SBL	0	0	0	0	0	-	-	-
SBT	0	0	0	0	0	-	-	-
SBR	1	1600	84	84	121	0.053 *	0.053 *	0.076 *
EBL	1	1600	191	191	232	0.119 *	0.119 *	0.145 *
EBT	3	4800	998	1008	1016	0.219	0.223	0.224
EBR	0	0	54	60	60	-	-	-
WBL	1	1600	24	24	24	0.015	0.015	0.015
WBT	3	4800	582	592	592	0.133 *	0.135 *	0.136 *
WBR	0	0	56	56	62	-	-	-
			INTERSECTION CAPACITY UTILIZATION:			0.31	0.31	0.36
			LEVEL OF SERVICE:			A	A	A

NOTES:

05/22/18

PROJECT: SHOPPING AT THE ROSE

REFERENCE #04PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/17/17*

TIME PERIOD: *PM*

N/S STREET: *SHOPPING CENTER DRIVEWAY*

E/W STREET: *GONZALES ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	0	152	0	0	226	259	1015	151	66	1721	80
(B) BASELINE	0	0	152	0	0	226	259	1030	155	66	1716	80
(C) PROJECT	0	0	0	0	0	29	25	8	0	0	0	4

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	R	R	L TT TR	L TT TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: BASELINE (B)
SCENARIO 3: BASELINE+PROJECT (B+C)

PROJECT: SHOPPING AT THE ROSE

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3			
NBL	0	0	0	0	0	-	-	-			
NBT	0	0	0	0	0	-	-	-			
NBR	1	1600	152	152	152	0.095	0.095	0.095			
SBL	0	0	0	0	0	-	-	-			
SBT	0	0	0	0	0	-	-	-			
SBR	1	1600	226	226	255	0.141 *	0.141 *	0.159 *			
EBL	1	1600	259	259	284	0.162 *	0.162 *	0.178 *			
EBT	3	4800	1015	1030	1038	0.243	0.247	0.249			
EBR	0	0	151	155	155	-	-	-			
WBL	1	1600	66	66	66	0.041	0.041	0.041			
WBT	3	4800	1721	1716	1716	0.375 *	0.374 *	0.375 *			
WBR	0	0	80	80	84	-	-	-			
			INTERSECTION CAPACITY UTILIZATION:			0.68	0.68	0.71			
			LEVEL OF SERVICE:			B	B	C			

NOTES:

05/22/18

PROJECT: SHOPPING AT THE ROSE

REFERENCE #05AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/21/17*

TIME PERIOD: *AM*

N/S STREET: *ROSE AVENUE*

E/W STREET: *GONZALES ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(B) EXISTING	180	956	188	308	827	126	505	599	118	93	252	90
(C) PROJECT	11	12	0	11	22	0	0	0	0	0	6	6

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	LL TTT R	LL TTT R	LL TT R	L TTT R

TRAFFIC SCENARIOS

SCENARIO 2: EXISTING (B)
SCENARIO 3: EXISTING+PROJECT (B+C)

PROJECT: SHOPPING AT THE ROSE

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3			
NBL	2	3200		180	191		0.056	0.060			
NBT	3	4800		956	968		0.199 *	0.202 *			
NBR	1	1600		188	188		0.118	0.118			
SBL	2	3200		308	319		0.096 *	0.100 *			
SBT	3	4800		827	849		0.172	0.177			
SBR	1	1600		126	126		0.079	0.079			
EBL	3	4800		505	505		0.105	0.105			
EBT	2	3200		599	599		0.187 *	0.187 *			
EBR	1	1600		118	118		0.074	0.074			
WBL	1	1600		93	93		0.058 *	0.058 *			
WBT	3	4800		252	258		0.053	0.054			
WBR	1	1600		90	96		0.056	0.060			
			INTERSECTION CAPACITY UTILIZATION:				0.54	0.55			
			LEVEL OF SERVICE:				A	A			

NOTES:

09/23/18

PROJECT: SHOPPING AT THE ROSE

REFERENCE #05PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/21/17*

TIME PERIOD: *PM*

N/S STREET: *ROSE AVENUE*

E/W STREET: *GONZALES ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(B)	EXISTING	419	1215	100	208	1286	447	565	463	140	210	920	203
(C)	PROJECT	7	7	0	8	16	0	0	0	0	0	4	4

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	LL TTT R	LL TTT R	LL TT R	L TTT R

TRAFFIC SCENARIOS

SCENARIO 2: EXISTING (B)

SCENARIO 3: EXISTING+PROJECT (B+C)

PROJECT: SHOPPING AT THE ROSE

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO VOLUMES 3	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2	SCENARIO V/C RATIOS 3			
NBL	2	3200		419	426		0.131 *	0.133 *			
NBT	3	4800		1215	1222		0.253	0.255			
NBR	1	1600		100	100		0.063	0.063			
SBL	2	3200		208	216		0.065	0.068			
SBT	3	4800		1286	1302		0.268 *	0.271 *			
SBR	1	1600		447	447		0.279	0.279			
EBL	3	4800		565	565		0.118 *	0.118 *			
EBT	2	3200		463	463		0.145	0.145			
EBR	1	1600		140	140		0.088	0.088			
WBL	1	1600		210	210		0.131	0.131			
WBT	3	4800		920	924		0.192 *	0.193 *			
WBR	1	1600		203	207		0.127	0.129			
			INTERSECTION CAPACITY UTILIZATION:				0.71	0.72			
			LEVEL OF SERVICE:				C	C			

NOTES:

09/23/18

PROJECT: SHOPPING AT THE ROSE

REFERENCE #05AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/17/17*

TIME PERIOD: *AM*

N/S STREET: *ROSE AVENUE*

E/W STREET: *GONZALES ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	180	956	188	308	827	126	505	599	118	93	252	90
(B) BASELINE	185	1035	190	310	989	130	505	605	120	95	255	95
(C) PROJECT	11	12	0	11	22	25	0	0	0	0	6	6

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	LL TTT R	LL TTT R	LL TT R	L TTT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: BASELINE (B)
SCENARIO 3: BASELINE+PROJECT (B+C)

PROJECT: SHOPPING AT THE ROSE

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3			
NBL	2	3200	180	185	196	0.056	0.058	0.061			
NBT	3	4800	956	1035	1047	0.199 *	0.216 *	0.218 *			
NBR	1	1600	188	190	190	0.118	0.119	0.119			
SBL	2	3200	308	310	321	0.096 *	0.097 *	0.100 *			
SBT	3	4800	827	989	1011	0.172	0.206	0.211			
SBR	1	1600	126	130	155	0.079	0.081	0.097			
EBL	3	4800	505	505	505	0.105	0.105	0.105			
EBT	2	3200	599	605	605	0.187 *	0.189 *	0.189 *			
EBR	1	1600	118	120	120	0.074	0.075	0.075			
WBL	1	1600	93	95	95	0.058 *	0.059 *	0.059 *			
WBT	3	4800	252	255	261	0.053	0.053	0.054			
WBR	1	1600	90	95	101	0.056	0.059	0.063			
			INTERSECTION CAPACITY UTILIZATION:			0.54	0.56	0.57			
			LEVEL OF SERVICE:			A	A	A			

NOTES:

09/23/18

PROJECT: SHOPPING AT THE ROSE

REFERENCE #05PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/17/17*

TIME PERIOD: *PM*

N/S STREET: *ROSE AVENUE*

E/W STREET: *GONZALES 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	419	1215	100	208	1286	447	565	463	140	210	920	203
(B) BASELINE	420	1416	105	210	1336	450	565	470	145	210	925	205
(C) PROJECT	7	7	0	0	8	16	0	0	0	0	4	4

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	LL TTT R	LL TTT R	LL TT R	L TTT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: BASELINE (B)
SCENARIO 3: BASELINE+PROJECT (B+C)

PROJECT: SHOPPING AT THE ROSE

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3			
NBL	2	3200	419	420	427	0.131 *	0.131 *	0.133 *			
NBT	3	4800	1215	1416	1423	0.253	0.295	0.296			
NBR	1	1600	100	105	105	0.063	0.066	0.066			
SBL	2	3200	208	210	210	0.065	0.066	0.066			
SBT	3	4800	1286	1336	1344	0.268 *	0.278 *	0.280 *			
SBR	1	1600	447	450	466	0.279	0.281	0.291			
EBL	3	4800	565	565	565	0.118 *	0.118 *	0.118 *			
EBT	2	3200	463	470	470	0.145	0.147	0.147			
EBR	1	1600	140	145	145	0.088	0.091	0.091			
WBL	1	1600	210	210	210	0.131	0.131	0.131			
WBT	3	4800	920	925	929	0.192 *	0.193 *	0.194 *			
WBR	1	1600	203	205	209	0.127	0.128	0.131			
			INTERSECTION CAPACITY UTILIZATION:			0.71	0.72	0.73			
			LEVEL OF SERVICE:			C	C	C			

NOTES:

09/23/18

PROJECT: SHOPPING AT THE ROSE

REFERENCE #06AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/17/17*

TIME PERIOD: *AM*

N/S STREET: *WILLIAMS DRIVE*

E/W STREET: *GONZALES ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	107	96	58	133	82	17	7	865	57	72	391	142
(B) BASELINE	107	96	58	133	82	17	7	875	57	72	405	142
(C) PROJECT	0	0	0	0	0	0	0	11	0	0	12	4

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L TR	L T R	L TT TR	L TT TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: BASELINE (B)
SCENARIO 3: BASELINE+PROJECT (B+C)

PROJECT: SHOPPING AT THE ROSE

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3			
NBL	1	1600	107	107	107	0.067	0.067	0.067			
NBT	1	1600	96	96	96	0.096 *	0.096 *	0.096 *			
NBR	0	0	58	58	58	-	-	-			
SBL	1	1600	133	133	133	0.083 *	0.083 *	0.083 *			
SBT	1	1600	82	82	82	0.051	0.051	0.051			
SBR	1	1600	17	17	17	0.011	0.011	0.011			
EBL	1	1600	7	7	7	0.004	0.004	0.004			
EBT	3	4800	865	875	886	0.192 *	0.194 *	0.196 *			
EBR	0	0	57	57	57	-	-	-			
WBL	1	1600	72	72	72	0.045 *	0.045 *	0.045 *			
WBT	3	4800	391	405	417	0.111	0.114	0.117			
WBR	0	0	142	142	146	-	-	-			
			INTERSECTION CAPACITY UTILIZATION:			0.42	0.42	0.42			
			LEVEL OF SERVICE:			A	A	A			

NOTES:

05/22/18

PROJECT: SHOPPING AT THE ROSE

REFERENCE #06PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/17/17*

TIME PERIOD: *PM*

N/S STREET: *WILLIAMS DRIVE*

E/W STREET: *GONZALES ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A)	EXISTING	139	134	77	178	180	122	28	585	125	91	1079	251
(B)	BASELINE	139	134	77	178	180	122	28	600	125	91	1095	251
(C)	PROJECT	0	0	0	0	0	0	0	8	0	0	7	4

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L TR	L T R	L TT TR	L TT TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: BASELINE (B)
SCENARIO 3: BASELINE+PROJECT (B+C)

PROJECT: SHOPPING AT THE ROSE

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3			
NBL	1	1600	139	139	139	0.087	0.087	0.087			
NBT	1	1600	134	134	134	0.132 *	0.132 *	0.132 *			
NBR	0	0	77	77	77	-	-	-			
SBL	1	1600	178	178	178	0.111 *	0.111 *	0.111 *			
SBT	1	1600	180	180	180	0.113	0.113	0.113			
SBR	1	1600	122	122	122	0.076	0.076	0.076			
EBL	1	1600	28	28	28	0.018 *	0.018 *	0.018 *			
EBT	3	4800	585	600	608	0.148	0.151	0.153			
EBR	0	0	125	125	125	-	-	-			
WBL	1	1600	91	91	91	0.057	0.057	0.057			
WBT	3	4800	1079	1095	1102	0.277 *	0.280 *	0.283 *			
WBR	0	0	251	251	255	-	-	-			
			INTERSECTION CAPACITY UTILIZATION:			0.54	0.54	0.54			
			LEVEL OF SERVICE:			A	A	A			

NOTES:

05/22/18

ATTACHMENT "E"

Resolution & Conditions of Approval

PZ 18-500-06
Bank Building

RESOLUTION NO. 2019-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD APPROVNG PLANNING AND ZONING PERMIT NO. 18-500-06 (SPECIAL USE PERMIT) TO DEMOLISH A 6,656 SQUARE-FOOT RESTAURANT BUILDING AND CONSTRUCT A 3,795 SQUARE-FOOT BANK BUILDING AND ASSOCIATED ON-SITE PARKING AND LANDSCAPING IMPROVEMENTS ON PROPERTY LOCATED AT 2181 NORTH ROSE AVENUE, SUBJECT TO CERTAIN FINDINGS AND CONDITIONS. FILED BY STANLEY ROTHBART OF ROTHBART DEVELOPMENT, 10990 WILSHIRE BOULEVARD, SUITE 1009, LOS ANGELES, CA 90024

WHEREAS, on May 30, 2018, Stanley Rothbart, (the **"Applicant"**), submitted a request to demolish a 6,656 square foot restaurant building and construct a 3,795 square-foot bank building and associated on-site improvements; and

WHEREAS, on May 16, 2019, 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. 18-500-06 (Special Use Permit), to demolish a 6,656 square-foot restaurant building and construct a 3,795 square-foot bank building and associated landscaping and parking improvements (the "**Project**") in accordance with Section 16-530 through 16-553 of the Oxnard City Code; 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 3 Categorical Exemption.

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 Planning Commission Staff Report and all attachments thereto, the Planning Commission finds:

(1) **The proposed use is in conformance with the City of Oxnard Land Use Plan and the elements thereof and other adopted standards.**

The proposed use is consistent with the 2030 General Plan, and the elements thereof and other adopted standards, as discussed in Section 6(b) of the Planning Commission Staff Report.

(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.**

The proposed land use is allowed with approval of a Special Use Permit. The Project is designed to be architecturally compatible with the surrounding area and will enhance and improve the existing conditions of the site, where the former

TGIF restaurant building was located. The project complies with City parking and landscaping requirements and the project has incorporated the recommendations made by the Development Advisory Committee.

(3) **The site for the proposed use is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and all items required by the conditions of approval.**

The Project meets all applicable development standards except for the proposed waiver requested for the loading zone which can be considered by the Planning Commission per Section 16-644 (B) (1) of the OCC discussed in greater detail in Section 6(c) of the Planning Commission Staff Report.

(4) **The site for the proposed use will be served by highways adequate in width and improved as necessary to carry the kind and quantity of traffic such use will generate.**

The Project will be adequately served by all existing infrastructure as reviewed at the Development Advisory Committee and will generate insignificant impact of traffic on streets and highways as detailed in the traffic study, which was reviewed by the City Traffic Engineer.

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

The project site is developed and formerly occupied by a restaurant, which was served by the City's sewer service. The proposed project will be served by existing City sewer connections. In accordance with the Stormwater Quality Conditions of this Resolution, the Project's design will comply with stormwater control measures as required by the Los Angeles Regional Water Quality Control Board's municipal separate storm sewer system ("MS4") permit.

SECTION 2. In accordance with CEQA Guidelines, §15303, the project qualifies as a Class 3 categorical exemption (New Construction of Small Structures). This section pertains to development of an office or restaurant building not exceeding 10,000 square feet in floor area within urbanized areas subject to specific conditions. The Planning and Environmental Services Division is hereby authorized and directed to file a Notice of Exemption with the Ventura County Clerk pursuant to Section 15602 of the State CEQA Guidelines within five (5) working days of passage, approval and adoption of this Resolution.

SECTION 3. Based on the findings set forth herein, the Planning Commission hereby approves Planning and Zoning Permit 18-500-06 (Special Use Permit), subject to the attached conditions of approval.

SECTION 4. The Secretary shall certify the adoption of this Resolution.

DRAFT STANDARD CONDITIONS OF APPROVAL FOR LAND USE PERMITS

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

DEPARTMENTS AND DIVISIONS			
CA	City Attorney	PL	Planning Division
DS	Dev Services/Eng Dev/Inspectors	TR	Traffic Division
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 date stamped April 23, 2019, ("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 Developer has diligently developed the proposed project, as shown by the issuance of a grading, foundation, or building permit and the construction of substantial improvements. (PL, *G-3*)

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

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

6. Developer agrees, as a condition of adoption of this resolution, at Developer's own expense, to indemnify, defend and hold harmless the City and its agents, officers and employees from and against any claim, action or proceeding to attack, review, set aside, void or annul the approval of the resolution or any condition attached thereto or any proceedings, acts or determinations taken, done or made prior to the approval of such resolution that were part of the approval process. (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 STANDARD 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 City issues 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 (MWELO). (PK, PK-7.1)

<u>LANDSCAPE SPECIAL CONDITIONS</u>

23. Developer shall replant the existing landscape planters within the parking lot servicing the Project consistent with the landscape plan approved with the center so as to replace plants, including trees, that have died off. The Developer shall coordinate with the Planning Division in this regard prior to submitting plans for plan check.

24. Existing trees shown to remain in the landscape plan, including palm trees located along the perimeter of the main driveway providing vehicle access to the center, must be protected during construction as per the landscaped plan approved with this development. Developer shall contact the Planning Division in this regard prior to submitting plans for plan check.

WATER CONSERVATION

25. Developer shall install an irrigation system that includes a water sensor shut off device as a water conservation measure. (PK, *PK-22*)

26. 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)

27. 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)

28. 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. (PK-25)

FIRE DEPARTMENT STANDARD CONDITIONS

29. Developer shall construct all vehicle access driveways on the project property to be at least 25 feet wide. 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*)

30. 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*)

31. 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*)

32. 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. A mechanical, civil, or fire protection engineer must certify the tests. 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*)

33. 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*)

34. The project shall meet the minimum requirements of the "Fire Protection Planning Guide" published by the Fire Department. (FD, *F-6*)

35. At all times during construction, developer shall maintain paved surfaces capable of handling loads of 76,000 pounds which will provide access for fire fighting apparatus to all parts of the project property. (FD/DS, *F-7*)

36. Developer shall identify all hydrants, standpipes and other fire protection equipment on the project property as required by the Fire Chief. (FD, *F-8*)

37. Developer shall provide central station monitoring of the fire sprinkler system and all control valves. (FD, *F-10*)

38. The turning radius of all project property driveways and turnaround areas used for emergency access shall be a minimum of 48 feet outside diameter for a semi-trailer. (FD, *F-11*)

39. 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*)

40. Developer shall install in each structure in the project a detection/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 allows the central station monitor to inform the Fire Department of the point of entry into the structure that is nearest the fire. (FD, *F-13*)

41. All signalized intersections shall be equipped with pre-emption equipment. (FD/TR, *F-15*)

42. 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*)

FIRE DEPARTMENT SPECIAL CONDITIONS

43. Areas designated by the Fire Marshall as fire lanes shall be identified by a red curb and signage per the California Department of Motor Vehicles.

44. Before issuance of Certificate of Occupancy, the developer shall install a knox key vault at a location to be determined by the Fire Department.

45. Trash enclosures shall require fire sprinklers unless they are completely constructed of non-combustable materials and are located more than 10 feet away from the building.

46. All landscaping improvements on the property will be consistent with the fire protection features to prevent access problems to fire protection equipment.

PLANNING DIVISION STANDARD CONDITIONS

47. 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)

48. 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*)

49. Before the City issues building permits, Developer shall include a reproduction of all conditions of this permit as adopted by resolution of the Planning Commission and/or the City Council in all sets of construction documents and specifications for the project. (PL, *PL-3*)

50. 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 Planning Commission. Developer may retain the full-size colored elevations after the reductions are so provided. (PL, *PL-4*)

51. 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*)

52. 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)

53. 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.

54. 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*)

55. 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*)

56. Developer shall provide graphic site directories at principal access walkway points. (PL/B, *PL-10*)

57. 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. (B/DS, *PL-11*)

58. 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 section 23114, with special attention to sub sections 23114(b)(2)(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. (B/DS, *PL-12*)

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

60. 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*)

61. 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*)

62. 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*).

63. 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)*

COMMERCIAL

64. 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*)

65. Developer shall install all roof and building drainpipes and downspouts inside building elements. These items shall not be visible on any exterior building elevations. (PL, *PL-42*)

66. 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*)

67. Before the City issues certificate of occupancy, Developer shall submit and obtain approval of a master sign program modification to include the project, which shall indicate on the site plan the elevations, the size, placement, materials, and color of all proposed free-standing and building signs. (PL/ B, *PL-46*)

68. Prior to issuance of a certificate of occupancy, Developer shall remove all construction materials and vehicles from the subject property. (PL/B, *PL-47*)

69. 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 match the predominant design and materials of the main structure on the project property. (PL/B, *PL-48*)

70. Developer shall stripe any loading zones placed partly or wholly within a structure for loading and unloading activities only and post to prohibit storage or other non-loading activity within the loading zone. (PL/B, PL-49)

PLANNING DIVISION SPECIAL CONDITIONS

71. Developer shall remove any and all graffiti from the project premises, including but not limited to graffiti within the building, such as in restrooms or fitting rooms, 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)

72. 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)

73. The property in and around the building, including the parking lot shall be maintained free and clean of trash litter and debris at all times.

74. The shredding truck servicing the bank shall not park in the driveway aisles and will service the facility outside of regular business hours. The truck may service the bank during business hours provided the truck is parked in a parking space.

Air Quality

75. Developer shall ensure that all construction equipment is maintained and tuned to recommended manufacture's specifications. (MND, C-1)

76. 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)

77. 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. (MND, C-3)

78. 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)

79. During construction, Developer shall post and maintain onsite signs, in highly visible areas, restricting all vehicular traffic to 15 miles per hour or less. (MND, C-5)

80. 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. (MND, C-6)

81. 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). ((MND, C-7)

82. 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). (MND, C-8)

83. 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. (MND, C-9)

84. 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)

85. Applicant shall submit a check made out to the City of Oxnard to pay for any outstanding discretionary permit and environmental processing fees associated with the development project. Funds shall be deposited prior to issuance of a grading permit.

ENVIRONMENTAL RESOURCES DIVISION

86. 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 "City of Oxnard C&D Environmental Resources Management & Recycling Plan" ("Plan") to the City for review and approval. The Plan shall provide that at least 50% of the waste generated on the project be diverted from the landfill. The Plan shall include the entire project area, even if tenants are pursuing or will pursue independent programs. The Plan shall be submitted to and approved by the Environmental Resources Division prior to issuance of a building permit. The 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 Plan form.

87. Developer shall follow the approved "City of Oxnard C&D Environmental Resources Management & Recycling 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 demolition and/or construction, Developer shall complete and submit the "City of Oxnard C&D Environmental Resources Management & Recycling Report For Work Completed" ("Work Completed 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 Work Completed Report prior to issuance of a certificate of occupancy.

88. 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. Regardless of hauling methods, all materials collected must be conveyed to the Del Norte Regional Recycling and Transfer Station.

89. Developer shall make provisions to divert at least 50% of the waste material generated during occupancy through source reduction, recycling, reuse, and green waste programs. Developer shall complete and submit a "City of Oxnard C&D Environmental Resources Management & Recycling Occupancy Plan" ("Occupancy Plan") to the City's Environmental Resources Division. An Occupancy Plan must be submitted and approved prior to issuance of a certificate of occupancy. An Occupancy Plan must be submitted and approved prior to issuance of a certificate of occupancy. A "City of Oxnard C&D Environmental Resources Management and Recycling Occupancy Report" shall be submitted to the Environmental Resources Division annually for approval on the anniversary date of the certificate of occupancy or at any such time that the facility's operational functions change significantly.

90. 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.

DEVELOPMENT SERVICES DIVISION STANDARD CONDITIONS

91. 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)

92. 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)

93. Developer shall have the site improvement plans prepared using standard Development Services Division format(s) by a civil engineer licensed in the State of California. The plans shall incorporate recommendations from soil engineering and geology reports. Prior

to issuance of a grading permit, improvement plans must be approved by the City Engineer and ink-on-mylar plans filed with the Development Services Division. (DS-3)

94. 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)

95. Developer shall protect building pads from inundation during a 1% chance (100-year) storm. (DS-5)

96. 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)

97. Developer's site improvement plans shall include an on-site sewer plan. (DS-10)

98. 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)

99. 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)

100. 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)

101. 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)

102. Prior to issuance of a site improvement permit, Developer shall provide to the Development Services Division a compact Disc (CD) containing digital copies of all project maps, address map, and/or civil improvements drawings in DWG format. Prior to improvement bond release, Developer shall provide an updated CD containing all changes that occur during construction. (DS-16)

103. Developer shall remove graffiti from the project, including graffiti on offsite public infrastructure under construction by Developer, within 24 hours of its appearance. If Developer fails to remove graffiti in accordance with this condition, the City may at the discretion of the Development Services Manager issue a stop work order until such time as the graffiti is removed. (DS-20)

104. 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)

105. Developer shall pay the cost of all inspections of on-site and off-site improvements. (DS-22)

106. Developer shall be responsible for all project-related actions of Developer's employees, contractors, subcontractors, and agents until City accepts the improvements. (DS-23)

107. 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)

108. "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)

109. 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)

110. 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)

111. 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)

112. 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)

113. Developer shall install City approved backflow prevention devices for water connections if so ordered by the City Engineer. (DS-45)

114. Prior to designing the water system for the project, Developer shall have a certified fire flow test performed to determine existing water pressure and flow characteristics. The water system shall be designed to allow for a 10 psi drop in the static water pressure measured during the fire flow test. After construction and before City issues a certificate of occupancy, the City Engineer may require a second test. Developer shall obtain permits from the City Engineer prior to performing tests. Developer shall have all tests certified by a mechanical, civil, or fire protection engineer and provide written results of all tests to the City Engineer. (DS-47)

115. 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)

116. 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)

117. 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)

118. Developer shall provide adequate vehicle sight distance as specified by CalTrans specifications at all driveways and intersections. (TR-71)

119. Developer shall install bike racks in accordance with City standards at locations approved by City Traffic Engineer. (TR-73)

STORMWATER QUALITY CONDITIONS

120. Developer shall construct double-bin trash enclosures (one bin for recycle use) 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 Development Services

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-79)

121. 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)

122. Using forms provided by the Development Services Division, Developer shall submit a stormwater quality control measures maintenance and operations plan ("the Plan") for this project. If the BMPs implemented with this project include proprietary products that require regular replacement and/or cleaning, Developer shall provide proof of a contract with an entity qualified to provide such periodic maintenance. The property owner is responsible for the long-term maintenance and operation of all BMPs included in the project design. Upon request by City, property owner shall provide written proof of ongoing BMP maintenance operations. No grading or building permit shall be issued until the Development Services Manager approves the Plan and Developer provides an executed copy of the City's stormwater covenant with the Plan included as an exhibit for recordation by the City. (DS-82)

123. 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)

124. 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)

125. 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)

126. 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 all catch basins accepting stormwater runoff from any portion of this project that meets the definition of 'Priority Land Use' as defined by the Amendments at the time of issuance of a grading/site improvement permit. The Devices shall be sized and designed in accordance with requirements of the Amendments and the Technical Guidance Manual for Stormwater Quality Control Measures ("TGM"). (DS-88)

DEVELOPMENT SERVICES DIVISION SPECIAL CONDITIONS

127. Developer shall pay to the County of Ventura a road mitigation fee in accordance with the agreement between the City and the County of Ventura. Proof of payment shall be provided to the Development Services Division prior to issuance of a building permit. (DS-105)

128. Stormwater runoff from this site shall be limited an on-site detention shall be provided in conformance with the "Agreement for Stormwater Retention within Rice Road Drain Watershed" and the approved drainage report for this tract. Detention basins were installed with the original shopping center and are not proposed to be altered by this project. The development under this Special Use Permit will continue to be governed by the previously executed Declaration of Restrictive Covenant for Detention Basin Perpetual Maintenance.

129. This project meets the definition of "Redevelopment" as defined in 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 and associated 2011 Technical Guidance Manual for Stormwater Quality Control Measures ("TGM"). Developer shall provide storm water mitigations (including stormwater filtration) as required by the MS4 permit and associated TGM. The area of alteration shall be evaluated in the stormwater quality report based on requirements of the MS4 permit. The final report is subject to approval of the Development Services Manager. (DS)

130. The percolation tests for this project shall include implementation of the reduction factor specified in the "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 safety factor specified in the TGM (DS)

131. Developer's geotechnical engineer shall perform percolation tests on the exposed bottom of all infiltration facilities immediately prior to facility construction and provide the City with a written opinion that the exposed soil layer is suitable for the proposed infiltration facility based on review of the existing geotechnical reports, percolation tests, infiltration facility design, and characteristics of the exposed soil layer. The report shall be reviewed and approved by the project civil engineer. (DS)

132. Stormwater Quality Best Management Practices ("BMP") proposed by Developer to serve this project also serve additional parcels of land. Developer shall provide proof of recordation of a document that holds all property owners served by the Stormwater Quality devices jointly and severally responsible for implementation and perpetual maintenance of all proposed long-term post construction BMP serving the project. (DS)

133. Developer shall construct a minimum 7-foot wide sidewalk at all locations where the sidewalk is constructed adjacent to the front of parking spaces (DS)

134. The engineering site improvement plans for PZ 18-500-06 and 18-500-08 shall be processed simultaneously and Developer shall furnish and install an LED illuminated bus shelter, bus bench, trash receptacle, and bicycle rack at the location of the existing bus stop along the project's Rose Avenue frontage. The sidewalk shall be widened an additional 4-fee at the bus stop resulting in a 12-foot (minimum) wide sidewalk for the 30-foot long bus stop. Developer shall dedicate to the City an easement of sufficient dimensions to encompass the new bus stop improvements. The final location, configuration, and specifications of the bus stop furniture shall comply with City standards and is subject to approval of the City Traffic Engineer (TR).

135. The engineering site improvement plans for PZ 18-500-06 and 18-500-08 shall be processed simultaneously and Developer shall install appropriate onsite signage and pavement markings to direct project traffic to their destination. Type of signs and location shall be approved by the City Traffic Engineer (TR).

136. The engineering site improvement plans for PZ 18-500-06 and 18-500-08 shall be processed simultaneously and Develop shall remove the stop control (including all signs and pavement markings) for westbound traffic at the existing main parking lot intersection at the northwest corner of pad 11. Developer shall also refresh the limit line and STOP pavement markings of the eastbound, northbound, and southbound approaches to this intersection (TR).

137. The engineering site improvement plans for PZ 18-500-06 and 18-500-08 shall be processed simultaneously and Developer shall add pavement stipring for traffic in both eastbound and westbound directions between the existing main parking lot intersection at

the northwest corner of pad 11 and the Rose Avenue and Lockwood Street intersection to delineate the intended use of lanes. Striping shall consist of lane lines, left turn arrows, through arrows, and right turn arrows at the intersection. Final signage and striping shall be approved by the City Traffic Engineer (TR).

138. The engineering site improvement plans for PZ 18-500-06 and 18-500-08 shall be processed simultaneously and Developer shall install intersection lane controls signs at the southeast corner of the Rose Avenue and Lockwood Street traffic signal mast arm and at approximately 225 feet west of the limit line of the westerly crosswalk of the signalized intersection to indicate two left turns, one through/left turn and one right turn operation. Final signing shall be approved by the City Traffic Engineer (TR).

139. The engineering site improvement plans for PZ 18-500-06 and 18-500-08 shall be processed simultaneously and Developer shall install lane line striping extensions through the intersection to accommodate the through/left movement operation. Final striping shall be approved by the City Traffic Engineer (TR).

140. If in the future the bank use changes for this project, the need for a loading zone shall be re-assessed and may need to be accommodated in the parking lot layout.

POLICE DEPARTMENT CONDITIONS

141. The project must comply with the Outdoor Lighting Code & Guideline:
    a. Outdoor lighting shall comply with Title 24, Part 6, of the California Code of Regulations: California's Energy Efficiency Standards for Residential and Nonresidential Buildings.
    b. All outdoor lighting shall be flat lens, full cut-off fixtures with the light source fully shielded with the exception of:
        i. Luminaires with a maximum output of 260 lumens per fixture, regardless of number of bulbs (equal to one 20-watt incandescent light), may be left unshielded provided the fixture has an opaque top to keep light from shining directly up.
        ii. Luminaires that have a maximum output of 1,000 lumens per fixture, regardless of number of bulbs (equal to on 60-watt incandescent light) may be partially shielded provided the bulb is not visible, and the fixture has an opaque top keep light from shining directly up.
    c. Oxnard City Code 16-320: Lighting within physical limits of the area required to be lighted shall not exceed seven foot-candles, nor be less than one foot-candle at any point. A light source shall not shine upon, or illuminate directly any surface other than the area required to be lighted. No lighting shall be of a type or in a location that constitutes a hazard to vehicular traffic, either on private property or on the abutting streets. The height of light standards shall not exceed 26 feet. To prevent damage from automobiles, standards shall be mounted on reinforced concrete pedestals or otherwise protected.

142. Lighting instruments shall be metal halide, LED or similar in nature and spectrum (3,000K to 20,000K Correlated Color Temperature).

143. Exterior lighting of the site including parking areas shall be between 1 and 7-foot candles and shall be in harmony with existing adjacent lighting scheme.

144. Lighting instruments shall be full cut-off and installed so that light does not directly illuminate property outside the project site. Instruments shall not create glare for motorists or pedestrians.

145. Outdoor lighting instruments shall not be placed in close proximity of parking lot trees.

146. A photometric sheet shall be provided and approved prior to the issuance of building permits. The sheet shall include the placement of all trees showing a 20-year growth of canopy. Lighting bollards and similar ground or landscape lighting instruments shall not be used as part of the photometric plan.

147. Lighting in the area around the ATM installation shall be compliant with Sections 13040 – 13041 of the Financial Code.

148. Trash enclosure shall be protected by landscaping elements to dissuade the application of graffiti. Creeping fig or similar climbing vines or a combination of vines and shrubs or hedging arranged to protect walls from vandals is required.

149. Security cameras shall be installed to monitor the business. The camera system shall comply with these minimum standards:
   a) Cameras and supporting equipment shall supply digital color images under normal lighting conditions. Greyscale images are expected for infra-red lighting.
   b) Cameras shall be made by a reputable manufacturer and maintained to current industry standards.
   c) Cameras shall have low light capability and able to identify persons conducting transactions or entering the business.
   d) The video system shall utilize a Digital Video Recorder (DVR). VHS and other formats are prohibited.
   e) The video system shall allow recording, live viewing and playback of recorded video for a period of a period of at least 30 days.
   f) Recorded images shall bear a date and time stamp that cannot be altered.
   g) Prior to the issuance of building permits, the applicant shall submit a plan showing location of cameras and the scope of their capture area. The plan shall include a list of components. Each camera on the plan shall have call-outs identifying the camera by an alpha-numeric designation and a table listing the type of camera equipment, type of camera mounting, height above floor or grade, and the nature of the image capture area.
   h) Camera installations intended to capture images of faces are best located so they target doorways and choke-points for foot traffic. Each exterior doorway shall have a camera dedicated to capturing images of the heads and upper body of persons entering the business. Cameras dedicated to this purpose shall be mounted no higher than 7-feet above the floor.
   i) Each public entrance to the building shall have a dedicated camera to capture face and upper body images of customers. Cameras for this purpose shall be mounted no higher than 7-feet above the floor.

j) Each teller station shall have a dedicated camera to capture face and upper body images of customers. Cameras for this purpose shall be mounted no higher than 7-feet above the floor.
k) Cameras in domed casings are highly encouraged as their area of focus is not easily determined by a casual observer.
l) Signs shall be posted on the property indicating that "Security Cameras in Use".
m) The Oxnard Police Department requests that the all businesses utilizing Web accessible security cameras participates in the OPD Security Camera Registry which would provide Internet access to the camera system in the event of an emergency situation on the premises. This access shall be governed by a Memorandum of Understanding between the business and the OPD. Inquiries about the Security Camera Registry should be made via email to specialprojects@oxnardpd.org

150. A burglary alarm is required. It shall be compliant with Oxnard City Code 11-95 through 11-100. Motion detection burglary or intrusion alarm systems shall utilize "Dual Technology" sensors capable of differentiating between human movement and non-human movement.

151. A robbery alarm system is required. Alarm buttons shall be located, at a minimum, at each teller station as well as other sites within the bank.

152. Teller stations shall be designed to be secure from customer access. Teller areas shall be contained behind barriers, gates & counters that are a minimum of 48" in height. Access to teller areas shall be controlled by key and/or electronic access.

153. Windows shall not be obscured by posters or signs, except where required by law or City conditions.

154. The roof shall have the address numbers "2181" painted on the roof in characters no smaller than 3-feet in height.

155. Shrubs and similar landscape elements shall be maintained no taller than 36-inches above grade to provide clear lines of sight in and out of the bank as well as the customer approaches to the public entrance.

156. Trees shall be maintained so that there are clear lines of sight below 8-feet above grade. Trees shall also be maintained so that canopies do not interfere with parking lot or other exterior lighting instruments.

PASSED, APPROVED, AND ADOPTED by the Planning Commission of the City of Oxnard on this 16th day of May, 2019.

_____
Vincent Stewart, 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 16th day of May, 2019, and carried by the following vote:

AYES: Commissioner(s):

NOES: Commissioner(s):

ABSENT: Commissioner(s):

ABSTAIN: Commissioner(s):

ATTEST:

_____
Kathleen Mallory, AICP, Secretary

ATTACHMENT "F"

Resolution & Conditions of Approval

PZ 18-500-08
Restaurant Building

RESOLUTION NO. 2019-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD APPROVNG PLANNING AND ZONING PERMIT NO. 18-500-08 (SPECIAL USE PERMIT) TO CONSTRUCT A 3,935 SQUARE-FOOT FAST FOOD RESTAURANT WITH ASSOCIATED ON-SITE PARKING AND LANDSCAPING IMPROVEMENTS ON VACANT PROPERTY LOCATED AT 2161 NORTH ROSE AVENUE, SUBJECT TO CERTAIN FINDINGS AND CONDITIONS. FILED BY STANLEY ROTHBART OF ROTHBART DEVELOPMENT, 10990 WILSHIRE BOULEVARD, SUITE 1009, LOS ANGELES, CA 90024

WHEREAS, on May 30, 2018, Stanley Rothbart, (the **"Applicant"**), submitted a request to construct a 3,935 square foot restaurant building with associated on-site improvements; and

WHEREAS, on May 16, 2019, 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. 18-500-08 (Special Use Permit), to construct a 3,935 square-foot restaurant building and associated landscaping and parking improvements (the "**Project**") in accordance with Section 16-530 through 16-553 of the Oxnard City Code; 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 3 Categorical Exemption.

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 Planning Commission Staff Report and all attachments thereto, the Planning Commission finds:

(1) **The proposed use is in conformance with the City of Oxnard Land Use Plan and the elements thereof and other adopted standards.**

The proposed use is consistent with the 2030 General Plan, and the elements thereof and other adopted standards, as discussed in Section 6(b) of the Planning Commission Staff Report.

(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.**

The proposed land use is allowed with approval of a Special Use Permit. The Project is designed to be architecturally compatible with the surrounding area. The Project complies with City parking and landscaping requirements and the

project has incorporated the recommendations made by the Development Advisory Committee.

(3) **The site for the proposed use is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and all items required by the conditions of approval.**

Except for the modification to the loading requirement, which can be considered by the Planning Commission per Section 16-644(B)(1) of the OCC, the Project meets all applicable development standards, including lot coverage, parking, landscaping, and building setbacks, discussed in greater detail in Section 6(c) of the Planning Commission Staff Report.

(4) **The site for the proposed use will be served by highways adequate in width and improved as necessary to carry the kind and quantity of traffic such use will generate.**

The Project will be adequately served by all existing infrastructure as reviewed by the Development Advisory Committee and will generate insignificant impacts on street and highway traffic as detailed in the traffic study, which was reviewed by the City Traffic Engineer.

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

The Project will be served by existing City sewer connections. In accordance with the Stormwater Quality Conditions of this Resolution, the Project's design will comply with stormwater control measures as required by the Los Angeles Regional Water Quality Control Board's municipal separate storm sewer system ("MS4") permit.

SECTION 2. In accordance with CEQA Guidelines, §15303, the project qualifies as a Class 3 categorical exemption (New Construction of Small Structures). This section pertains to development of an office, restaurant, or similar building not exceeding 10,000 square feet in floor area within urbanized areas subject to specific conditions. The Planning and Environmental Services Division is hereby authorized and directed to file a Notice of Exemption with the Ventura County Clerk pursuant to Section 15602 of the State CEQA Guidelines within five (5) working days of passage, approval and adoption of this Resolution.

SECTION 3. Based on the findings set forth herein, the Planning Commission hereby approves Planning and Zoning Permit 18-500-08 (Special Use Permit), subject to the attached conditions of approval.

SECTION 4. The Secretary shall certify the adoption of this Resolution.

DRAFT STANDARD CONDITIONS OF APPROVAL FOR LAND USE PERMITS

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

DEPARTMENTS AND DIVISIONS			
CA	City Attorney	PL	Planning Division
DS	Dev Services/Eng Dev/Inspectors	TR	Traffic Division
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 date stamped April 23, 2019 ("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 Developer has diligently developed the proposed project, as shown by the issuance of a grading, foundation, or building permit and the construction of substantial improvements. (PL, *G-3*)

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

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

6. Developer agrees, as a condition of adoption of this resolution, at Developer's own expense, to indemnify, defend and hold harmless the City and its agents, officers and employees from and against any claim, action or proceeding to attack, review, set aside, void or annul the approval of the resolution or any condition attached thereto or any proceedings, acts or determinations taken, done or made prior to the approval of such resolution that were part of the approval process. (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 STANDARD 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 ensue compliance (PK, *PK-4*)

20. Prior to the issuance of City issues 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 (MWELO). (PK, PK-7.1)

<u>LANDSCAPE SPECIAL CONDITIONS</u>

23. Developer shall replant the existing landscape planters within the parking lot servicing the Project consistent with the landscape plan approved with the center so as to replace plants, including trees, that have died off. The Developer shall coordinate with the Planning Division in this regard prior to submitting plans for plan check.

24. Existing trees shown to remain in the landscape plan, including palm trees located along the perimeter of the main driveway providing vehicle access to the center, must be protected during construction as per the landscaped plan approved with this development. Developer shall contact the Planning Division in this regard prior to submitting plans for plan check.

WATER CONSERVATION

25. Developer shall install an irrigation system that includes a water sensor shut off device as a water conservation measure. (PK, *PK-22*)

26. 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)

27. 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)

28. 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. (PK-25)

FIRE DEPARTMENT STANDARD CONDITIONS

29. Developer shall construct all vehicle access driveways on the project property to be at least 25 feet wide. 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*)

30. 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*)

31. 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*)

32. 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. A mechanical, civil, or fire protection engineer must certify the tests. 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*)

33. 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*)

34. The project shall meet the minimum requirements of the "Fire Protection Planning Guide" published by the Fire Department. (FD, *F-6*)

35. At all times during construction, developer shall maintain paved surfaces capable of handling loads of 76,000 pounds which will provide access for fire fighting apparatus to all parts of the project property. (FD/DS, *F-7*)

36. Developer shall identify all hydrants, standpipes and other fire protection equipment on the project property as required by the Fire Chief. (FD, *F-8*)

37. Developer shall provide central station monitoring of the fire sprinkler system and all control valves. (FD, *F-10*)

38. The turning radius of all project property driveways and turnaround areas used for emergency access shall be a minimum of 48 feet outside diameter for a semi-trailer. (FD, *F-11*)

39. 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*)

40. Developer shall install in each structure in the project a detection/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 allows the central station monitor to inform the Fire Department of the point of entry into the structure that is nearest the fire. (FD, *F-13*)

41. Any signalized intersections shall be equipped with pre-emption equipment. (FD/TR, *F-15*)

42. 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*)

FIRE DEPARTMENT SPECIAL CONDITIONS

43. Areas designated by the Fire Marshall as fire lanes shall be identified by a red curb and signage per the California Department of Motor Vehicles.

44. Before issuance of Certificate of Occupancy, the developer shall install a knox key vault at a location to be determined by the Fire Department.

45. Trash enclosures shall require fire sprinklers unless they are completely constructed of non-combustable materials and are more than 10 feet away from a building.

46. All landscaping improvements on the property will be consistent with the fire protection features to prevent access problems to fire protection equipment.

PLANNING DIVISION STANDARD CONDITIONS

47. 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)

48. 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*)

49. Before the City issues building permits, Developer shall include a reproduction of all conditions of this permit as adopted by resolution of the Planning Commission and/or the City Council in all sets of construction documents and specifications for the project. (PL, *PL-3*)

50. 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 Planning Commission. Developer may retain the full-size colored elevations after the reductions are so provided. (PL, *PL-4*)

51. 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*)

52. 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)

53. 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.

54. 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*)

55. 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 light downward onto the property and shall not cast light on any adjacent property or roadway. (PL, *PL-9*)

56. Developer shall provide graphic site directories at principal access walkway points. (PL/B, *PL-10*)

57. 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. (B/DS, *PL-11*)

58. 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 section 23114, with special attention to sub sections 23114(b)(2)(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. (B/DS, *PL-12*)

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

60. 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*)

61. 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*)

62. 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*).

63. 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)*

COMMERCIAL

64. 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*)

65. Developer shall install all roof and building drainpipes and downspouts inside building elements. These items shall not be visible on any exterior building elevations. (PL, *PL-42*)

66. 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*)

67. Before the City issues certificate of occupancy, Developer shall submit and obtain approval of a master sign program modification to include the project, which shall indicate on the site plan the elevations, the size, placement, materials, and color of all proposed free-standing and building signs including any art pieces with or reference to the business. (PL/B, *PL-46*)

68. Prior to issuance of a certificate of occupancy, Developer shall remove all construction materials, litter, debris, and vehicles from the subject property. (PL/B, *PL-47*)

69. Developer shall limit any 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 match the predominant design and materials of the main structure on the project property. (PL/B, *PL-48*)

70. Developer shall stripe loading zones placed partly or wholly within a structure for loading and unloading activities only and post to prohibit storage or other non-loading activity within the loading zone. (PL/B, PL-49)

PLANNING DIVISION SPECIAL CONDITIONS

71. Developer shall remove any and all graffiti from the project premises, including but not limited to graffiti within the building, such as in restrooms or fitting rooms, 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)

72. 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)

73. The property in and around the building, including the parking lot, and trash enclosure shall be maintained free and clean of trash litter and debris at all times.

Air Quality

74. Developer shall ensure that all construction equipment is maintained and tuned to recommended manufacture's specifications. (MND, C-1)

75. 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)

76. 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. (MND, C-3)

77. 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)

78. During construction, Developer shall post and maintain onsite signs, in highly visible areas, restricting all vehicular traffic to 15 miles per hour or less. (MND, C-5)

79. 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. (MND, C-6)

80. 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). ((MND, C-7)

81. 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). (MND, C-8)

82. 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. (MND, C-9)

83. 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)

Cultural Resources

84. Developer shall contract with a qualified archaeologist to conduct a Phase I cultural resources survey of the project site prior to issuance of any grading permits. The survey shall include: (1) an archaeological and historical records search through the California Historical Resources Information System at CalState Fullerton; and (2) a field inspection of the project site. Upon completion, the Phase I survey report shall be submitted to the Planning Division for compliance verification. A copy of the contract for these services shall be submitted to the Planning Division Manager for review and approval prior to initiation of the Phase I activities.

    The contract shall include provisions in case any cultural resources are discovered onsite. In the event that any historic or prehistoric cultural resources are discovered, work in the vicinity of the find shall be halted immediately. The archaeologist shall evaluate the discovery and determine the necessary mitigations for successful compliance with all applicable regulations. Developer or its successor in interest shall be responsible for paying all salaries, fees and the cost of any future mitigation resulting from the survey. (MND, E-1)

85. Developer shall contract with a Native American monitor to be present during all subsurface grading, trenching or construction activities on the project site. The monitor shall provide a monthly report to the Planning Division summarizing the activities during the reporting period. A copy of the contract for these services shall be submitted to the Planning Division Manager for review and approval prior to issuance of any grading permits. The monitoring report(s) shall be provided to the Planning Division prior to approval of final building permit signature. (MND, E-2)

86. Applicant shall submit a check made out to the City of Oxnard to pay for any outstanding discretionary permit and environmental processing fees associated with the development project. Funds shall be deposited prior to issuance of a grading permit.

ENVIRONMENTAL RESOURCES DIVISION

87. 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 "City of Oxnard C&D Environmental Resources Management & Recycling Plan" ("Plan") to the City for review and approval. The Plan shall provide that at least 50% of the waste generated on the project be diverted from the landfill. The Plan shall include the entire project area, even if tenants are pursuing or will pursue independent programs. The Plan shall be submitted to and approved by the Environmental Resources Division prior to issuance of a building permit. The 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 Plan form.

88. Developer shall follow the approved "City of Oxnard C&D Environmental Resources Management & Recycling 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 demolition and/or construction, Developer shall complete and submit the "City of Oxnard C&D Environmental Resources Management & Recycling Report For Work Completed" ("Work Completed 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 Work Completed Report prior to issuance of a certificate of occupancy.

89. 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. Regardless of hauling methods, all materials collected must be conveyed to the Del Norte Regional Recycling and Transfer Station.

90. Developer shall make provisions to divert at least 50% of the waste material generated during occupancy through source reduction, recycling, reuse, and green waste programs. Developer shall complete and submit a "City of Oxnard C&D Environmental Resources Management & Recycling Occupancy Plan" ("Occupancy Plan") to the City's Environmental Resources Division. An Occupancy Plan must be submitted and approved prior to issuance of a certificate of occupancy. An Occupancy Plan must be submitted and approved prior to issuance of a certificate of occupancy. A "City of Oxnard C&D Environmental Resources Management and Recycling Occupancy Report" shall be submitted to the Environmental Resources Division annually for approval on the

anniversary date of the certificate of occupancy or at any such time that the facility's operational functions change significantly.

91. 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.

DEVELOPMENT SERVICES DIVISION STANDARD CONDITIONS

92. 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)

93. 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)

94. Developer shall have the site improvement plans prepared using standard Development Services Division format(s) by a civil engineer licensed in the State of California. The plans shall incorporate recommendations from soil engineering and geology reports. Prior to issuance of a grading permit, improvement plans must be approved by the City Engineer and ink-on-mylar plans filed with the Development Services Division. (DS-3)

95. 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)

96. Developer shall protect building pads from inundation during a 1% chance (100-year) storm. (DS-5)

97. 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)

98. Developer's site improvement plans shall include an on-site sewer plan. (DS-10)

99. 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)

100. 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)

101. 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)

102. 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)

103. Prior to issuance of a site improvement permit, Developer shall provide to the Development Services Division a compact Disc (CD) containing digital copies of all project maps, address map, and/or civil improvements drawings in DWG format. Prior to improvement bond release, Developer shall provide an updated CD containing all changes that occur during construction. (DS-16)

104. Developer shall remove graffiti from the project, including graffiti on offsite public infrastructure under construction by Developer, within 24 hours of its appearance. If Developer fails to remove graffiti in accordance with this condition, the City may at the discretion of the Development Services Manager issue a stop work order until such time as the graffiti is removed. (DS-20)

105. 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)

106. Developer shall pay the cost of all inspections of on-site and off-site improvements. (DS-22)

107. Developer shall be responsible for all project-related actions of Developer's employees, contractors, subcontractors, and agents until City accepts the improvements. (DS-23)

108. 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)

109. "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)

110. 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)

111. 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)

112. 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)

113. 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)

114. Developer shall install City approved backflow prevention devices for water connections if so ordered by the City Engineer. (DS-45)

115. Prior to designing the water system for the project, Developer shall have a certified fire flow test performed to determine existing water pressure and flow characteristics. The water system shall be designed to allow for a 10 psi drop in the static water pressure measured during the fire flow test. After construction and before City issues a certificate of occupancy, the City Engineer may require a second test. Developer shall obtain permits from the City Engineer prior to performing tests. Developer shall have all tests certified by a mechanical, civil, or fire protection engineer and provide written results of all tests to the City Engineer. (DS-47)

116. 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)

117. 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)

118. 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)

119. Developer shall provide adequate vehicle sight distance as specified by CalTrans specifications at all driveways and intersections. (TR-71)

120. Developer shall install bike racks in accordance with City standards at locations approved by City Traffic Engineer. (TR-73)

STORMWATER QUALITY CONDITIONS

121. Developer shall construct double bin trash enclosures (one bin for recycle use) with a solid noncombustible roof, 8-foot minimum clearance) that prevents stormwater from entering the refuse bins. Developer shall provide a traffic rated drainage inlet within the enclosure to catch all enclosure wash water. This drain shall connect to the sanitary sewer system via a grease interceptor. Developer shall construct all other components of the trash enclosure in accordance with the approved City standard plan on file with Development Services Division. Developer shall finish the trash enclosure to match the major design elements of the main structures subject to Planning Division approval. The location and configuration of the enclosure a 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-80).

122. 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)

123. Using forms provided by the Development Services Division, Developer shall submit a stormwater quality control measures maintenance and operations plan ("the Plan") for this project. If the BMPs implemented with this project include proprietary products that require regular replacement and/or cleaning, Developer shall provide proof of a contract with an entity qualified to provide such periodic maintenance. The property owner is responsible for the long-term maintenance and operation of all BMPs included in the

project design. Upon request by City, property owner shall provide written proof of ongoing BMP maintenance operations. No grading or building permit shall be issued until the Development Services Manager approves the Plan and Developer provides an executed copy of the City's stormwater covenant with the Plan included as an exhibit for recordation by the City. (DS-82)

124. 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)

125. 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)

126. 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)

127. 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 all catch basins accepting stormwater runoff from any portion of this project that meets the definition of 'Priority Land Use' as defined by the Amendments at the time of issuance of a grading/site improvement permit. The Devices shall be sized and designed in accordance with requirements of the Amendments and the Technical Guidance Manual for Stormwater Quality Control Measures ("TGM"). (DS-88)

128. 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

129. Developer shall pay to the County of Ventura a road mitigation fee in accordance with the agreement between the City and the County of Ventura. Proof of payment shall be provided to the Development Services Division prior to issuance of a building permit. (DS-105)

130. Stormwater runoff from this site shall be limited an on-site detention shall be provided in conformance with the "Agreement for Stormwater Retention within Rice Road Drain Watershed" and the approved drainage report for this tract. Detention basins were installed with the original shopping center and are not proposed to be altered by this project. The development under this Special Use Permit will continue to be governed by the previously executed Declaration of Restrictive Covenant for Detention Basin Perpetual Maintenance.

131. This project meets the definition of "Redevelopment" as defined in 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 and associated 2011 Technical Guidance Manual for Stormwater Quality Control Measures ("TGM"). Developer shall provide storm water mitigations (including stormwater filtration) as required by the MS4 permit and associated TGM. The area of alteration shall be evaluated in the stormwater quality report based on requirements of the MS4 permit. The final report is subject to approval of the Development Services Manager. (DS)

132. The percolation tests for this project shall include implementation of the reduction factor specified in the "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 safety factor specified in the TGM (DS)

133. Developer's geotechnical engineer shall perform percolation tests on the exposed bottom of all infiltration facilities immediately prior to facility construction and provide the City with a written opinion that the exposed soil layer is suitable for the proposed infiltration facility based on review of the existing geotechnical reports, percolation tests, infiltration facility design, and characteristics of the exposed soil layer. The report shall be reviewed and approved by the project civil engineer. (DS)

134. Stormwater Quality Best Management Practices ("BMP") proposed by Developer to serve this project also serve additional parcels of land. Developer shall provide proof of recordation of a document that holds all property owners served by the Stormwater Quality devices jointly and severally responsible for implementation and perpetual maintenance of all proposed long-term post construction BMP serving the project. (DS)

135. Developer shall construct a minimum 7-foot wide sidewalk at all locations where the sidewalk is constructed adjacent to the front of parking spaces (DS)

136. The engineering site improvement plans for PZ 18-500-06 and 18-500-08 shall be processed simultaneously and Developer shall furnish and install an LED illuminated bus shelter, bus bench, trash receptacle, and bicycle rack at the location of the existing bus stop along the project's Rose Avenue frontage. The sidewalk shall be widened an additional 4-feet at the bus stop resulting in a 12-foot (minimum) wide sidewalk for the 30-foot long bus stop. Developer shall dedicate to the City an easement of sufficient dimensions to encompass the new bus stop improvements. The final location, configuration, and specifications of the bus stop furniture shall comply with City standards and is subject to approval of the City Traffic Engineer (TR).

137. The engineering site improvement plans for PZ 18-500-06 and 18-500-08 shall be processed simultaneously and Developer shall install appropriate onsite signage and pavement markings to direct project traffic to their destination. Type of signs and location shall be approved by the City Traffic Engineer (TR).

138. The engineering site improvement plans for PZ 18-500-06 and 18-500-08 shall be processed simultaneously and Develop shall remove the stop control (including all signs and pavement markings) for westbound traffic at the existing main parking lot intersection at the northwest corner of pad 11. Developer shall also refresh the limit line and STOP pavement markings of the eastbound, northbound, and southbound approaches to this intersection (TR).

139. The engineering site improvement plans for PZ 18-500-06 and 18-500-08 shall be processed simultaneously and Developer shall add pavement striping for traffic in both eastbound and westbound directions between the existing main parking lot intersection at the northwest corner of pad 11 and the Rose Avenue and Lockwood Street intersection to delineate the intended use of lanes. Striping shall consist of lane lines, left turn arrows, through arrows, and right turn arrows at the intersection. Final signage and striping shall be approved by the City Traffic Engineer (TR).

140. The engineering site improvement plans for PZ 18-500-06 and 18-500-08 shall be processed simultaneously and Developer shall install intersection lane controls signs at the southeast corner of the Rose Avenue and Lockwood Street traffic signal mast arm and at approximately 225 feet west of the limit line of the westerly crosswalk of the signalized intersection to indicate two left turns, one through/left turn and one right turn operation. Final signing shall be approved by the City Traffic Engineer (TR).

141. The engineering site improvement plans for PZ 18-500-06 and 18-500-08 shall be processed simultaneously and Developer shall install lane line striping extensions through the intersection to accommodate the through/left movement operation. Final striping shall be approved by the City Traffic Engineer (TR).

POLICE DEPARTMENT CONDITIONS

142. The project must comply with the Outdoor Lighting Code & Guidelines

a. Outdoor lighting shall comply with Title 24, Part 6, of the California Code of Regulations: California's Energy Efficiency Standards for Residential and Nonresidential Buildings.
b. All outdoor lighting shall be flat lens, full cut-off fixtures with the light source fully shielded with the exception of:
   i. Luminaires with a maximum output of 260 lumens per fixture, regardless of number of bulbs (equal to one 20-watt incandescent light), may be left unshielded provided the fixture has an opaque top to keep light from shining directly up.
   ii. Luminaires that have a maximum output of 1,000 lumens per fixture, regardless of number of bulbs (equal to on 60-watt incandescent light) may be partially shielded provided the bulb is not visible, and the fixture has an opaque top keep light from shining directly up.
c. Oxnard City Code 16-320: Lighting within physical limits of the area required to be lighted shall not exceed seven foot-candles, nor be less than one foot-candle at any point. A light source shall not shine upon, or illuminate directly any surface other than the area required to be lighted. No lighting shall be of a type or in a location that constitutes a hazard to vehicular traffic, either on private property or on the abutting streets. The height of light standards shall not exceed 26 feet. To prevent damage from automobiles, standards shall be mounted on reinforced concrete pedestals or otherwise protected.

143. Lighting instruments shall be metal halide, LED or similar in nature and spectrum (3,000K to 20,000K Correlated Color Temperature).

144. Exterior lighting of the site including parking areas shall be between 1 and 7-foot candles and shall be in harmony with existing adjacent lighting scheme.

145. Lighting instruments shall be full cut-off and installed so that light does not directly illuminate property outside the project site. Instruments shall not create glare for motorists or pedestrians.

146. Outdoor lighting instruments shall not be placed in close proximity of parking lot trees.

147. A photometric sheet shall be provided and approved prior to the issuance of building permits. The sheet shall include the placement of all trees showing a 20-year growth of canopy. Lighting bollards and similar ground or landscape lighting instruments shall not be used as part of the photometric plan.

148. Trash enclosure shall be protected by landscaping elements to dissuade the application of graffiti. Creeping fig or similar climbing vines or a combination of vines and shrubs or hedging arranged to protect walls from vandals is required.

149. Security cameras shall be installed to monitor the business. The camera system shall comply with these minimum standards:
   a) Cameras and supporting equipment shall supply digital color images under normal lighting conditions. Greyscale images are expected for infra-red lighting.

b) Cameras shall be made by a reputable manufacturer and maintained to current industry standards.
c) Cameras shall have low light capability and able to identify persons conducting transactions or entering the business.
d) The video system shall utilize a Digital Video Recorder (DVR). VHS and other formats are prohibited.
e) The video system shall allow recording, live viewing and playback of recorded video for a period of a period of at least 30 days.
f) Recorded images shall bear a date and time stamp that cannot be altered.
g) Prior to the issuance of building permits, the applicant shall submit a plan showing location of cameras and the scope of their capture area. The plan shall include a list of components. Each camera on the plan shall have call-outs identifying the camera by an alpha-numeric designation and a table listing the type of camera equipment, type of camera mounting, height above floor or grade, and the nature of the image capture area.
h) Camera installations intended to capture images of faces are best located so they target doorways and choke-points for foot traffic. Each exterior doorway shall have a camera dedicated to capturing images of the heads and upper body of persons entering the business. Cameras dedicated to this purpose shall be mounted no higher than 7-feet above the floor.
i) Each public entrance to the building shall have a dedicated camera to capture face and upper body images of customers. Cameras for this purpose shall be mounted no higher than 7-feet above the floor.
j) Each teller station shall have a dedicated camera to capture face and upper body images of customers. Cameras for this purpose shall be mounted no higher than 7-feet above the floor.
k) Cameras in domed casings are highly encouraged as their area of focus is not easily determined by a casual observer.
l) Signs shall be posted on the property indicating that "Security Cameras in Use".
m) The Oxnard Police Department requests that the all businesses utilizing Web accessible security cameras participates in the OPD Security Camera Registry which would provide Internet access to the camera system in the event of an emergency situation on the premises. This access shall be governed by a Memorandum of Understanding between the business and the OPD. Inquiries about the Security Camera Registry should be made via email to specialprojects@oxnardpd.org

150. A burglary alarm is required. It shall be compliant with Oxnard City Code 11-95 through 11-100. Motion detection burglary or intrusion alarm systems shall utilize "Dual Technology" sensors capable of differentiating between human movement and non-human movement.

151. The office shall be equipped with a depository or floor safe.

152. The office shall have access equipment to the security camera system.

PASSED, APPROVED, AND ADOPTED by the Planning Commission of the City of Oxnard on this 16th day of May, 2019.

Vincent Stewart, 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 16th day of May, 2019, and carried by the following vote:

AYES: Commissioner(s):

NOES: Commissioner(s):

ABSENT: Commissioner(s):

ABSTAIN: Commissioner(s):

ATTEST:

Kathleen Mallory, AICP, Secretary