

CITY OF OXNARD PLANNING COMMISSION AGENDA

REGULAR MEETING

Council Chambers, 305 West Third Street
Thursday, September 19, 2019, 6:00 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. CONSENT AGENDA

1. APPROVAL OF MINUTES – August 22, 2019

E. CONTINUED PUBLIC HEARING

- Project Name: Romero Duplex – PLANNING AND ZONING PERMIT NO. 17-500-14** (Special Use Permit) Request for approval to establish a Planned Residential Group (PRG) for the conversion of an existing two-story 3,244 square-foot medical commercial building to a residential duplex. The proposed duplex includes a 1,635 square-foot unit and a 1,202 square-foot unit with a detached three-car carport on a 4,110 square-foot parcel. Pursuant to Oxnard City Code (OCC) § 16-445, the project includes the following modifications to the development standards of the R-2 zoning district: 1) increase in density; 2) reduction of the required interior yard space; 3) reduction in front yard setback; 4) reduction in side yard setback; 5) relief from garage parking; 6) relief from off-street visitor parking; and 7) reduction in parking area landscaping. The project is located at 212 East First Street (APN 201-0-115-240) in the Multiple Family (R-2) zone. Filed by Jeff Valenzuela on behalf of property owner Juan Romero, 971 Gill Avenue, Port Hueneme, California 93041.

Project Planner: Jay Dobrowalski

Recommendation:

Continue the Project to a date certain of October 17, 2019.

F. PUBLIC HEARING

- Project Name: 7-Eleven – PLANNING AND ZONING PERMIT PZ NO. 18-500-12** (Special Use Permit) A request to demolish an existing four-story 27,450 square-foot office building and construct a gas fueling facility with six fuel dispenser stations and 12 pumps; construct a one-story 3,000 square-foot convenience store (7-Eleven) operating 24-hours;

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.

permit a Type-20 alcohol license for the sale of beer and wine for off-site consumption during the hours of 7:00 a.m. and 12:00 a.m.; approve a street dedication of 3.5 feet along Saviers Road; approve a street dedication of 1.35 feet along Channel Islands Boulevard; and construct associated parking and landscaping improvements on a 1.05 acre (45,738 square feet) site located at 2900 Saviers Road (APN 219-018-035) in the General Commercial (C-2) zone. Filed by Greg Fick of Tait and Associates, 701 N. Parkcenter Drive, Santa Ana, CA 92705.

1. Project Planner: Veronica Ortiz-DeAnda

2. Recommendation:

3. Approve the Project, as submitted, finding the Project to be Categorically Exempt from environmental review pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15332 (In-Fill Development Projects), and Approve Resolution 2019-XX for Planning and Zoning Permit Number 18-500-12 (Special Use Permit - SUP), subject to certain findings and conditions.

G. STUDY SESSION/REPORTS

H. PLANNING COMMISSION BUSINESS

I. COMMUNITY DEVELOPMENT STAFF UPDATES

J. ADJOURNMENT

FUTURE MEETINGS

Thursday, October 3, 2019, 6:00 p.m., City Council Chambers

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.

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PLANNING COMMISSION STAFF REPORT

TO: Planning Commission

FROM: Veronica Ortiz-De Anda, Contract Planner

DATE: September 19, 2019

SUBJECT: Planning and Zoning Permit No. 18-500-12 (Special Use Permit) for Property Located at 2900 Saviers Road.

- 1) Recommendation:** That the Planning Commission adopt a resolution approving Planning and Zoning Permit Number 18-500-12 (Special Use Permit - SUP), subject to certain findings and conditions.
- 2) Project Description and Applicant:** A request to demolish an existing 27,450 four-story office building and construct a 3,000 square-foot one-story 24-hour convenience store (7-Eleven); permitting a Type-20 alcohol license to sell beer and wine for off-site consumption during the hours of 7:00 a.m. through 12 a.m.; construction of a 12-pump fuel station; street dedication of 3.5 feet wide along Saviers Road; a street dedication of 1.35 feet wide along Channel Islands Boulevard; and construction of associated landscaping and parking improvements. For the purposes of this staff report, the foregoing project description shall be referred to as "the Project". Filed by Greg Fick of Tait & Associates for the property owner, BV Oxnard LLC, 6400 South Fiddlers Green Circle, Suite 1820, Greenwood Village, CO 80111.
- 3) Existing & Surrounding Land Uses:** The project site is located at 2900 Saviers Road on the southeast corner of the Saviers Road/Channel Islands Boulevard intersection within the Blackstock North neighborhood. The nearest residences are approximately 53 feet away (measured from property line to property line) to the east of the Project site. The nearest school is Harrington Elementary, which is located approximately 1,024 feet to the north of the site. The existing land uses, zoning, and General Plan designation of the site and surrounding properties are as follows (see Attachment A - Maps):

Surrounding Land Uses			
Direction	Zoning	General Plan	Land Use
Project	General Commercial (C-2)	Commercial General (CG)	Commercial Office (Vacant)
North	General Commercial (C-2)	Commercial General (CG)	Commercial Retail/Office (Island Plaza Center)
South	General Commercial (C-2)	Commercial General (CG)	Commercial Service (Fast Loans on Auto Titles)
East	General Commercial (C-2)	Commercial General (CG)	Commercial Retail/Service (Small Multi-Tenant Center) and
	Single Family Residential (R-1)	Residential Low (RL)	Single Family Residential
West	General Commercial (C-2 PD)	Commercial General (CG)	Fuel Station & Medical Office (Chevron Gas Station & Family Health Office)

- 4) Background Information:** The existing four-story office building was built in 1975 and originally occupied by California Federal Savings bank, also known as CalFed. The building was last occupied by Citibank on the ground floor and various office businesses occupied the floors above. City business license records show that the last license issued for Citibank expired in 2006.

In 2018 the property was acquired by BV Oxnard, LLC, who is the Applicant for this request and the owner of the existing convenience store operating at 3280 Saviers Road that is located approximately three blocks south of the Project site between Hughes Drive and Thomas Avenue. The Applicant has indicated to staff that they intend to cease operations at the 3280 Saviers Road location and relocate to the subject site. The existing store does not have a fuel station and that would be a new aspect of the business at the Project site. However, the store does operate a Type-20 alcohol license that was issued by the state office of Alcoholic Beverage Control for the sale of beer and wine for off-site consumption. Presently, the existing store does not have a Special Use Permit (SUP) governing the alcohol use of the site. The license is considered legal non-conforming because it was issued before the City requirement for a SUP for alcohol uses.

- 5) Environmental Determination:** In accordance with Section 15332, Class 32 of the California Environmental Quality Act Guidelines (CEQA), projects characterized as in-fill on less than five acres that are consistent with the General Plan and zoning designation may be found to be exempt from the requirements of CEQA. The proposed Project is a new commercial retail use in a General Commercial zoning district on an established 1-acre lot

surrounded by urban development and located on a previously graded, occupied, and disturbed site.

The proposed demolition of the building does not trigger thresholds listed in Section 6.2 of the City's CEQA Guidelines. Staff researched information and/or records and did not find evidence indicating historical significance associated with the building and the site. With the exception of the building having been designed by a known architect firm, Frank Homolka & Associates from Long Beach, no record was found to indicate any historical significance as: the building is not registered (nor pending nomination) in the California Register of Historical Resources; the site and/or building is not listed in any local or county survey; and the site or building is not associated with a historical person or event whether at a local, state, or national level. Therefore, staff has determined that there is no substantial evidence that the Project as proposed would have a significant effect on the environment and recommends that the Planning Commission accept the Notice of Exemption (see Attachment B - Notice of Exemption).

6) Analysis:

- a) **General Discussion:** The proposed Project involves the demolition of a multi-story office building that is 27,450 square feet in size and construction of a new fuel station with six dispensers and 12 pumps, and a 3,000 square-foot convenience store that would operate 24-hours. As previously mentioned, the Applicant is also the owner of the existing 7-Eleven convenience store located at 3280 Saviers Road and is proposing to relocate to the subject site. Included in the relocation is the transfer of the existing Type-20 alcohol license for the sale of beer and wine for off-site consumption. The existing store does not have a SUP for the alcohol use and operates as a legal non-conforming use. The Project incorporates new parking and landscaping improvements as well. Additionally, the Project involves a street dedication of 3.5 feet along Saviers Road and 1.35 feet along Channel Islands Boulevard.

Alcohol Request

The City Police Department prepared a report ("Police Report") pertaining to the proposed alcohol use of the Project. The Police Report provides information on the number and type of alcohol licenses in the area and gives crime rate statistics. The report concludes that the general Project area has an undue concentration of alcohol licenses and a high rate of crime (see Attachment D). The table below summarizes the findings of the Police Report.

Location	Alcohol Outlets Within 350 feet?	Alcohol Outlets more than 350 feet but less than 1,000 feet?	Likely to Aggravate Police Problems?	Undue Concentration of Alcohol Licenses?
2900 Saviers Road	Yes, 2 outlets	Yes, 7 outlets	Possible with new location and more foot traffic, but conditions will address concerns and no net gain of licenses.	Yes

Concentration of Alcohol Outlets:

There are two existing alcohol outlets within 350 feet of the Project site. These are retail stores with a Type 21 license for the sale of beer, wine, and spirits for off-site consumption. Outside of 350 feet but within 1,000 feet are seven alcohol businesses (includes the existing store at 3280 Saviers Road). Of the seven, five operate a Type 41 license for the sale of beer and wine for consumption in an eating establishment and the remaining two hold a Type 20 license for the sale of beer and wine for off-site consumption.

To address the issue of high concentration of alcohol licenses, the Applicant is proposing to transfer the license at the existing 3280 Saviers Road store location to ensure that another business occupying the space does not have the ability to open a business with alcohol sales without obtaining a Special Use Permit from the City of Oxnard and an ABC license from the State of California. To provide certainty that there would not be a net gain of alcohol licenses in the area, the Applicant proposes to cease the sale of alcohol products for a continuous period of at least six months and one day, which is the necessary City timeframe to discontinue a legal non-conforming use as per Section 16-508 (D) of the Oxnard City Code (OCC). To provide the City assurance that the non-conforming use at 3280 Saviers Road will be discontinued, staff has included a condition of approval (Condition No. 123 in Attachment K) in this regard and requires the Applicant to obtain an inspection by City staff on the first day of the six month and one day period for their existing location.

Crime Statistics:

The Police Report provides 2017 data on the type and number of crimes within the 12-month period within 1000-foot annular area. Crimes are categorized as Part I and Part II. Part I crimes include murder, rape, robbery, theft, burglary, auto theft, and arson. Part II crimes include but are not limited to vandalism, possession of weapons, sex offenses, and disorderly conduct. The report shows that the Project site annular rate is 289, which is 4.9 times higher than the average crime rate city wide and 61% higher than the rate for commercially zoned properties city wide. The report states that homeless loitering,

habitation, and drinking in public are the most visible elements of crime and disorder issues in the area.

Police and Community Input:

The report highlights problems associated with the existing store owned by the Applicant. These problems relate to homeless persons that panhandle and loiter at the store and in the general area, including the Project site. This problem is a common occurrence that necessitates regular patrol of the area. Police staff solicited community input within the Project area as well and all persons interviewed expressed their concerns about the Project referencing crime and traffic issues.

Presently, the City has limitations on how to regulate the business to address these issues, because there is not a SUP in place at the existing store and therefore, there are no conditions to enforce. With a SUP in place for the alcohol and the land use, the City has the ability to impose and enforce specific conditions on the operator of the license and on the property owner, should they be different entities. City enforcement could reach revocation of the SUP if the operator is not complying with the conditions.

Conclusion:

The report concluded that while the owner of the existing store would be relocating to a more prominent and busier location, which is contrary to past City attempts to limit expansion of alcohol sales in the area, the Applicant's proposal to close one store and replace it with another with a modern and better designed establishment is reasonable. Moreover, the new location will allow the City the benefit of conditioning the Project to impose specific regulations to the alcohol use with the new location not resulting in an increase in the number of alcohol licenses in the area.

The existing building also hosts numerous wireless antennas, including some that are used by the City. A determination has not been made on where these will be relocated to. If the Applicant wishes to retain them, the approval of proper City permits would be required before they could be placed at the redeveloped site.

- b) General Plan Consistency:** The City's 2030 General Plan land use designation for the subject site is for General Commercial uses which allows free-standing commercial uses along arterials. As proposed the Project will bring long term use and revitalize a dilapidated property that is located in a scenic corridor and prominent location. Approval of this Special Use Permit would be consistent with the General Plan and the property's land use designation.

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

- I. Direct Applicability to a Proposed Project or Program (full text of the policy and an explanation).

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

POLICY	LEVEL	POLICY OR TITLE	EXPLANATION
Community Development CD-4.4	I	Commercial Area Aesthetics	Dilapidated development will be removed and new development will be provided with new landscaping improvements
CD-9.2	I	Revitalization and Redevelopment	The project will revitalize dilapidated property and redevelop it with new construction along with parking and landscaping improvements.
CD-9.4	I	View Corridor	The Project incorporates a 30-foot landscape buffer along Saviers Road and Channel Islands Blvd, a designated scenic corridor.
Sustainable Community SC-4.1	I	Green Building Code Implementation	Project will comply with Title 24 Green Building Code
CD-3.4 CD-4.4 CD-14.1 CD-14.2 CD-14.3 Environmental Resources ER-7.2 ER-10.1	II	Neighborhood Quality of life. Commercial Area Aesthetics. 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 is located in the General Commercial (C-2) zoning district. Oxnard City Code Sections 16-123(A), 16-136 (A) (1), (A) (8) dictate that approval of a SUP is needed for projects involving a fuel station and convenience stores selling packaged alcoholic beverages in the C-2 zone. Applicable standards of the C-2 zone have been compared with the proposed Project as follows:

DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED	COMPLIES?
Max. building height 16-137	2 stories or 35 feet. Additional stories may be permitted as part of an SUP (16-530—16-553	24 feet building 18'6" canopy	Yes
Lot Area (residential uses) 16-138	600 sq.ft. per DU	N/A	N/A
Front yard setback* 16-139 <u>This lot has 4 frontages</u>	10 feet from property line; 30 feet when abutting designated scenic corridors, per CD-9.4 of the 2030 General Plan.	15' minimum, 30' maximum	Yes
Side yard setback* 16-140	5 feet. Zero when abuts another C-2 zoned lot.	N/A	N/A
Rear yard setback* 16-141	None if ≤ 16 feet in height; 15 feet if > 16 feet in height; 10 feet if abuts an alley.	N/A	N/A
Yard Requirements for Dwellings 16-142	Residential uses shall comply with front, side, and rear yard setbacks of the R-3 zone Mixed use: commercial uses on the first floor to comply with commercial front, side, and rear yard setbacks and residential uses on upper floors to comply with R-3 front, side,	N/A	N/A

	and rear yard setbacks.		
Floor Area Ratio Is the gross floor area divided by the net lot area	35% max. (per GP)	6.0% approx.	Yes
Offstreet parking: Handicapped Motorcycle (16-624) Bicycle (16-623 & 16-637) Loading (16-644) Carpool/Vanpool (16-633)	1 space for every 300 sq.ft. of retail Motorcycle, Bicycle, Carpool/Vanpool do not apply. Loading: one space, 12' x 40'	Handicap: 1 Bicycle proposed: 2 racks, 4 spaces Loading: 1 space.	Yes
Parking space sizes & design: - Standard (16-636 & 16-638) - Loading (16-644) - Carpool/Vanpool	9'W x 19'L 12'W x 40'L x 14'H ; alt size with PC or director approval 9'W x 19'L	Regular stalls: 11 Motorcycle: N/A Loading: 1 space Carpool/ Vanpool: N/A	Yes
- Trip Reduction Measures (16-631) - Transportation Information (for projects with 50 or more employees) (16-632) - Drive-Thru Facilities (16-647) - Design standards of parking lots and vehicle overhangs (16-636)	N/A	N/A	N/A
Parking area Landscape Req. (16-641):	- Min. 10' wide strip. - Min. 5' wide in	11' 6" – 30 wide 5' min.	

• Along streets/alleys • Along interior PLs (for lots with 20 or more spaces) • Parking/vehicle area (16-641) • Landscape fingers (16-641) • Trees (for lots with 20+) • If located adjacent to residential see 16-641 (E)	• parking areas. • Minimum 5% of area, exclusive of any other required landscaped area abutting a street or alley. • 9'W x 20'L - every 10 spaces with a tree. • Min. 40' O.C.	Approx. 18% in parking area; Approx. 26% overall. 1 tree (in finger planter) Some (E) trees to remain are more than 40'. All (N) trees are within 40'	Yes
Trash enclosures & transformers	To be screened at installation.	Landscaping to Screen	Yes
Rooftop equipment	May not protrude above height of parapet.	Parapet will screen roof equipment	Yes, with Condition No. 100
Fence (16-310)	• Cannot be located in the FY setback area • No chain link in FY • 8' max height	None proposed	N/A
Lighting 16-320	Within project site, light cannot exceed 7 footcandles, nor be less than 1 footcandle at any point. Light spill not permitted and cannot be a hazard to vehicles on private property or abutting streets. Light poles cannot exceed 26 feet in height.	Light poles throughout, under the canopy and on the building. Will be less than 26 ft. tall	Yes, with Conditions No. 44, 45, 93, 94, 95, 125.

d) Site Design: The Project site is an “urban island” surrounded by development and four public streets: Channel Islands Boulevard, Saviers Road, Lark Street, and Samuel Avenue. As shown on the site plan (see Attachment C), the proposed convenience store building would sit on the southeast corner area of the property with parking located in

front and to the west of the building. The canopy for the fuel station would be in the center of the property prominently situated for easy visibility to the drivers crossing the major intersection of Saviers Road/Channel Islands Boulevard. Except for the driveway and walkway cuts, the perimeter of the site would be occupied by landscaping primarily along the two main street frontages, Saviers Road, and Channel Islands Boulevard, where the planter will be 30 feet wide. The trash enclosure sits between the building and the loading zone near the air and water station. Freestanding light poles are proposed throughout the site. A condition of approval has been imposed requiring the Applicant to work with planning staff to reduce the number of light poles and fixtures shown on the photometric plan so as to avoid unwanted light glare by drivers passing by the site and to minimize light impacts to the residents located across Samuel Avenue. All lighting will be required to comply with the City's lighting standards as detailed in the conditions of approval.

- e) **Circulation and Parking:** Access to the site is presently provided from four existing driveways. The Project would remove these driveways and relocate them so as to provide provide access to the site from Saviers Road (northbound), Channel Islands Boulevard (eastbound), and a driveway off of Samuel Avenue. The fuel station canopy is located in the center of the lot and patrons visiting the station could maneuver around the canopy to reach their desired pump. Patrons visiting the convenience store would park directly in front of the store. The air and water station is located next to the loading zone with its own designated parking stalls. Patrons could use these facilities and the walkway to visit the store if they wish to do so. Section 16-622 requires a minimum of 10 spaces for this Project and 11 spaces are provided as well as the required loading zone.

A traffic study (see Attachment I) was prepared to analyze traffic impacts associated with implementation of the Project. The study assessed:

- Existing Traffic Counts
- Estimated Project Traffic Generation/Distribution
- Morning and Afternoon peak hour analyses for Existing plus Project Traffic Conditions
- Morning and Afternoon peak hour analyses for Year 2020 plus Project traffic conditions, and
- Site Access and Internal Circulation

The study concluded that the net trips generated by the Project in the morning and in the afternoon would not cause traffic congestion impacts and the driveways would operate at acceptable levels of service, LOS C or better.

- f) **Building Design:** The proposed triangular shaped one-story building will be 3,000 square feet in size. The maximum height of the building wall will be 24 feet. The primary exterior finish is stucco in "Pearly White" accompanied by a brown "Dovetail" paint color in the "in-set" wall breaks to soften the long walls. The front façade of the building will have Brown wood trellis structures in these "in-set" spaces where large potted plants will be placed and a flat metal canopy will be above the main entrance. The front entrance will be glass swinging doors and square windows with metal frame on each side

of the doors. A brown “El Dorado” stone veneer band of 5 feet in height will wrap around the building to provide further design articulation. The Applicant proposes to have vine grills mounted on the walls that face Lark Street and Samuel Avenue so that the vines planted near these devices will grow and fill the grill.

Given past City experience with these devices where the plant does not always grow to fill this space and the close proximity of the building to the public right-of-way along Lark Street and Samuel Avenue, staff believes that the building articulation of these walls could be improved to provide a more interesting and effective design to deter graffiti and provide a higher quality design. To this end, the Planning Division has imposed a condition requiring the Applicant to work with staff to revise the elevations of the east and south side of the building should the Project be approved.

The fuel station canopy incorporates some of the design elements of the building such as the stone veneer and the colors used in the primary building to provide uniformity between the two structures.

- g) **Signs:** A condition has been imposed requiring compliance with OCC sign provisions. All signage for the proposed business will be reviewed separately at the time the Applicant files a sign permit application with the Planning Division.
- h) **Landscaping and Open Space:** Currently, the project site contains 28 trees consisting of mature Indian Laurel Fig and White Paperbark trees with some Evergreen Pear trees as well. Of the 28 existing trees, 15 are proposed to be removed to allow for construction of the Project. An arborist report was completed by CDPC Landscape Architecture (dated April 17, 2019) providing an assessment of the type, size and value of the existing trees. As indicated in the landscape plan, most of trees along the perimeter of the site will remain, however, new trees are also proposed throughout the Project site. The new trees consist of: the Queen Palm; Cajeput Tree; Marina Strawberry Tree and Texas Mountain Laurel trees adjacent to the proposed driveways. An abundant variety of drought tolerant shrubs and ground cover is proposed throughout the project site with emphasis in the front and the parking area, particularly along the Saviers Road and Channel Islands Boulevard frontages where the landscape planter is 30 feet wide. Approximately 18% of landscape area is provided in the parking lot, though only 5% is required. Overall, the site provides approximately 26% of landscape improvements. All plants are low water species type. A condition of approval has been imposed requiring the value of the associated trees (\$29,750) to be removed, to be shown as an upgrade in the landscaping improvements proposed.

- 7) **Development Advisory Committee:** The Development Advisory Committee first reviewed a conceptual application for this site on April 11, 2018. After the SUP application was filed by the Applicant, the DAC reviewed the Project on November 7, 2018 and April 3, 2019. The Applicant revised the plans to incorporate the recommendations of the DAC and conditions of approval have been imposed reflecting these recommendations. Included are alcohol related conditions from the Police Department to ensure the safety of patrons and employees at the new facility (see Conditions 48 – 87 in Attachment K).

8) Community Workshop and Public Input: A Community Workshop was held on May 20, 2019 and was well attended by various members of the community within the Blackstock North neighborhood and outside of the neighborhood boundaries. The sign in sheet at the Workshop shows that at least 25 persons attended. The Applicant presented the Project scope, explaining the interior plan of the store including the products and foods it would sell, the jobs the new facility would create, as well as the security features the new facility would have in place.

Every member of the community who provided input at the Workshop spoke against the Project. All of the commenters' concerns revolved around the following themes:

- Existing high concentration of alcohol licenses in the vicinity;
- High crime rate in the vicinity of the Project site;
- Existing traffic congestion problem at this major intersection and the proposed Project would make it worse;
- Proposed gas station and convenience store are not services needed by the community because there are numerous other businesses selling similar products, including alcohol and gasoline in the immediate vicinity;
- Continuous homeless problem at the existing store at 3280 Saviers Road, where the homeless sleep and litter outside the store and sometimes buy alcohol to consume on the premises or at properties nearby including the Project site;
- Preference to see another type of development at this site, such as mixed use (commercial with residential) with public transit incorporated or development that could re-use the existing building rather than demolishing it;
- A member of the Ventura County Cultural Heritage Board (VCCHB) attended the meeting and asked for the Project to be reviewed by the board, because of the building's possible historical significance due to the architect firm who designed the building, Frank Homolka and Associates.

Various commenters referred to the report prepared specifically for this Project by the City's Police Department in regards to crime statistics, homeless problem in the area, and the concentration of alcohol outlets in the vicinity. Other commenters spoke from their own experiences and/or incidents they witnessed. At least one commenter spoke about past alcohol license requests in the vicinity that have been denied by the City, such as a request made by the Chevron gas station that is located directly across Saviers Road from the Project site and a request made by WalMart located on the northwest quadrant of the Saviers Road/Channel Islands Boulevard intersection.

Additionally, staff received copies of two types of petitions. One was organized by community members against the Project and the other was organized by the Applicant in favor of the Project (see attachments F and G). Also, staff received various correspondence from community members against the Project. Copies of this correspondence and related material are in Attachment H.

At the suggestion of staff, the Applicant contacted and presented the Project at the Cal-Gisler Neighborhood Council on May 15, 2019 and presented to the Blackstock North Neighborhood Council on May 21, 2019. Representatives of both councils attended the Workshop and expressed their concerns about the Project. As for review by the VCCHB, staff encouraged the Applicant to go through the review process to ensure that the building does not have any historical significance, but the Applicant declined to do so.

6) Appeal Procedure: In accordance with OCC Section 16-545, the Planning Commission's action on Planning and Zoning Permit No. 18-500-12 (Special Use Permit – Planned Development) may be appealed to the City Council within 18 days after the decision date. Appeal forms may be obtained from the City Clerk and must be submitted with the appropriate fees before the end of the appeal period.

Attachments:

- A. Maps (Aerial, Vicinity, General Plan, Zoning)
- B. Notice of Exemption
- C. Project Plans
- D. Police Report Memorandum Dated February 14, 2019
- E. Applicant Letter dated August 29, 2019
- F. Petition Against the Project
- G. Petition For the Project
- H. Public Email Correspondence Against the Project
- I. Traffic Study prepared by Linscott, Law, and Greenspan Engineers dated August 31, 2018
- J. Arborist Report Prepared by CDPC Landscape dated April 17, 2019
- K. Resolution and Conditions of Approval

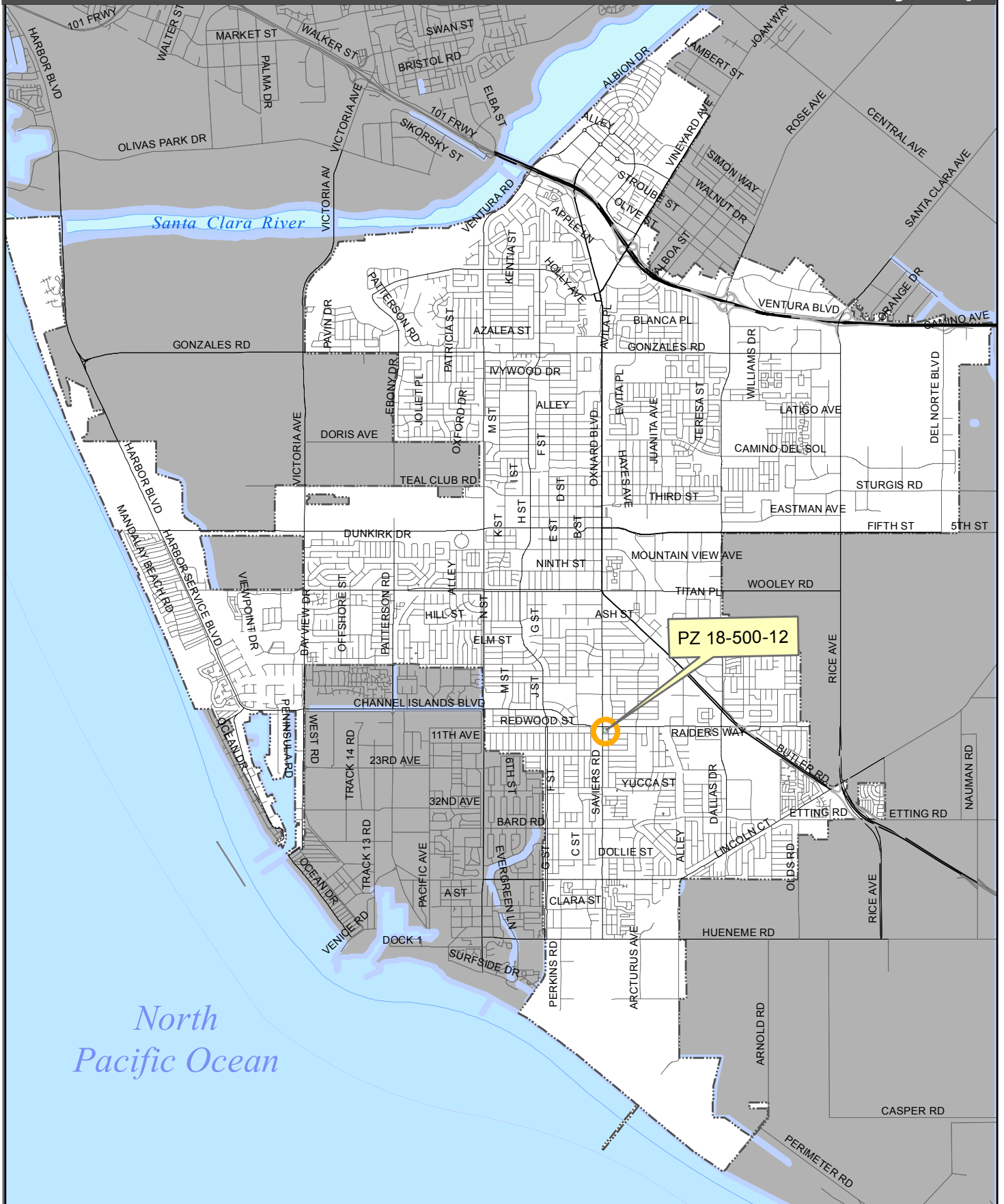
ATTACHMENT “A”

Maps (Aerial, General Plan, Zoning)

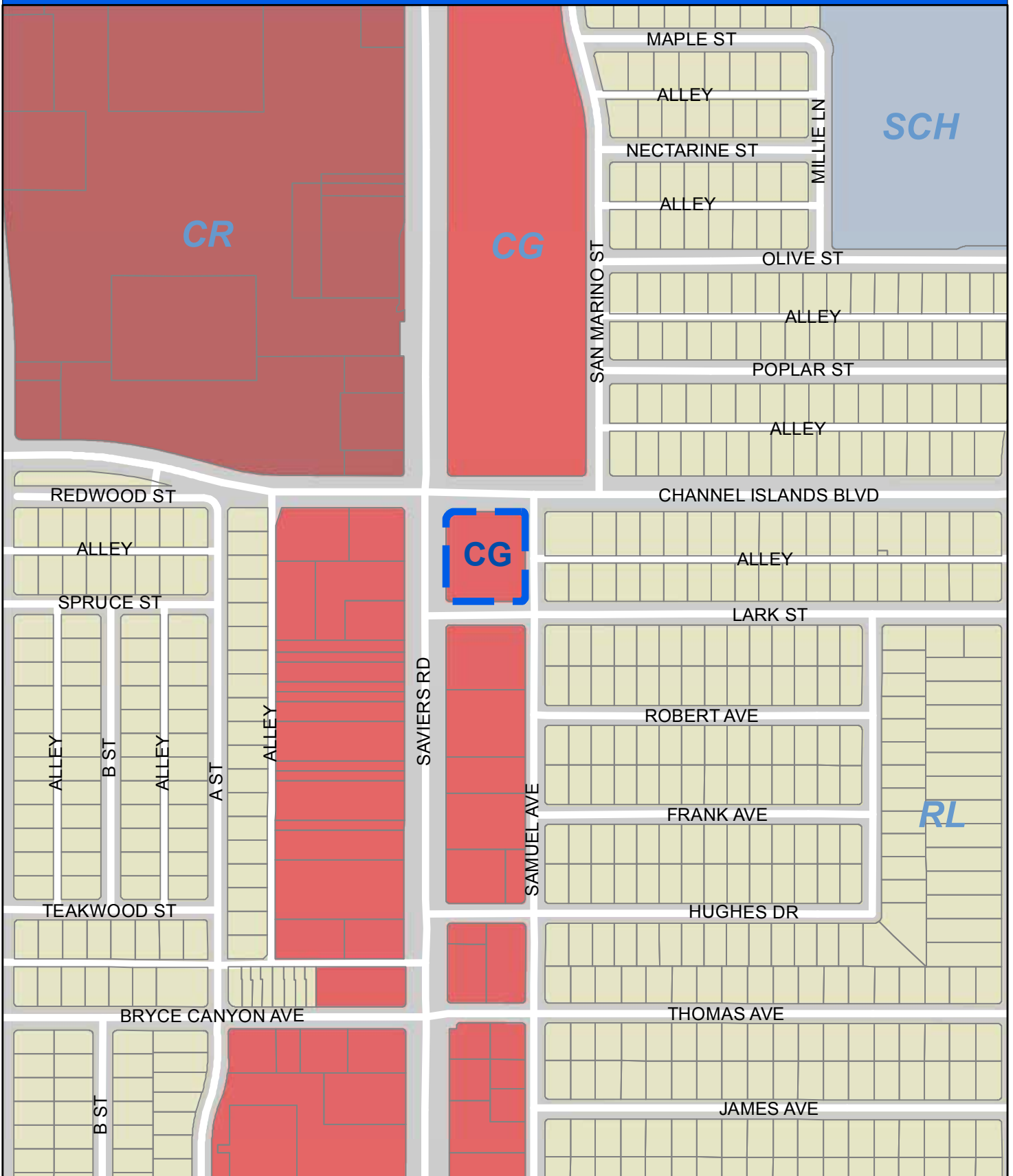
Aerial Map



Vicinity Map



2030 General Plan Land Use Map



Oxnard Planning
November 5, 2018

PZ 18-500-12
Location: 2900 Saviers Rd
APN: 2190018035
7-Eleven/Fuel Station
0 100 200 400 Feet

2030 General Plan Land Use Map



1:4,000

Zoning/Specific Plan Map



ATTACHMENT “B”

Notice of Exemption

NOTICE OF EXEMPTION

Project Description:

PZ Nos. 18-500-12 (SPECIAL USE PERMIT): A request to demolish an existing [27,450](#) four-story office building and construct a 3,000 square-foot [one-story](#) 24-hour convenience store ([7-Eleven](#)); permitting a Type-20 alcohol license to sell beer and wine for off-site consumption [during the hours of 7:00 a.m. through 12 a.m.](#); construction of a 12-pump fuel station; street dedication of 3.5 feet wide along Saviers Road; a street dedication of 1.35 feet wide along Channel Islands Boulevard; and construction of associated landscaping and parking improvements. Filed by Greg Fick of Tait & Associates for the property owner, BV Oxnard LLC, 6400 South Fiddlers Green Circle, Suite 1820, Greenwood Village, CO 80111.

Finding:

The Planning Division of the Development Services 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:

The project qualifies as a Class 32 categorical exemption (Infill Development). This section pertains to infill development within urbanized areas subject to specific conditions:

- (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations, because the site has a General Plan designation of Commercial General which is consistent with the zoning, General Commercial. The zone allows the proposed Project with approval of Special Use Permit.
- (b) The proposed development occurs within city limits on a project site of no more than five acres in size substantially surrounded by urban uses. The Project site is within the City of Oxnard limits and is surrounded by commercial and residential development. The size of the lot is approximately 1.05 acres in size.

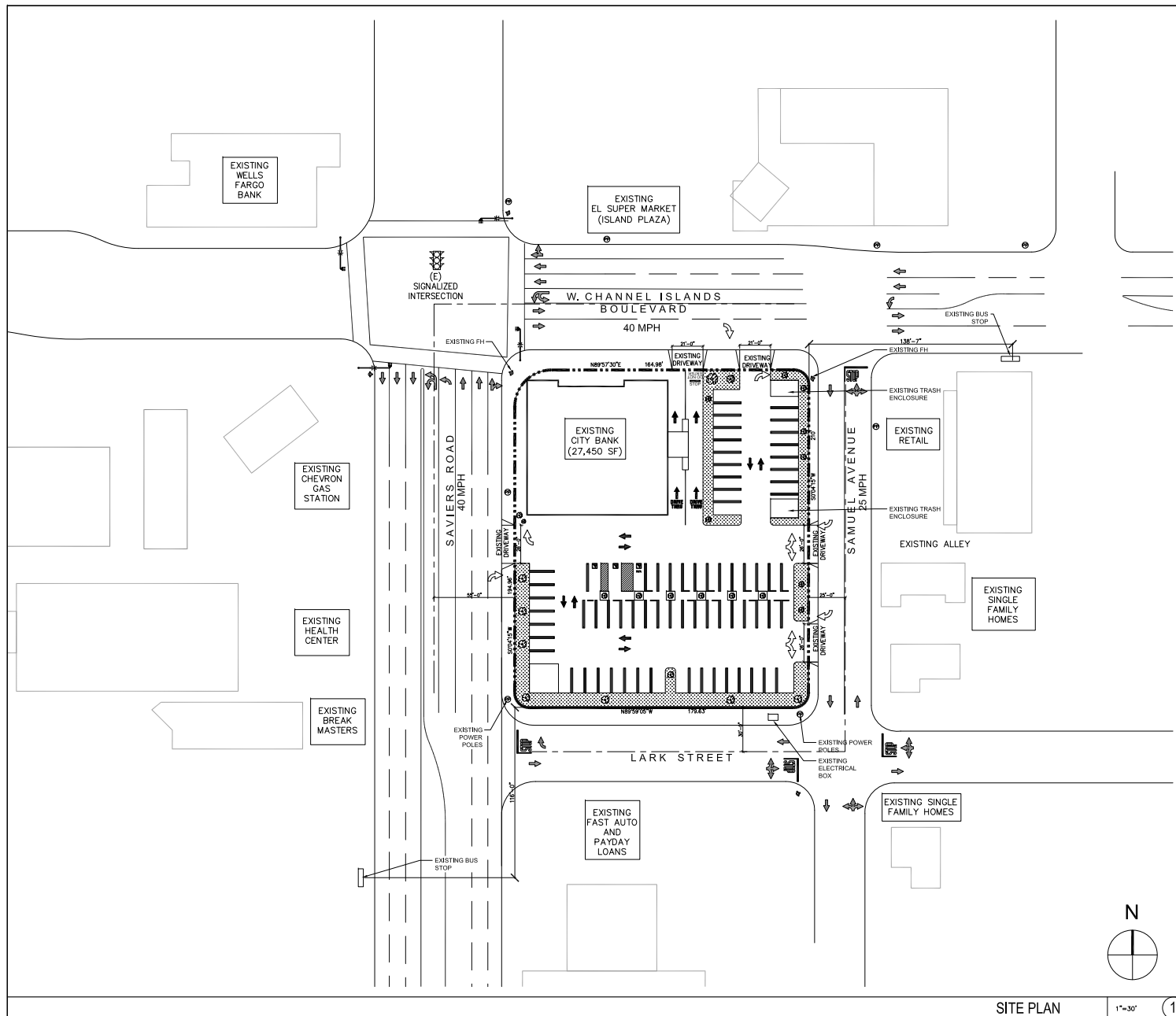
- (c) The project site has no value as habitat for endangered, rare, or threatened species, because the site was previously developed with a multi-story commercial office building along with parking lot and landscaping improvements.
- (d) Approval of the project would not result in any significant effects relating to species. Approval and implementation of the project would not impact any species on the site or nearby, because presently the site does not have any endangered, rare, or threatened species of any type and the site is surrounded by urban development.
- (e) The site can be adequately served by all required utilities and public services, because the site was previously developed and all required public services, including utilities, are in place.

(Date)

Scott Kolwitz, Planning Manager
City of Oxnard

ATTACHMENT “C”

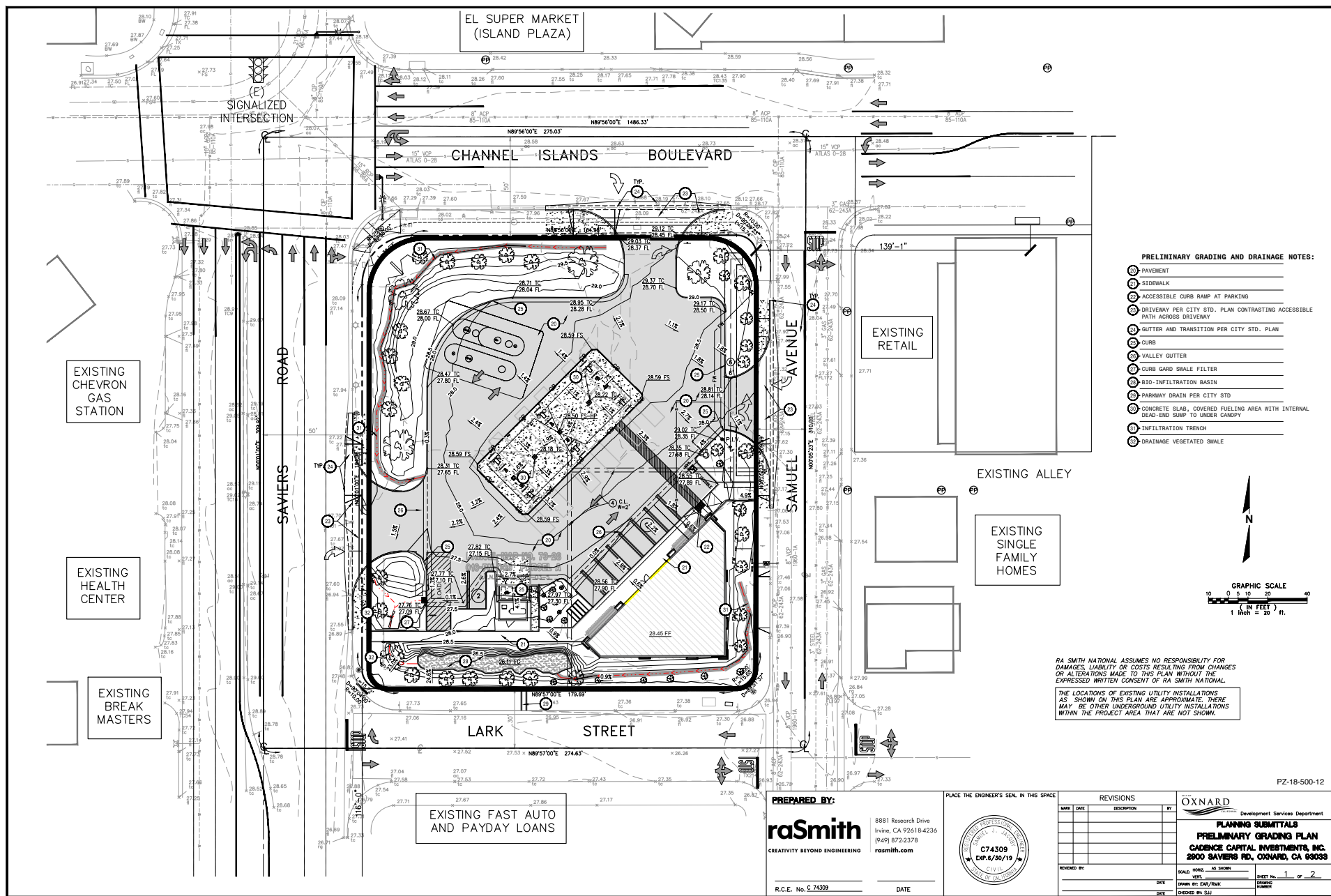
Project Plans



SITE DATA

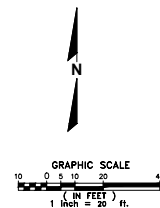
PROJECT DATA	
ASSESSOR'S PARCEL NUMBER:	219-018-035
ADDRESS:	2900 SAVERS RD. OXNARD, CA. 93033
EXISTING ZONING:	C-2 GENERAL COMMERCIAL
SITE AREA	445,738 SF
EXISTING BUILDING AREA	±27,450 SF MULTI-STORY
EXISTING BLDG. DEMO AREA	±27,450 SF MULTI-STORY

ESP-1	Job #: M - 1007 Scale: 07/13/18 Date: AS NOTED Drawn By: SPD Checked By:	 CADENCE	CADENCE CAPITAL INVESTMENTS, LLC 4940 FIDDLERS GREEN CIR, STE 100 GREEN VILLAGE, CO 80111		Rev. #	Date	Description
		2900 SAWYERS RD OXNARD, CA 90023 EXISTING SITE PLAN					



PRELIMINARY GRADING AND DRAINAGE NOTES:

- ① PAVEMENT
- ② SIDEWALK
- ③ ACCESSIBLE CURB RAMP AT PARKING
- ④ DRIVEWAY PER CITY STD. PLAN CONTRASTING ACCESSIBLE PATH ACROSS DRIVEWAY
- ⑤ GUTTER AND TRANSITION PER CITY STD. PLAN
- ⑥ CURB
- ⑦ VALLEY GUTTER
- ⑧ CURB AND GULLY FILTER
- ⑨ BIO-INFILTRATION BASIN
- ⑩ PARKWAY DRAIN PER CITY STD.
- ⑪ CONCRETE SLAB, COVERED FUELING AREA WITH INTERNAL DEAD-END SUMP TO UNDER CANYON
- ⑫ INFILTRATION TRENCH
- ⑬ DRAINAGE VEGETATED SWALE



RA SMITH NATIONAL ASSUMES NO RESPONSIBILITY FOR DAMAGES, LIABILITY OR COSTS RESULTING FROM CHANGES OR ALTERATIONS MADE TO THIS PLAN WITHOUT THE EXPRESSED WRITTEN CONSENT OF RA SMITH NATIONAL.

THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS AS SHOWN ON THIS PLAN ARE APPROXIMATE. THERE MAY BE OTHER UNDERGROUND UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

PZ-18-500-12

PREPARED BY:
raSmith
CREATIVITY BEYOND ENGINEERING

8881 Research Drive
Irvine, CA 92618-4236
(949) 872-2378
rasmith.com

R.C.E. No. C 74309 DATE

PLACE THE ENGINEER'S SEAL IN THIS SPACE



REVISIONS		
NO.	DATE	DESCRIPTION

OXNARD
Development Services Department
PLANNING SUBMITTALS
PRELIMINARY GRADING PLAN
CADENCE CAPITAL INVESTMENTS, INC.
2800 SAVIERS RD., OXNARD, CA 93055

SCALE: HORIZ. AS SHOWN
DATE: 6/30/19
DRAWN BY: CAP/PWK
CHECKED BY: SLJ
SHEET No. 1 of 2

PLAN DATE 4/20/19



PLANT PALETTE

Symbol	Botanical Name	Common Name	WUCOLS Region 3	Qty.	Size
	Abutilon Mairai	Mairai Strawberry Tree	Low	4	48" Box
	Melaleuca quinquenervia	Cajuput Tree	Low	2	48" Box
	Sophora secundiflora	Texas Mountain Laurel	Low	4	36" Box

Existing trees to be protected in place.
Please see April 17th, 2019 Arborist Report for tree tabulation chart.

Symbol	Botanical Name	Common Name	WUCOLS Region 3	Size
	Syagrus romanzoffiana	Queen Palm	Low	5 16' BtH min. 1 12' BtH min.

Symbol	Botanical Name	Common Name	WUCOLS Region 3	Size
	Angstromia f. Bush Ranger	Kangaroo Paw	Low	5 Gallon
	Boulevaria gracilis	Boulevard Ambrosia Grass	Low	5 Gallon
	Callistemon Little John	Dwarf Bottlebrush	Low	5 Gallon
	Correa Dusky Bells	Red Australian Fuchsia	Low	5 Gallon
	Dodonaea viscosa Purpurea	Purple Hop Bush	Low	5 Gallon
	Dianella revoluta Little Rev	Little Rev Flax Lily	Low	5 Gallon
	Grevillea longipes Coastal Gem	Coastal gem Grevillea	Low	5 Gallon
	Rhamnus californica	Coffeberry	Low	5 Gallon
	Salvia greggii	Autumn Sage	Low	5 Gallon
	Salvia leucantha	Mexican Bush Sage	Low	5 Gallon
	Senecio serpens	Blue Chalk Stick	Low	5 Gallon
	Weeping Blue Gum	Coast Rosemary	Low	5 Gallon

Symbol	Botanical Name	Common Name	WUCOLS Region 3	Size
	Dodonaea viscosa Purpurea	Purple Hop Bush	Low	15 Gallon
	Macpodium angulic-act	Coff-Claw Vine	Low	15 Gallon
	Rhamnus californica	Coffeberry	Low	15 Gallon
	Weeping Blue Gum	Coast Rosemary	Low	15 Gallon

Symbol	Botanical Name	Common Name	WUCOLS Region 3	Size
	Carex flacca	Blue Sedge	Low	4" Pots
	Juncea patens	California Gray Rush	Low	5 Gallon
	Muhlenbergia c. Regal Mist	Regal Mist Grass	Low	5 Gallon
	Symplocum angustifolium	Blue-eyed Grass	Low	1 Gallon

NOTE:
PLANT MATERIAL NOT LISTED MAY BE USED, SUBJECT TO APPROVAL BY THE CITY & CDC.

ALL LANDSCAPE PLANS AND INSTALLATIONS SHALL COMPLY WITH CITY OF OXNARD GUIDELINES, CODES, AND REGULATIONS.

ALL LANDSCAPE AREAS SHALL RECEIVE AN AUTOMATIC IRRIGATION SYSTEM COMPLYING WITH CALIFORNIA'S AB 1881 STANDARDS. PROJECT SYSTEM SHALL UTILIZE LOW FLOW EMITTERS AND TREE BUBBLERS. PLANT MATERIAL SHALL BE IRRIGATED IN HYDROCYCLES WITH PLANTS OF SIMILAR WATER NEEDS. TREE ZONES SHALL BE ON SEPARATE VALVES. WATER FOR IRRIGATION SYSTEM WILL BE SUPPLIED FROM A DEDICATED IRRIGATION METER.

ALL LANDSCAPE AREAS SHALL BE MULCHED (3" DEPTH).

ALL LANDSCAPE AREAS SHALL BE PERMANENTLY MAINTAINED.

WHERE TREES ARE WITHIN 5' OF WALKWAYS OR PAVING SURFACES, ROOT OR MOISTURE BARRIERS SHALL BE INSTALLED.

ALL LANDSCAPING AND IRRIGATION SHALL COMPLY WITH THE CITY OF OXNARD WATER EFFICIENT LANDSCAPE ORDINANCE (CITY COUNCIL ORDINANCE NO. 2822 AND WATER CONSERVATION STANDARDS).

THE LANDSCAPE ARCHITECT HAS REVIEWED THE CIVIL ENGINEERS' CONSTRUCTION DRAWINGS. NPDES REQUIREMENTS ARE NOT IN CONFLICT WITH THE CITY OF OXNARD'S LANDSCAPE REQUIREMENTS.

REFERENCE ARBORIST REPORT DATED APRIL 17th, 2019 FOR TREE TABULATION CHART AND TREE REPLACEMENT MITIGATION.

LANDSCAPE AREA DATA:
SITE AREA: ±44,535 SF
LANDSCAPE AREA PROVIDED: ±11,961 SF (26.8% OF SITE AREA)
PARKING SPACE AREA: ±1,762 SF
PARKING LANDSCAPE PROVIDED: ±320 SF (18.1% OF PARKING AREA)
SEE SITE DATA ON ARCHITECT'S SITE PLAN FOR SQUARE FOOT REQUIREMENTS AND LANDSCAPE SET BACKS.

TREES:



Melaleuca quinquenervia
Cajuput Tree



Abutilon Mairai
Mairai Strawberry Tree

PALMS:

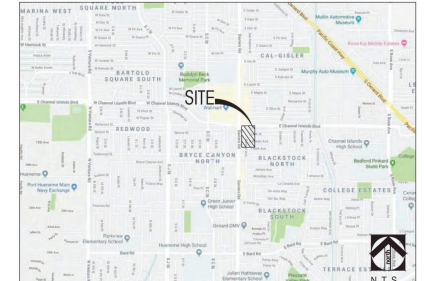


Sophora secundiflora
Texas Mountain Laurel



Syagrus romanzoffiana
Queen Palm

VICINITY MAP

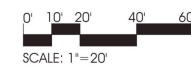


CONCEPTUAL LANDSCAPE PLAN

7-ELEVEN

2900 SAVIERS ROAD, OXNARD, CALIFORNIA

SHEET 1 OF 1
DATE: 04-19-19



PZ-18-500-12

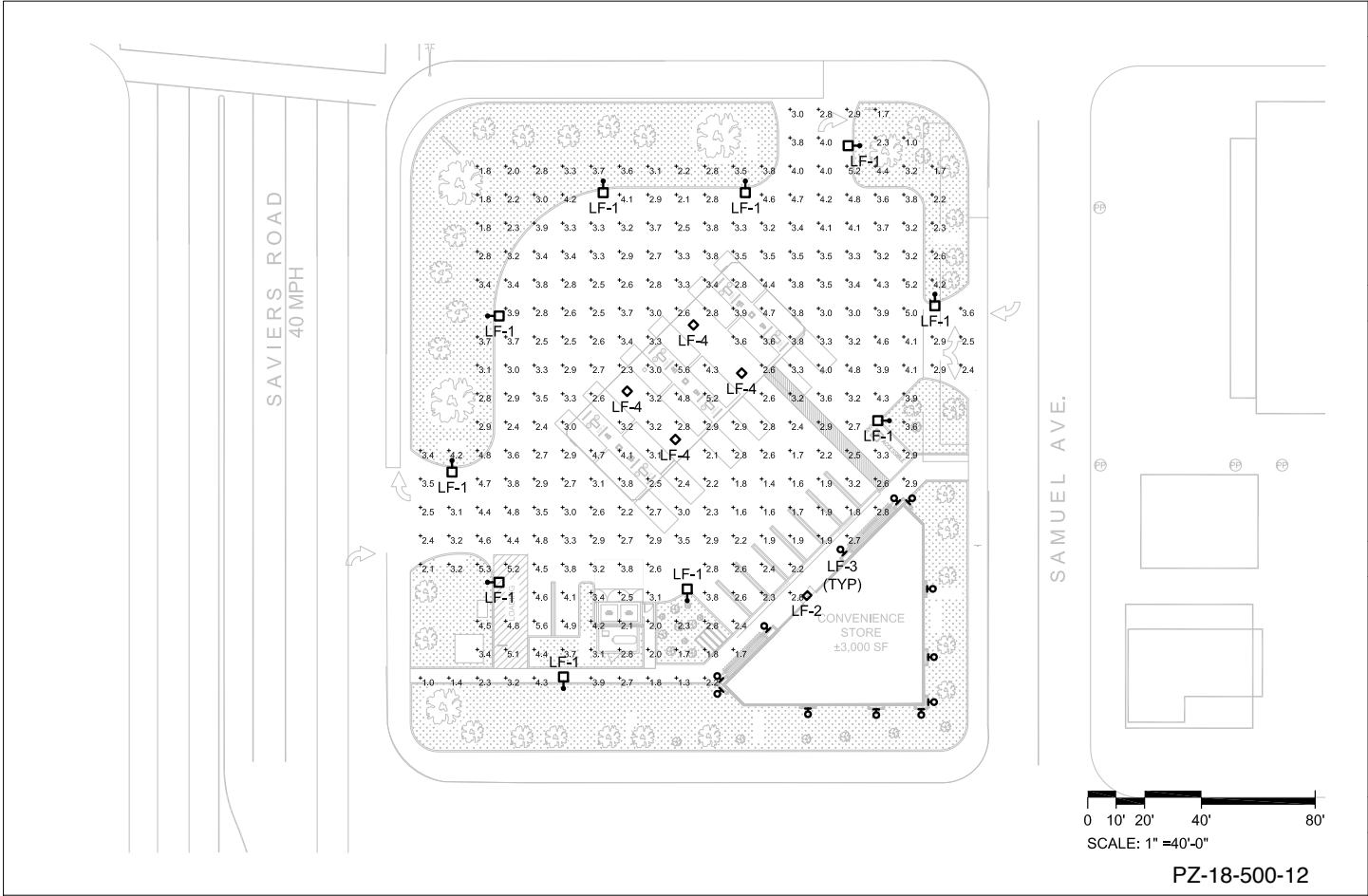
conceptual design & planning company

Corporate Office:
3195-C Airport Loop Drive
Suite One
Costa Mesa, CA 92626
T: 949-299-0870
www.cdpc.com

COSTA MESA • ATASCADERO • SAN JOSE



CDPC JOB# 18068



GENERAL NOTES

- DRAWINGS PROVIDED FOR LAND USE PERMIT APPLICATION, NOT TO BE USED PERMITTING OR CONSTRUCTION.
- PHOTOMETRIC ANALYSIS PERFORMED UTILIZING COMPUTER GENERATED MODELS.

KEY NOTES

- PHOTOMETRIC ANALYSIS BASED ON IES FILE FOR LF-3 ALTERNATE FIXTURE.
- FIXTURE TO BE PROVIDED WITH BACK SIDE CUTOFF LOUVER SHIELD.

STATISTICS

ILLUMINATION LEVEL	
AVERAGE	3.2 FC
MINIMUM	1.0 FC
MAXIMUM	5.6 FC
AVG/MIN RATIO	3.2
MAX/MIN RATIO	5.6

VICINITY MAP

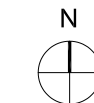
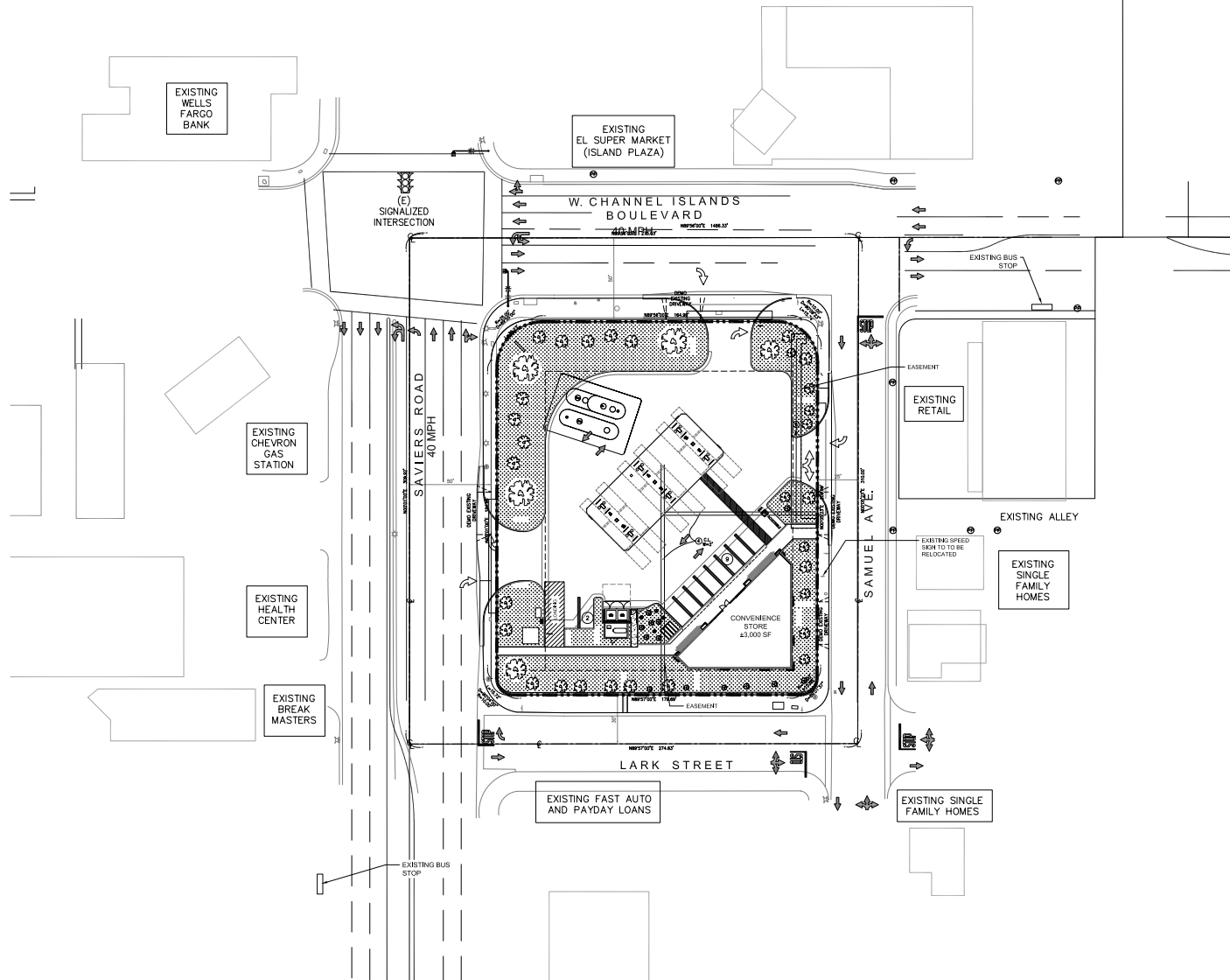
DATE	REV	DESCRIPTION
01/21/19	1	
	2	

CITY COMMENTS	CLIENT REVISIONS

SITE PHOTOMETRIC PLAN

OXNARD CONVENIENCE STORE
2900 SAVIERS RD, OXNARD, CA 93033

LIGHT FIXTURE SCHEDULE							
MARK	DESCRIPTION	MOUNTING HEIGHT	LAMPS	WATTS	LUMENS	MANUFACTURER	CATALOG NUMBER
2	LF-1 POLE MOUNT LIGHTING FIXTURE	24' AFG	LED	106	12,796	VISIONAIRE	VMX-1-T3-48LC-7-5K-CLS
	LF-2 BUILDING MOUNT FIXTURE EM WALL LIGHT	10' AFG	LED	24	500	PHILIPS	PLEMBZ
	LF-3 EXTERIOR WALL CYLINDER	11' AFG	INCANDESCENT	65	-	KICHER	9234 BA - BRONZE
1	LF-3 (ALT) EXTERIOR WALL CYLINDER	11' AFG	LED	20	1,429	BK LIGHTING	CK-LED-X60-WFL
	LF-4 CANOPY LIGHTING	14'-6" AFG	LED	86	4,323	HUBBELL	KHL-18L-U-5K-5M-X



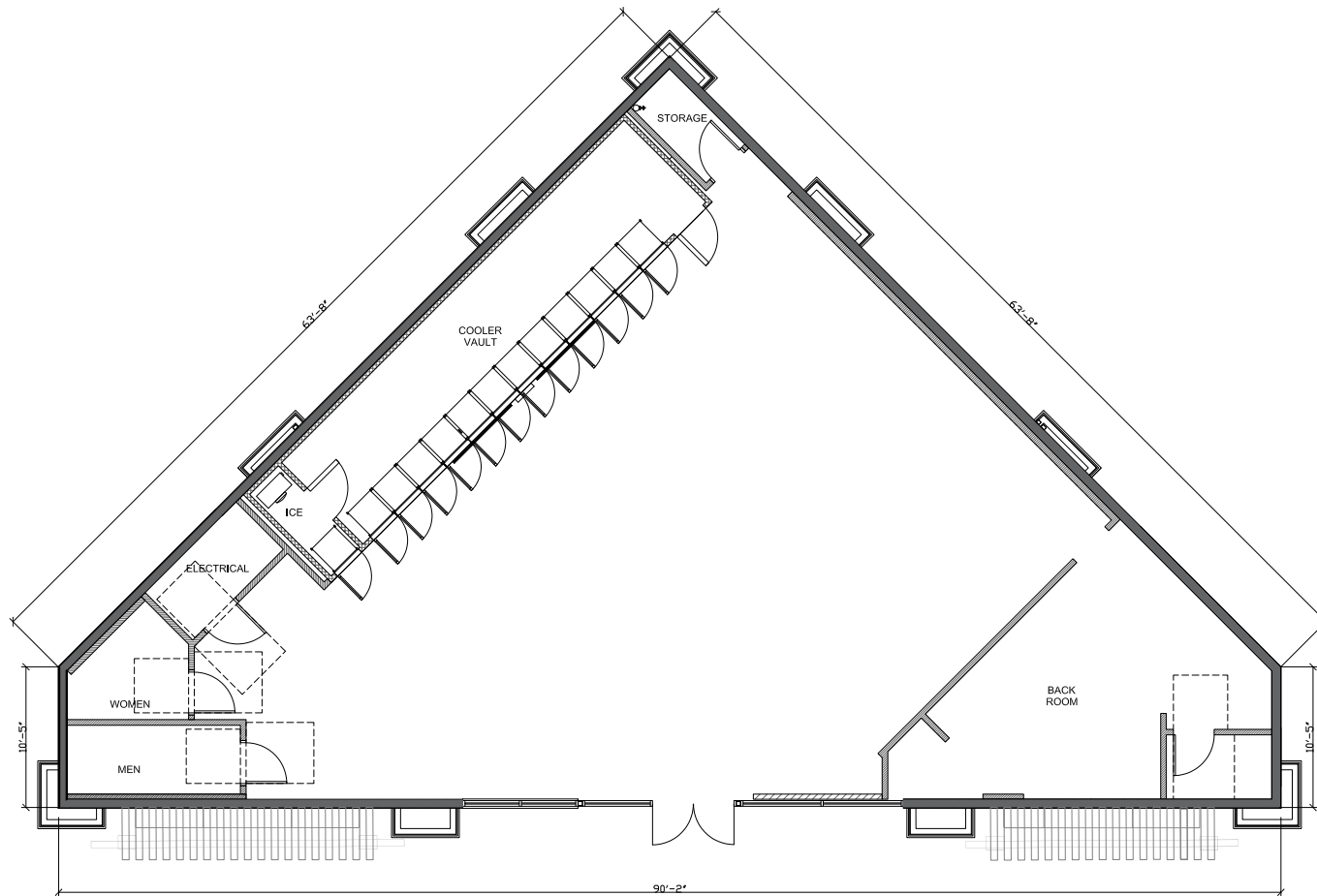
SITE PLAN

PZ-18-500-12

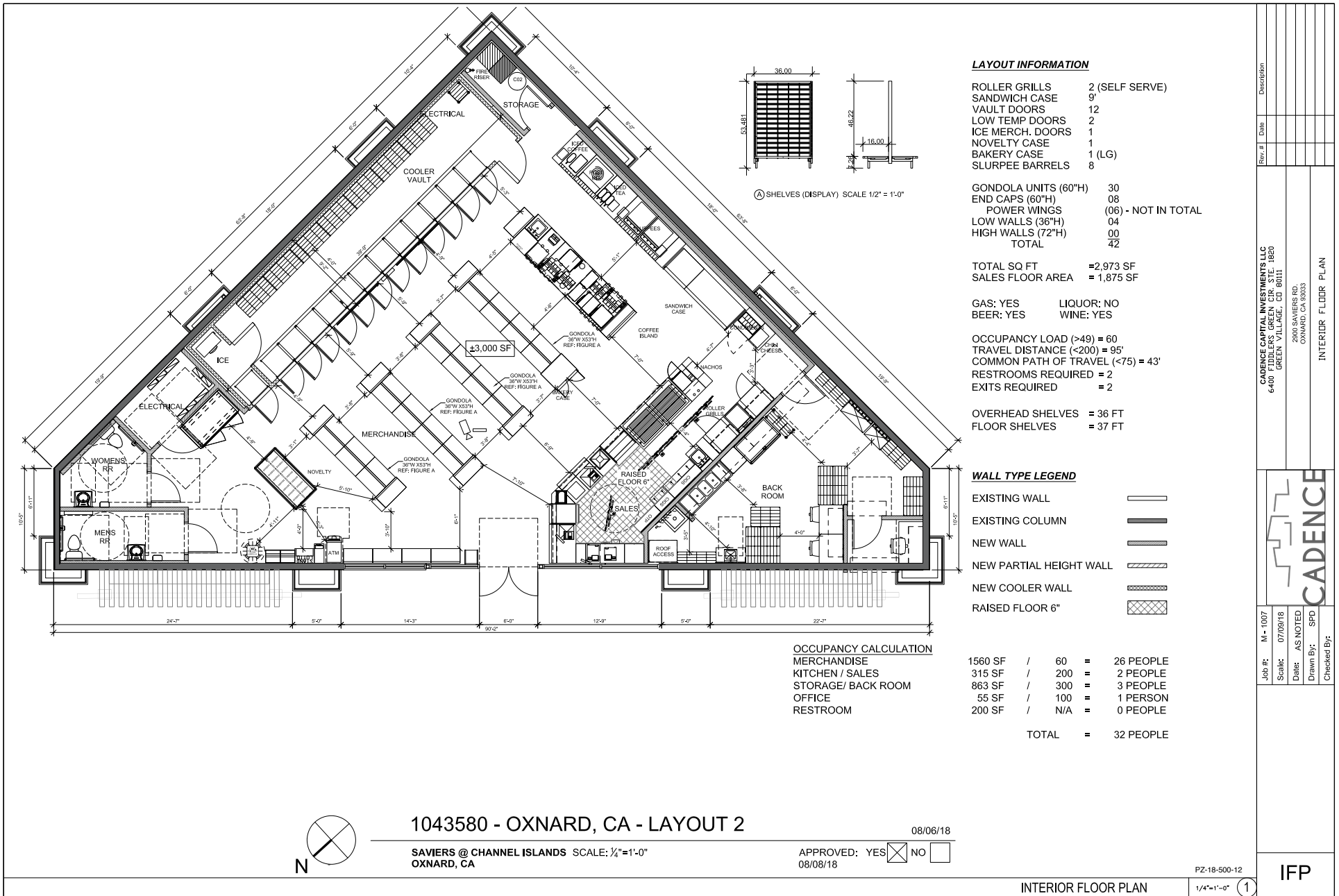
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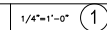
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Job #	M-1007	Job Description	CADENCE CAPITAL INVESTMENTS LLC 6400 FIDDLERS GREEN CIR. STE. 1020 GREEN VILLAGE, CO 80111
Scale	06/20/18	Drawn By	SPD
Date	AS NOTED	Checked By	
		SITE PLAN	
		SP-2	

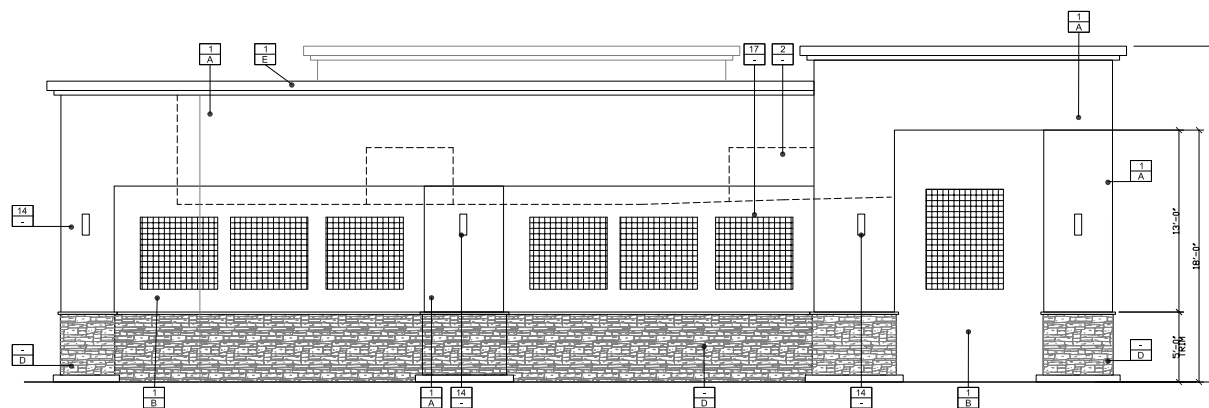


Job #:		M-1007	 CADENCE	CADENCE CAPITAL INVESTMENTS LLC 6400 FIDDLERS GREEN CIR, STE. 1820 GREEN VILLAGE, CO 80111 2900 SAUVERS RD. ONWARD, CA 95033 BUILDING FOOTPRINT		Rev. #	Date	Description
Scale:		07/09/18						
Date:		AS NOTED						
Drawn By:		SPD						
Checked By:								
PZ-18-500-12 BUILDING FOOTPRINT 1/4"=1'-0"			1		FP			





PZ-18-500-12



WEST ELEVATION

$$1/4^\circ = 1^\circ - 0^\circ$$

KEYED NOTES

1.	EXTERIOR STUCCO TO BE PAINTED
2.	HVAC SYSTEM
3.	EXTERIOR ELECTRICAL BOX
4.	DARK BRONZE COMMERCIAL GRADE SEAMLESS SCUMPER AND DOWNSPOUT
5.	EMERGENCY EGRESS LIGHT
6.	PREFINISHED METAL CANOPY
7.	NOT USED
8.	EXTERIOR OUTLET MTD @ 24" A.F.F.
9.	ALTERNATE LOCATION OF EM SHUT OFF SWITCH
10.	STREET ADDRESS WHITE VINYL
11.	WINDOW STRIPING AT TOP OF MULLION
12.	EM SHUT OFF FOR FUEL (BEYOND)
13.	EXTERIOR OUTLET @ 24" A.F.F.
14.	EXTERIOR WALL CYLINDER KIDHLER - 9234BA - BRONZE
15.	WOOD TRELLIS
16.	BRONZE PLANTERS
17.	CITY SCAPES INLINE WALL MOUNTED TRELLIS - CITY BROWN

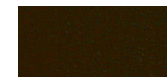
EXTERIOR COLORS & FINISHES

☐ A	SHERWIN WILLIAMS PAINT # SW 7009 - PEARLY WHITE
☐ B	SHERWIN WILLIAMS PAINT # SW 7018 - DONETAL
☐ C	ANODIZED ALUMN. STOREFRONT ST. WITH TINTED COLOR GLAZING #40 DARK BRONZE AA-M10C21444
☐ D	EL DORADO STONE MOUNTAIN LEDGE, SIERRA
☐ E	SHERWIN WILLIAMS PAINT # SW 7848 - URBANE BRONZE

SHERWIN WILLIAMS PAINT # SW 7009 - PEARLY WHITE



SHERWIN WILLIAMS PAINT # SW 7018 - DOVETAIL



ANODIZED ALUMINUM STOREFRONT SYSTEM
#40 DARK BRONZE AA-M10C21A44



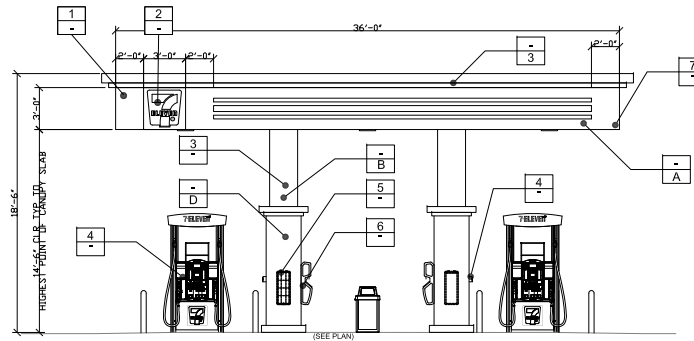
EL DORADO STONE
MOUNTAIN LEDGE - SIERRA



SHERWIN WILLIAMS PAINT # SW 7048 - URBANE BRONZE

PZ-18-500-12

ELEV2	Job #: M - 1007 Scale: 07/09/18 Date: AS NOTED Drawn By: SPD Checked By:		CADENCE CAPITAL INVESTMENTS LLC 6400 N. 10TH AVE. #603 GREEN VILLAGE, CO 80111			Rev. #	Date	Description
			2000 SAVERS RD. OUNAMG, CA 95053 EXTERIOR ELEVATION					



EAST ELEVATION

1/4"=1'-0" ①

KEYED NOTES

- 1 ACM CANOPY FASCIA WITH TATEYAMA IMAGE TRI-STRIPE
- 2 ILLUMINATED LOGO
- 3 CANOPY COLUMN
- 4 GAS DISPENSER
- 5 FIRE EXTINGUISHER-MOUNT MAX. 48" FROM GRADE
- 6 WASH BUCKET-MOUNT MAX. 48" FROM GRADE
- 7 OVERFLOW PROTECTION AS REQUIRED

Rev. #	Date	Description

CADENCE CAPITAL INVESTMENTS LLC
6400 FIDDLERS GREEN CIR. STE. 1820
GREEN VILLAGE, CO 80111
2900 SAUVERS RD.
ONNARD, CA 93033
EXTERIOR ELEVATION FUEL-COLOR

EXTERIOR COLORS & FINISHES

- 1 NEW EXTERIOR CEMENT PLASTER
- A SHERWIN WILLIAMS PAINT # SW 7009 - PEARLY WHITE
- 2 NEW EXTERIOR CEMENT PLASTER
- B SHERWIN WILLIAMS PAINT # SW 7019 - GAUNTLET GRAY
- 3 EXISTING ANODIZED ALUMINUM STOREFRONT SYSTEM
- 4 EL DORADO STONE
- D MOUNTAIN LEDGE - SIERRA
- 5 DARK BRONZE TRIM



SHERWIN WILLIAMS PAINT # SW 7009 - PEARLY WHITE



SHERWIN WILLIAMS PAINT # SW 7018 - DONMETAL

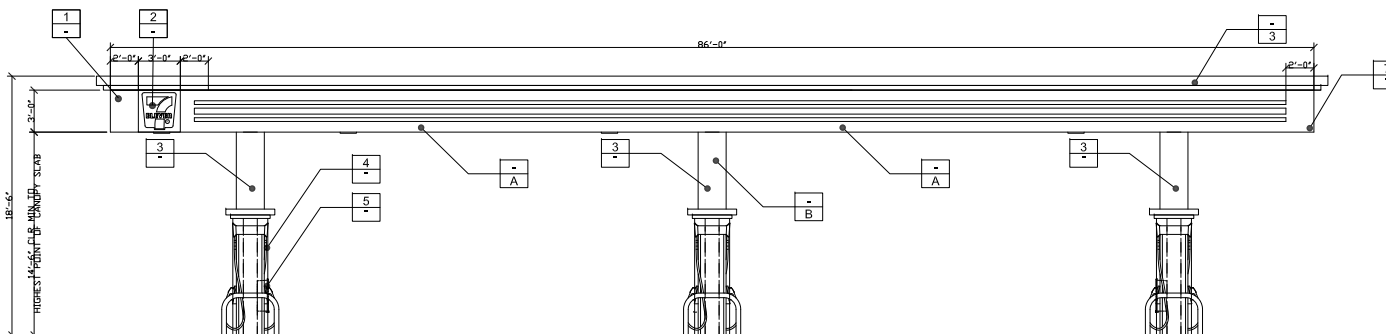


EL DORADO STONE
MOUNTAIN LEDGE - SIERRA

CADENCE

M-1007
Scale: 07/09/18
Date: AS NOTED
Drawn By: SPD
Checked By:

ELEV



NORTH ELEVATION

1/4"=1'-0" ②

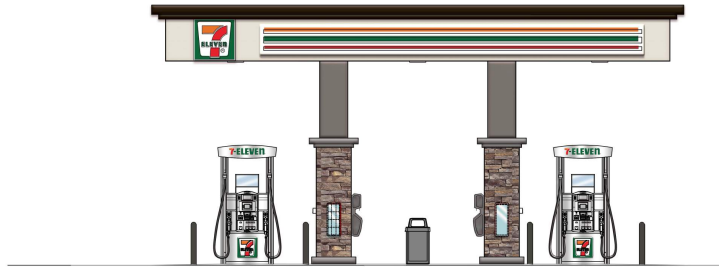
PZ-18-500-12



WEST ELEVATION

1/4"=1'-0" 1

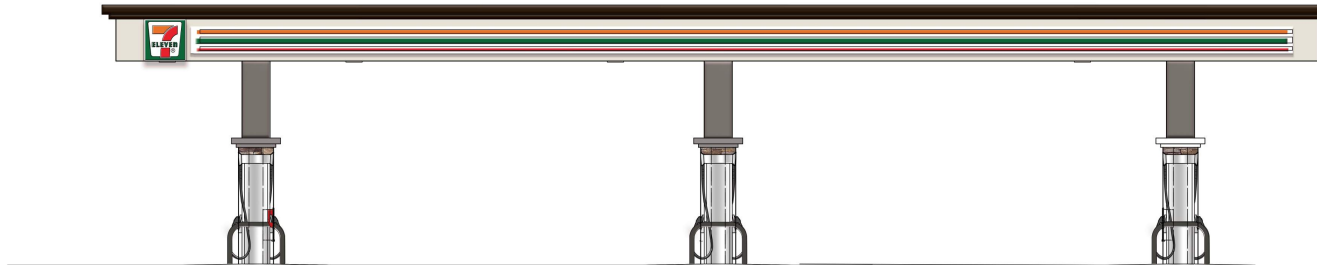
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		Scale:							
Date:		07/09/18							
AS NOTED									
Drawn By:		SPD							
Checked By:									
ELEV				CADENCE CAPITAL INVESTMENTS LLC 6400 FIDDLERS GREEN CIR, STE. 1820 GREEN VILLAGE, CO 80111					
				2900 SAVIERS RD. ONWARD, CA 95053					
				EXTERIOR ELEVATION - COLOR 2					



EAST ELEVATION

1/4"=1'-0"

1



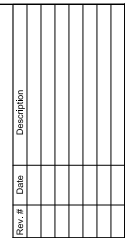
NORTH ELEVATION

PZ-18-500-12

1/4"=1'-0"

2

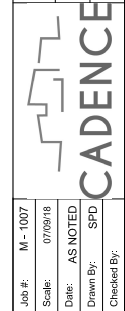
CADENCE CADENCE CAPITAL INVESTMENTS LLC 6400 FIDDLERS GREEN CIR, STE 1820 GREEN VILLAGE, CO 80111 2900 SAVIERS RD, ONYARD, CA 95053 EXTERIOR ELEVATION FUEL-COLOR	Rev. #	Date	Description
CADENCE Job #: M - 1007 Scale: 07/09/18 Date: AS NOTED Drawn By: SPD Checked By:	ELEV		



CADENCE CAPITAL INVESTMENTS LLC
6400 GREEN GARDEN CIRCLE, SUITE 1520
GREEN VALLEY, CA 95111

2500 SAVIERS RD.,
ONAMARK, CA 95053

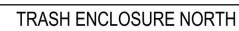
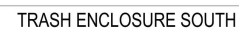
CROSS SECTION LINE OF SIGHT



LS

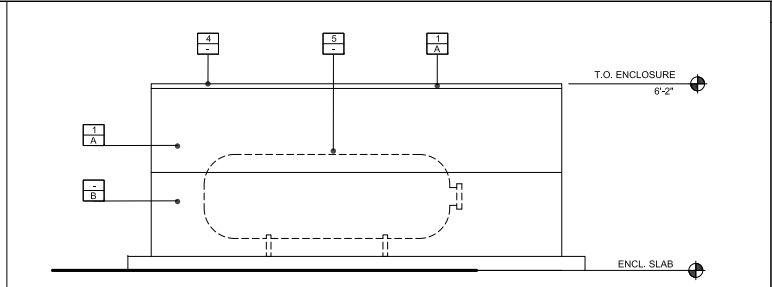


- PZ-18-500-12

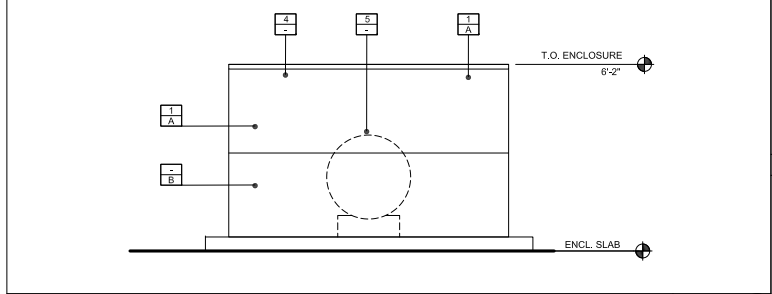


EL DORADO STONE
MOUNTAIN LEDGE - SIERRA

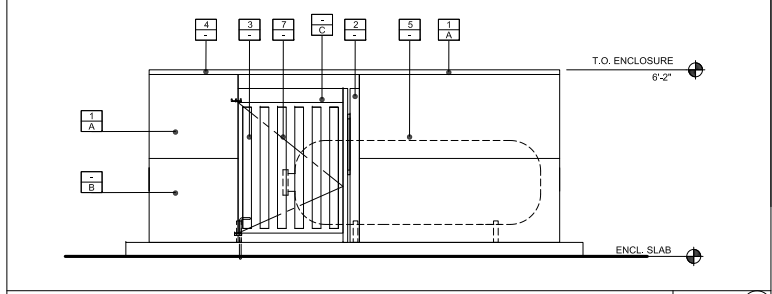
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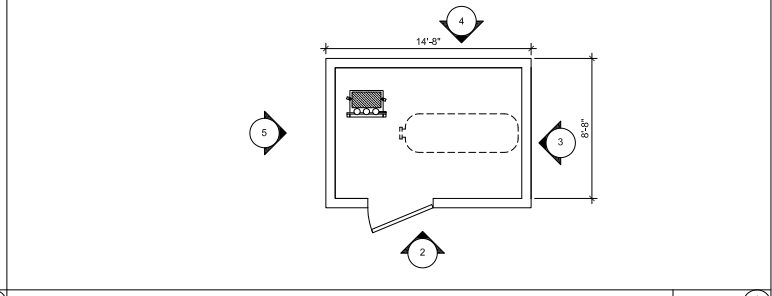
AIR CLEANER SEPARATOR - NORTH 1/4"=1'-0" 4



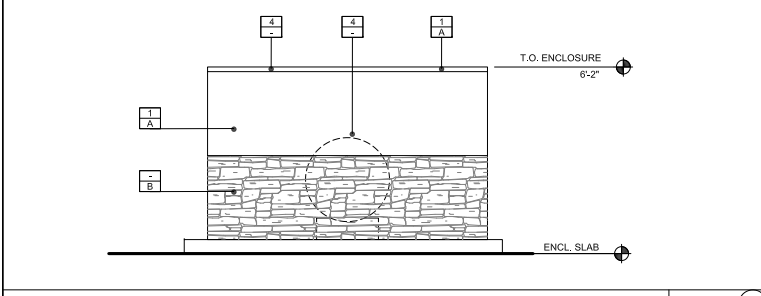
AIR CLEANER SEPARATOR - EAST 1/4"=1'-0" 3



AIR CLEANER SEPARATOR - SOUTH 1/4"=1'-0" 2



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



AIR CLEANER SEPARATOR - WEST 1/4"=1'-0" 5

- KEYED NOTES**
- 1 8" R.C.M. BLOCK W/STUCCO PAINT TO MATCH BUILDING
 - 2 4" x 4" x 3/8" THICK STEEL JAMB TUBES
 - 3 18 GA. METAL GATES AND STEEL MINI V-BEAM PANEL, HUNG ON 3" STEEL PIPES.
 - 4 2" CONCRETE CAP
 - 5 CLEAN AIR SEPARATOR
 - 6 VENT RISER
 - 7 3" ACCESS DOOR

Rev. #	Date	Description

- EXTERIOR COLORS & FINISHES**
- A SHERWIN WILLIAMS PAINT # SW 7009 - PEARLY WHITE
 - B EL DORADO STONE MOUNTAIN LEDGE - SIERRA
 - C SHERWIN WILLIAMS PAINT # SW 7018 - DOVETAIL



Job #:		M - 1007
DATE:		01/06/19
SCALE:		AS NOTED
Drawn By:		SPD
Checked By:		
CADENCE CAPITAL INVESTMENTS LLC 6405 FINE LINE GREEN, SUITE 202 GREEN VILLAGE, CO 80111		
2900 SAVIERS RD. OXNARD, CA 93033		
CLEAN AIR SEPARATOR		

AS

PZ-18-500-12



COLOR BOARD



SHERWIN WILLIAMS
PEARLY WHITE #SW7009



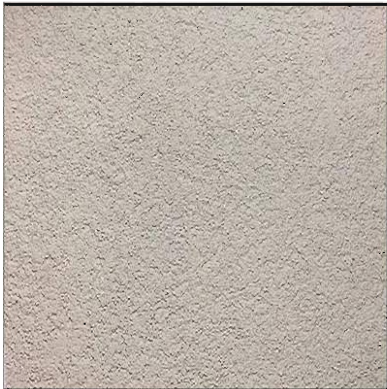
SHERWIN WILLIAMS
DOVETAIL #7018



SHERWIN WILLIAMS
URBANE BRONZE #7048



KAWNEER
#40 DARK BRONZE AA M10031A44



EXTERIOR TEXTURE
MEDIUM SAND



EL DORADO STONE
MOUNTAIN LEDGE-SIERRA



REVISIONS	DATE		DESCRIPTION
	REV.	DATE	
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ATTACHMENT “D”

Police Memorandum Dated Feb. 14, 2019



Police Department

Scott Whitney, Chief of Police

Date: February 14, 2019

To: Kathleen Mallory, Planning Division Manager
Veronica Ortiz-De Anda, Contract Planner

From: Denise Shadinger, Patrol Support Division Commander
Scott Swenson, Neighborhood Safety & Alcohol Compliance Specialist

Subject: 7-Eleven, 2900 Saviers Rd. – Alcohol SUP Review
PZ 18-500-12

Site Information:

The proposed site is currently a vacant four-story office building located at the southeast corner of Saviers Road and Channel Islands Blvd. The applicant has submitted plans to demolish the existing building and replace it with a one-story convenience store/gas station. The site is within the Blackstock North Neighborhood. Adjacent neighborhoods potentially impacted by the development include the Cal-Gisler, Kamala Park and Bryce Canyon North Neighborhoods. North, across Channel Islands Blvd is the Island Plaza shopping center, West, across Saviers Road is a Chevron gas station and Center for Family Care/Urgent Care. South, across Lark Street is a car-title loan business. East, across Samuel Street is a small shopping center which includes a mini-mart and a laundromat.

The existing 7-Eleven store at 3280 Saviers Road is 2465-square feet. The applicant's proposed store will be 3000-square feet.

Alcohol outlets located within 350 feet of the establishment include:

BUSINESS NAME	LOCATION	LICENSE TYPE	LICENSE TITLE	LICENSE DESC.	ALCOHOL ALLOWED
1. El Super Market	2800 Saviers Rd.	Type-21	Off-Sale General	Grocery	Beer, Wine & Spirits
2. Keg's Liquor Cellar	150 W. Channel Islands Blvd.	Type-21	Off-Sale General	Liquor Store	Beer, Wine & Spirits

Alcohol outlets located more than 350 feet but less than 1000 feet of the establishment include:

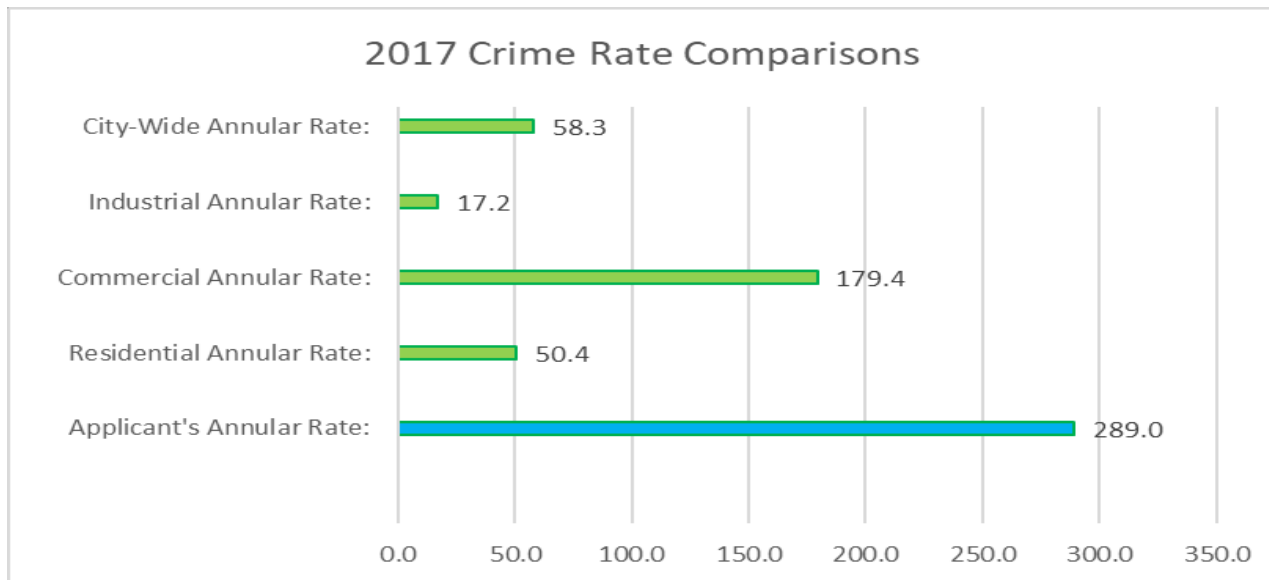
BUSINESS NAME	LOCATION	LICENSE TYPE	LICENSE TITLE	LICENSE DESC.	ALCOHOL ALLOWED
1. Mariscos El Nayarita	3045 Saviers Rd.	Type-41	On-Sale Beer & Wine Eating Place	Restaurant	Beer & Wine
2. Carnitas El Rey #2	3021 Saviers Rd.	Type-41	On-Sale General Eating Place	Restaurant	Beer, Wine & Spirits
3. El Taco De Mexico	3101 Saviers Rd.	Type-41	On-Sale Beer & Wine Eating Place	Restaurant	Beer & Wine
4. Taqueria Hernandez	3105 Saviers Rd.	Type-41	On-Sale Beer & Wine Eating Place	Restaurant	Beer & Wine
5. Sam's Saloon	3129 Saviers Rd.	Type-41	On-Sale General Public Premises	Bar	Beer, Wine & Spirits
6. Fred's Gas & Food Mart	3211 Saviers Rd.	Type-20	Off-Sale Beer & Wine	Convenience Store & Gas Station	Beer & Wine
7. 7-Eleven	3280 Saviers Rd.	Type-20	Off-Sale Beer & Wine	Convenience Store	Beer & Wine

Crime Statistics Review:

For comparison purposes the Police Department calculates the average number of Part I and II crimes that occurred during a selected 12-month period. In the case of this report, all calculations are based on statistics from 2017. The city-wide, annular average of Part I and II crimes is 58.3.

The average number of Part I and II crimes in the applicant's 1000-foot annular area is 298 during the same 12-month time period. This is 4.9 times higher than the average crime rate citywide and 61% higher than the crime rate for commercially zoned properties citywide.

For reference, the category of Part I crimes include: murder, rape, robbery, theft, burglary, auto theft, assault, and arson. Part II crimes include: vandalism, weapons possession, sex offenses, drug abuse violations, driving under the influence, liquor laws, drunkenness, and disorderly conduct.



Police Department Input:

The Beat Coordinator and District Coordinator, who are responsible for the day-to-day monitoring of activity and deployment of police resources for the surrounding area, both had similar concerns tied to the crime and homeless activity along the Saviers Road corridor. Although they recognize that the new site will provide the City the opportunity to condition the business through the Alcohol SUP Conditions, they believe that it may not improve problem issues in the area. Additionally, they shared the concern that placement of another gas station at the corner of Saviers and Channel Islands is likely to exacerbate current traffic problems. They also stated that the current 7-Eleven at 3280 Saviers Road is a site where subjects loiter and panhandle. Each officer regularly stop individuals who have purchased alcoholic beverages from this store who go to a nearby property or alley and consume the product in public. This is a frequent enough problem that the officers regularly conduct directed patrols to address it.

Concentration and Crime Issues

There is an undue concentration of retail alcohol businesses in the area of this proposed site. There are two other retail off-sale sites within 350 feet and an additional six other retail establishment alcohol establishments that are between 350 feet and 1000 feet of the site. In this application, it is proposed to move ABC License from the 7-Eleven at 3280 Saviers Road to the new proposed location. If approved, this does not increase the undue concentration, but keeps it at a status quo.

Crime in the area is significantly above the City-wide average as well as the average for commercial areas. Homeless loitering, habitation, and drinking in public are the most visible elements of the crime and disorder issues in the area. Along the 4.75-mile length of Saviers Road, the half-mile section between Channel Islands Boulevard and Yucca Street has the highest concentration of crime and visible homeless issues. This half-mile portion of the Saviers Road business corridor has 13 retail alcohol outlets.

Community Input:

During community interviews, each party was informed the nature of the project including the proposed transfer of the 7-Eleven from 3280 Saviers Road to this new site, so there would not be an increase in the number of alcohol establishments in the area.

The Neighborhood Chairperson was contacted and shared concerns about the project due to traffic congestion indicating this project would add to existing traffic issues and would not be good for the neighborhood.

Nearby business operators were contacted concerning this proposed project. Generally, there were strong concerns that the project was a “bad idea” and would not be good for area businesses. Concerns were tied to the general crime problems in the area, homeless loitering, panhandling, and habitation which appears to be focused around off-sale retail alcohol sales sites. Several business operators also indicated that the addition of this project to the corner of Saviers and Channel Islands will have a negative impact on current traffic problems. Several business operators have submitted letters regarding their concerns which are attached as an addendum. Residents living near the project site were also contacted and echoed the same concerns as the business operators.

Conclusion:

The gas station and convenience store building plans have been submitted in addition to the application for the Alcohol Special Use Permit. These plans are being considered as part of the permit application for the sales of beer and wine in the proposed 3000-square foot convenience store. The existing vacant four-story office building and parking lot has become an eyesore and a place for homeless loitering and habitation. The submitted plans for this project will address common public safety concerns that accompany this type of use. The addition of a well-designed building will improve this parcel from its current condition. That being said, additional issues should be weighed.

The crime rate in the area of the proposed project is a significant concern. The Police Department as well as the Planning Commission has discouraged additional alcohol establishments in this area for a number of years. The Police Department has discouraged any expansion of sales or hours of sales. For that reason, the applicant was made aware of this concern. In order to address this concern, the applicant plans to close the current 7-Eleven Store at 3280 Saviers Road and move its operation to this new site. If approved, this will create no net gain of alcohol establishments in the area.

Another factor tied to undue concentration of area alcohol outlets is the crime rate and limiting growth of alcohol sales. The existing 7-Eleven store at 3280 Saviers Road is 2465-square feet. The proposed new site will have 3000-square feet and will offer more merchandise choices, including gasoline, at a busier intersection. It is only reasonable to consider this will increase the sales of alcoholic beverages compared to the store at 3280 Saviers Rd.

The current operators of the 7-Eleven at 3280 Saviers Road have struggled with controlling problems tied to homeless loitering and panhandling. Although officers working the area have stated the store operators work well with the police and make changes at their suggestion, the problems continue. Additionally, on October 12, 2018 a clerk at the store was cited for 22658(a) of the Business and Professions Code, sales of alcohol to a 19-year old.

While conducting the neighborhood survey, it was discovered that residents and area business operators were unsupportive of the project. Common concerns related to increased traffic problems, continuing and possibly adding to the homeless and alcohol issues in the area, as well as having an adverse impact on existing family-owned businesses nearby. No person interviewed was whole-heartedly in support of the project. The only positive comment came from a resident who stated, “Replacing that building will be an improvement over its current situation where homeless hang out”. The tenor of most responses was that the placement of a 7-Eleven at the corner of Channel Islands and Saviers would make a bad situation worse.

The applicant’s proposal to close one store and replace it with another more modern and better designed establishment to address the concentration and crime concerns is reasonable. Additionally, establishing the business at the new location will allow the City the opportunity to condition the business through the Alcohol SUP. The current 7-Eleven at 3280 Saviers Road is not conditioned by the City.

However, relocating the store at a busier intersection, in a larger facility with a broader range of products for sale, will undoubtedly expand customer traffic and the expansion of alcohol sales. This runs contrary to attempts to limit the expansion of alcohol sales in an area of the City which suffers from a significant crime rate, homeless issues, and alcohol related community problems.

Attached are proposed conditions should the project be approved as well as written statements submitted by community members as part of this review.

Addendum of Statements from the Community

Cindy's Mini Mart Inc.
156 E. Channel Islands Blvd.
Oxnard, CA 93033
Tel. (805) 487-0580
Fax. (805) 487-2566

December 19, 2018

Cindy's Mini Mart Inc. is a family owned business and we have been in business at this location for over 25 years. We have been part of this community for more than 40 years. We came to hear about a 7-11 with an alcohol license to open up in the near future in the corner of Channel Islands and Saviers. We believe it's not a good fit for our community for several reasons:

1. It will increase the number of homeless people to our neighborhood.
2. It will increase the amount of people asking for money.
3. It will increase the criminal activity in south Oxnard.
4. Saviers and Channel Island Blvd is a busy intersection already, opening the 7-11 will just increase the traffic in our area.
5. With more traffic, there is a higher probability of automobile accidents.
6. The school buses stop near the intersection of Saviers Road and Channel Island, there is no need to have minors close to a 7-11 selling alcohol.
7. There is a 7-11 on the intersection of Thomas Ave. and Saviers Road, we do not need more businesses with alcohol license in a family oriented community.

Please consider all the reasons provided above and help us preserve our family oriented community safe.

Thank you in advance for your time and consideration.

Best Regards,

Otilia Morales
Owner

Mr. Scott Swenson
City of Oxnard, Service Center
Attention: Planning Division
214 South C Street
Oxnard, CA 93030

Dear Mr. Swenson:

I started doing business as a Chevron gas station owner in February of 1985 at 4300 Saviers Road. In January of 1998 I purchased the Chevron gas station at 2901 Saviers Road, which I currently operate.

In 1999 I was approached by Chevron with an offer to sell the property at 4300 Saviers Road to me. I knew the City of Oxnard was interested to build a library at this location. Although I had the first right of refusal, I did not exercise that right. I told Chevron a library would serve this area better than a gas station as it was close to two schools and a college. I decided to close my gas station so the City of Oxnard could build the new library.

In 2004 Chevron again approached me with an offer to purchase the property at 2901 Saviers Road, where I currently do business, and I accepted their offer. I purchased the property.

In 2008 I remodeled my station from lube bays to a food mart. Additionally, in 2008 I applied for an Alcohol Special Use Permit with the City of Oxnard. The City of Oxnard denied my application due to having too many Alcohol Special Use Permits at this corner.

In 2012 Walmart located at 2701 Saviers Road applied for an Alcohol Special Use Permit with the City of Oxnard and was denied due to having too many Alcohol Special Use Permits at this corner.

I understand an out-of-state developer has found an opportunity to make some money at our expense. This out-of-state developer has purchased the property at 2900 Saviers Road and wants to build a 7-Eleven ("7-11") gas station with alcohol sales to a neighborhood that already has too many Alcohol Special Use Permits and operates 24 hours a day. A few things come to mind.

1) The out-of-state developer will make their money but they don't live or stay around this area. Additionally, they will not see or have to deal with what selling alcohol does to an already fragile neighborhood that has problems with the homeless population and crime.

2) The 7-11 store on Saviers Road and Thomas Avenue is already selling alcohol. I have been observing it since they opened and find there are many issues with the homeless population hanging around 24 hours a day. The problem has spilled over to the other businesses and areas as well. It has affected my business on a few occasions. I had to get a restraining order against a few homeless individuals that the judge considered dangerous to me, my family, and my employees who work at my business, as well as my customers. If 7-11 moves to a bigger location I foresee bigger problems, more alcohol sales, and more homeless population potentially causing more crime and nuisance calls for service in this area, which already has issues.

3) The existing 7-11 employees cannot handle and control the homeless situation at their current location of Saviers Road and Thomas Avenue. The employees do not ask the homeless population to

leave the area so they all hang around there 24 hours a day. I have videos and can provide pictures showing the loitering of homeless.

I have seen for the past 33 years doing business on Saviers Road the number of gas stations to serve the demand of gasoline has decreased. By having another gas station in this area would likely have an adverse impact on the existing gas stations that have been serving this area of local businesses and residents for a long time.

I hope you will consider not approving the new 7-11 gas station and sales of alcohol to be built at 2900 Saviers Road (southeast corner of Saviers Road and Channel Islands Boulevard) for the reasons I have stated. Your consideration to my request would be greatly appreciated. If you have any questions please do not hesitate to give me a call at 805-407-1214.

Sincerely,

Shaheen Shaheenazar
Chevron, Owner/Operator
2901 Saviers Road
Oxnard, CA 93033
805-407-1214

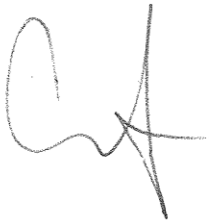


To whom it may concern:

It is my understanding that there will be a 7-11 that will be built on Channel Island and Saviers Rd. I want to ask you to take in consideration the area where this is planed to be built already has problems with transients. I work at the Centers for Family Health and I have witnessed on numerous occasions the problems they bring. We are constantly being harassed not to mention patient safety including children that have to witness transients walking around naked, talking to themselves, drunk etc. I feel that by building a 7-11 it would become a much worse atmosphere due to liquor being sold there. You have think of what kind of customers it would attract. We already have a liquor store near by and they all hang out behind it, in front of it and it is intimidating to walk by there. In the dark its super scary to even walk to my car. I hope you consider our petition and not let them build another source for transients to hang out.

Thank You,

Cointa Ortega

A handwritten signature in dark ink, appearing to be 'Cointa Ortega', with a stylized, cursive script.

To whom it may concern,

I heard that Citi Bank on Saviers Rd and Channel Island Blvd is going to be turned into a 7-11 store. That would not be a good idea. Please reconsider that because stores like that bring a lot of homeless and drug addict people. We have so many homeless people here already and sometimes they can bring danger to us due to the fact that I work at the CMH Urgent care here on Channel Island Blvd and Saviers Rd. There has been times where we see them fighting, they harass us into buying things from them , and they ask us for money over and over. I would as that you please reconsider building a 7-11 in this area.

Thank you,

Josie Miller 

To Whom it may concern,

Please do not consider putting a 7-11 store on Saviers and Channel Island Blvd. That would not be a good idea at all. Stores like that attract a lot of homeless people and we already have a lot of homeless people in this area. We see them standing by the stores asking people for money all the time. I don't think that would be a good idea. Please reconsider putting a 7-11 on Saviers.

Thank you,

Angela Melendez

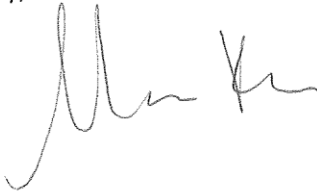


To Whom it may concern,

My name is Maria Renteria I work at CMH Urgent Care 2921 S Saviers Road, across from City Bank on Channel Islands. I heard that City Bank is going to be turned into a 7-11 store, that would not be a good idea please re-consider that because stores like 7-11 bring a lot of homeless and drug addict people. We have so many homeless people here already and sometimes they can be a danger to us. There has been plenty of times we see them fighting, not only that but they use our property as a place to go potty and as shelter. They beg for money most of the time including to our patients, so please! re-consider putting a 7-11 in this area.

Thank You

Sincerely, Maria R.

A handwritten signature in black ink, appearing to read 'Maria Renteria', with a stylized, cursive script.

To whom it may concern,

Word has spread that the possibility of a seven eleven liquor store might be the next project here in Oxnard where the Citi Bank on Saviers Rd once was, as an Oxnard resident and employee who works across the street at the CMH urgent care, I ask that another seven eleven not be built in this area due to the homeless and drug addict population growing on this side of town , they tend to be attracted to and like to hangout outside of all these types of businesses which then causes them to enter my place of work and harass our patients, staff, and people who live around, which can potentially be a danger to the community. I ask that this project please be reconsidered.

Sincerely,

A handwritten signature in black ink, appearing to read 'Maria Gallegos', with a stylized, cursive script.

Maria Gallegos

Police Operating Conditions Off-Sale Market/Convenience Store

1. All sellers and managers shall complete a course in Responsible Beverage Service (RBS) within sixty days of license granting and/or date of employment. Applicant/store management can contact the Oxnard Police Department Special Projects Unit via email at: specialprojects@oxnardpd.org to inquire about RBS course schedules. (PL/PD)
2. The Police Chief or designee may immediately suspend operation of the uses approved by this permit pending a hearing on the revocation of this permit if the Chief finds that there have been significant violations of the use permit conditions and/or a permit issued by the California Department of Alcoholic Beverage Control (“ABC”), or there is a single serious violent crime or single significant incident to which multiple police units or multiple police jurisdictions respond associated with the operation of this use, which the Chief determines is detrimental to the public safety or health. The Chief shall immediately inform the Planning and Environmental Services Manager of the suspension and the manager shall schedule a hearing on the revocation of the permit by the Development Services Director to be held no more than 30 days after the suspension begins. (PD)
3. There shall be no advertising of alcoholic beverages visible from the outside, including advertising directed to the exterior from within, promoting or indicating the availability of alcoholic beverages. (PL/PD)
4. Windows shall remain clear of signage, posters, advertisements or any other item that interferes with clear sightlines into the business. No display or other object near or adjacent to the windows shall appear above the height of the window sill.
5. Sales of alcohol may only occur between the hours of 7:00 A.M. and 12 Midnight. (PL/PD)
6. Refrigerators containing alcoholic beverages shall have locking mechanisms securing the contents from customer access between the hours between Midnight and 7 A.M.
7. Refrigerators for alcoholic beverage shall be limited to five 30” wide units. There shall be no other displays in the business storing or showing alcoholic beverages to the customers.
8. Refrigerators or displays containing alcoholic beverages shall be positioned so as to allow maximum visibility to cashiers from the cashier station. Alcohol displays shall not be positioned near customer entry/exit doors, nor shall they be in a location that

allows for an easy and unobstructed path to any entry or exit. It is recommended that the alcohol display or coolers be positioned where employees have a clear view from their cashier stations. (PD)

9. Other than specialty beers and micro brews, beer, malt beverages and wine coolers, in containers of 40oz in volume or less, cannot be sold by single containers, but must be sold in manufacturer pre-packaged multi-unit quantities. The sale of mass-produced, low priced beer or malt liquor in single servings is prohibited. (PD)
10. To reduce the potential for theft all non-refrigerated wines shall be stored behind the cashier station.
11. No wine shall be sold with an alcoholic content greater than 15% by volume except for "Dinner Wines which have been aged two years or more and maintained in corked bottles (Port, Sherry, Saki, Marsala, Madiera, Muscat, and Vermouth are permitted). (PD)
12. There shall be no self-service display of any type of tobacco or vaping products.
13. There shall be no amusement machines or video devices maintained on the premises at any time.
14. Permittee shall have drop safes installed or established other responsible cash handling procedures to allow employees to deposit daily receipts throughout the day as the amounts exceed allowable levels in the register (typically \$50 – 200).
15. Permittee shall install height gauges at all exit doors.
16. Permittee shall equip each point of sale with a silent robbery alarm that complies with the City of Oxnard Alarm Ordinance.
17. In the areas outside the business, not otherwise licensed by the Department of Alcoholic Beverage Control allowing the service of alcohol, Permittee shall post prominent, permanent signs indicating that loitering, open containers and the consumption of alcoholic beverages is prohibited. This includes the parking lot, walkways and other adjacent areas under Permittee's reasonable control. (PD)
18. Prominent signs shall be posted throughout the business, in effect, "No persons under 21 will be sold alcoholic beverages" and "Valid ID is required to purchase or possess alcoholic beverages". (PD)
19. Employees involved in the sale of alcoholic beverages shall not be allowed to consume alcoholic beverages at any time during their shift. Employees shall not report to work with evidence of having consumed any intoxicants such as alcohol, illegal drugs or controlled substances. (PD)

20. The subject Alcoholic Beverage Control License shall not be exchanged for any other type of Alcoholic Beverage Control License without DDR review and approval by the Police Chief or designee and the Development Services Director. (PD)
21. Upon any individual transfer (person-to-person) of the subject Alcoholic Beverage Control License or if the business is ever deemed a nuisance as defined in the Oxnard City Code, a review of the existing DDR shall be initiated and conditions may be added or removed as appropriate to mitigate existing or potential problems. (PD)
22. Any graffiti painted or marked upon the premises or on any adjacent area under the control of Permittee shall be removed or painted over within twenty-four (24) hours of being applied. (PL/PD)
23. The permittee shall maintain the property free of litter. (PL/PD)
24. The area surrounding premises under the reasonable control of permittee (including the rear of the business) shall be equipped with lighting of sufficient power to illuminate and make easily discernable the appearance and conduct of all persons in or about the area. (PL/PD)
25. No pay phone on the exterior of the premises. Any pay phones installed inside shall be blocked from incoming calls. (PL/PD)
26. Permittee shall regularly police the area under Permittee's control and shall not permit the loitering of persons about the premises. (PL/PD)
27. Any rear door of the premises shall be equipped on the inside with an automatic locking device, shall be closed at all times, and shall not be used as a means of access by patrons to and from the licensed premises. Temporary use of these doors for delivery of supplies does not constitute a violation. (PD)
28. The permittee shall establish responsible cash handling procedures to reduce the likelihood of robberies and thefts. (PD)
29. The permittee shall bolt down or otherwise secure all cash registers to service counters in order to prevent the entire device from being stolen during a burglary or robbery. (PD)
30. The permittee shall install a video surveillance system that shall be maintained at a reasonable industry standard and shall, at a minimum, monitor the entrances/exits, and exterior areas. (PD)

Any video system installed shall meet the below 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. Exterior cameras shall have low light capability.
 - d. Interior cameras shall be placed so that captured images are of high enough quality so that persons conducting transactions or entering the business are identifiable.
 - e. The video system shall utilize a Digital Video Recorder (DVR). VHS and other formats are prohibited.
 - f. The video system shall allow recording, live viewing and playback of recorded video for a period of a period of at least 30 days.
 - g. Recorded images shall bear a date and time stamp that cannot be altered.
 - h. A camera shall be mounted no higher than 7-feet above the floor to capture images of persons entering the business. This camera shall have a feedback monitor in close proximity showing images of persons entering the business.
 - i. A monitor shall be located in the counter area to allow staff to monitor activity on the cameras outside the business.
31. Activities and events shall not disrupt or disturb neighboring uses by excessive noise, overcrowding, illegal or unauthorized parking, or any other nuisance behavior. (PD)

POLICE DEPARTMENT SPECIAL CONDITIONS

32. The permittee shall participate, when requested and reasonable, in programs and efforts by the Oxnard Police Department to educate patrons on dangers of driving under the influence of alcohol or drugs.
33. The permittee shall develop a policy and training for store employees on how to manage subjects loitering on the premises, subjects who harass customers and employees, and subjects who qualify as “habitual drunks” as described in Section 25602 of the Business and Professions Code. This policy shall be available for review by the Oxnard Police Department.
34. The permittee’s Internet presence shall be consistent with these conditions. Any site or Internet presence reasonably controlled by the permittee shall not advertise or illustrate circumstances or activities that run contrary to provisions set forth through their ABC license or this Special Use Permit.

35. The permittee or managing/supervising employee shall provide to the Oxnard Police Department, in a timely manner, any video recording documenting activity within and around this business relative to any event when it involves:
 - a) The service or sales of alcohol beverages under the scope of this permit.
 - b) The investigation of any crime, any violation of the Alcohol Beverage Control Act, or any violation of any City Ordinance or Conditions of this Alcohol Special Use Permit.
36. A copy of these conditions and a log of employees who have completed Responsible Beverage Service training must be maintained on the premises and made available upon the demand of by any representative of the Oxnard Police Department.
37. There shall be at a minimum of two employees on-duty during the hours authorized for alcohol sales.
38. In order to promote public safety, if an employee is subpoenaed to testify in court regarding a matter that arises from an investigation and prosecution related a crime or event while the employee is on duty, the business shall pay that employee's wages during the time required to testify and also provide the necessary time off (if needed) to testify.
39. Any questions concerning this Special Use Permit for sales of alcoholic beverages should be sent to: specialprojects@oxnardpd.org.
40. This permit may be modified by submitting for a minor modification, paying appropriate fees, and receiving joint administrative approval from the Director of Development Services and the Chief of Police.

ATTACHMENT “E”

Applicant Letter Dated August 29, 2019



Gonzales Law Group, APC
800 Wilshire Blvd., Suite 860 | Los Angeles, CA 90071
Telephone: 213.279.6965 | Fax: 213.402.2638
www.gonzaleslawgroup.com

Michael Gonzales
E-mail: mgonzales@gonzaleslawgroup.com

August 29, 2019.

VIA EMAIL ONLY

City of Oxnard
Community Development
Planning Division
214 South C Street
Oxnard Ca, 93030
Attn: Jeffrey Lambert, Planning Director
jeffrey.lambert@oxnard.org

RE: CASE No. PZ-18-500-12(SUP)

Dear Mr. Lambert:

As you may know, we represent BV Oxnard, LLC ("BVO") owner of that certain parcel of real property commonly referred to as 2900 Saviers Road (the "BVO Property") located in the City of Oxnard ("City"). BVO proposes to redevelop the Property with a new 3,000 square foot 7-11 convenience store selling beer and wine for off-site consumption and a gas station (the "Project"). The Project is subject to approval of Special Use Permit Case No. PZ-18-500-12(SUP). Pursuant to Oxnard Municipal Code ("OMC") Section 16-136(19), the sale of beer and wine for off-site consumption requires approval of a Special Use Permit ("SUP").

The Project is subject to approval of Special Use Permit Case No. PZ-18-500-12(SUP). Pursuant to Oxnard Municipal Code ("OMC") Section 16-136(19), the sale of beer and wine for off-site consumption requires approval of a Special Use Permit ("SUP").

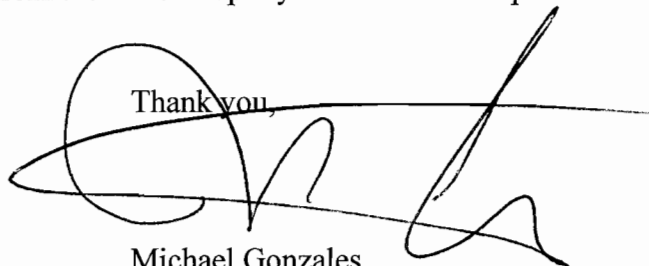
The Project will replace an existing 7-11 convenience store (the "Existing Operation") located at 3280 Saviers Road in the City (the "7-11 Property"). Pursuant to California Department of Alcoholic Beverage Control ("ABC") License number 572536 (the "License"), the Existing Operation engages in the sale of beer and wine for off-site consumption. The Existing Operation's sale of beer and wine is not subject to an SUP because it predates the SUP requirement. The Existing Operation is, therefore, legal non-conforming as to the sale of beer and wine for off-site consumption. OMC Section 16-508(C) provides that any nonconforming use that ceases for a period of six months or more (the "OMC Grace Period") cannot resume unless it conforms to the OMC. Accordingly, if the Existing Operation ceases to sell beer and wine in excess of the OMC

Grace Period, because of the License transfer or otherwise, that activity cannot resume without approval of an SUP.

BVO's replacement of the Existing Operation will also include transferring the License from the 7-11 Property to the BVO Property, which is known as a premise to premise transfer. California Business and Profession's Code Section 24070 authorizes ABC to approve such transfers provided regulatory mechanisms are followed. Upon transfer of the License to the BVO Property, the Existing Operation will no longer have ABC approval to sell beer and wine for off-site consumption. Moreover, pursuant to OMC Section 16-508(D), the Existing Operation will lose its legal non-conforming status if beer and wine is not sold for a period of time in excess of the OMC Grace Period. After six months, anyone seeking to sell beer and wine from the 7-11 Property must obtain an SUP from the City.

Based on recent discussions with your office, BVO understands the City is concerned someone will resume the sale of beer and wine on the 7-11 Property before the expiration of the OMC Grace Period. While we appreciate these concerns, such reintroduction would require ABC approval of a new alcohol license for the 7-11 Property. First, identifying a license that can be transferred to the 7-11 Property takes time, and consists of a negotiated purchase transaction through an escrow. Moreover, pursuant to Business and Profession's Code Section 23895, ABC requires a 30-day public posting of any property seeking approval of an ABC license. The identification, negotiation and transfer process would likely take more than six months to complete. To alleviate the City's concerns, however, BVO would be willing to accept a condition to BVO's SUP restricting the sale of beer and wine from the BVO Property until after the expiration of the OMC Grace Period for the 7-11 Property.

Thank you,

A handwritten signature in black ink, appearing to read 'Michael Gonzales', written over a horizontal line.

Michael Gonzales
Gonzales Law Group APC

cc: Greg Fick (Email Only)

ATTACHMENT “F”

Petition Against the Project

From: oxnardbutterfly <oxnardbutterfly@aol.com>

To: veronica.ortiz <veronica.ortiz@oxnard.org>; elizabethdeal <elizabethdeal@live.com>

Subject: Petition against alcohol permit on corner of CI Blvd/Saviers Rd

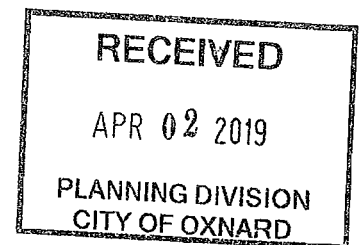
Date: Mon, Apr 1, 2019 11:59 am

To: Veronica Ortiz-De Anda

From: Nancy Pedersen

I picked up a few pages of the Petition against the alcohol permit/project for the corner of CI Blvd and Saviers Rd where the office building now stands. I will drop off a copy of them tomorrow morning at the Planning Dept.

I have not been able to find anyone in favor of this project and the people gathering signatures against it are not finding support either.



PETITION AGAINST PROPOSED PROJECT 7-ELEVEN AT CORNER OF SAVIERS RD & CHANNEL ISLANDS BLVD

Our neighborhood is already over saturated with alcohol outlets and this area has suffered from increasing crime.

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**WE OPPOSE THIS PROPOSED PROJECT AND THE ALCOHOL PERMIT
THAT IS BEING REQUESTED.**

NAME	ADDRESS	PHONE #	SIGNATURE
Mary Reagan	3121 So. F St	805 486-8580	Mary Reagan
ENRIQUE MUÑOZ	3116 - S. F ST	415-22-51	Enrique Muñoz
Maria Mitares	3110 S. F. ST.	253-41-27	Maria Mitares
Ramon Canchola	3111 S.F. ST		Ramon Canchola
SALVADOR LOPEZ	635 SPRUCE ST	(805) 616-4591	Salvador Lopez
Susan Conik	539 Spruce ST. OX.	805-479-2604	Susan Conik
Juan Gomes	469 spruce st	(805) 872-6699	Juan Gomes
Juan Gomez	411 Spruce street	(805) 832-3732	Juan Gomez
Herman Rivera	2904 South A st	(805) 815-7546	Herman Rivera
Alex RIVERA	2104 SOUTH A ST	805 815-7348	Alex Rivera
Janelle RIVERA	2904 SOUTH A ST	(805) 758-7906	Janelle Rivera
Pedro Ramirez	2932 South A st	805 1378-2113	Pedro Ramirez
Lilia Ramirez	2932 South A st	805 358-2113	Lilia Ramirez
Blanca Cayetano	3000 South A St	805 822-3741	Blanca Cayetano
Jose G. Torres	3015 S. A. ST	805 293-5999	Jose G. Torres
Arturo Hernandez	3018 SOUTH A ST	805 832-9104	Arturo Hernandez
Mitch Sisson	30XX S. A ST	W 805-436-8505	Mitch Sisson
Maggie Acevedo	3036 S. A ST		Maggie Acevedo
Robert Sisson	3036 S. A ST.	805 889 5371	Robert Sisson
Thomas Gray	3200 S A ST	805 322-8889	Thomas Gray
Timoteo Garcia	3210 S. A ST	805 (799-6176)	Timoteo Garcia
Adriana Garcia	3210 S. A ST	(805) 319-2638	Adriana Garcia

PETITION AGAINST PROPOSED PROJECT 7-ELEVEN AT CORNER OF SAVIERS RD & CHANNEL ISLANDS BLVD

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NAME	ADDRESS	PHONE #	SIGNATURE
Federico Salazar	3111 A St-		
Maria Salazar	3111 A St.		Maria Salazar
Ignacio Exta	3101 S A St		Ignacio Exta
Alma Exta	3101 South A St		Alma Exta
Joanna Larios	3101 South A St		Joanna Larios
Vanita M. Tapia	204 Redwood St.	204-6739	Vanita M. Tapia
Adeline Tapia	204 Redwood St		Adeline Tapia
SERGIO TAPIA	204 Redwood St		Sergio Tapia
John Garcia	206 Redwood St	712-38-60	John Garcia
Carlos Tapia	201 Redwood St		Carlos Tapia
Manuel Naranjo	330 Redwood St		Manuel Naranjo
Martin Gonzalez	404 Redwood St	805 285767	Martin Gonzalez
ANDREW SARQUEZ	404 Redwood St.		Andrew Sarquez
Emilio Gonzalez	422 Redwood St Dr.	85487-3083	Emilio Gonzalez
Joe Garcia	431 Redwood St		Joe Garcia
Angie Garcia	431 Redwood St		Angie Garcia
Jason Waldron	501 Redwood St	805-861-6616	Jason Waldron
Vernick Waldron	501 Redwood St		Vernick Waldron
Maria Hueso	501 Redwood St		Maria Hueso
Jazlyn Waldron	501 Redwood St		Jazlyn Waldron
MARTIN PILES	167 HAMAK AVE St	805-44-3300	Martin Piles
ERIK MELBOCH	612 Redwood	805	Erik Melboch

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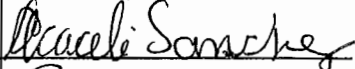
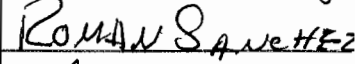
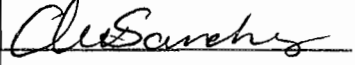
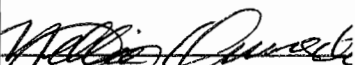
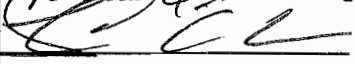
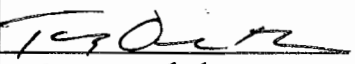
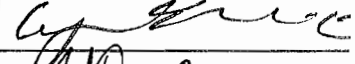
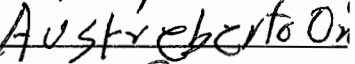
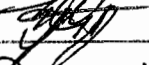
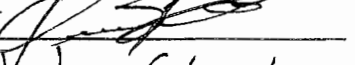
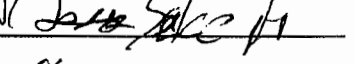
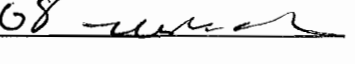
NAME	ADDRESS	PHONE #	SIGNATURE
Patricia Melendez	612 Redwood St	(805) 246-2442	Patricia Melendez
Adriana Rodriguez	612 Redwood St		Adriana Rodriguez
Galilea De Santos	3051 S F St.	(805) 746-2442	Galilea De Santos
Savir De Santos	3051 S F St	805 246 2442	Savir De Santos
Lorna Huyske	3124 S F St	805-426-9694	Lorna Huyske
Ana Menrique	3131 S B St	(805) 245-3142	Ana Menrique
Jennifer Mendez	3128 S B St		Jennifer Mendez
Laura Pineda	3110 S B St.		Laura Pineda
Griselda Sanchez	3053 S. B. Street		Griselda Sanchez
Laurel Valdez	3052 S B Street	(805) 469-6001	Laurel Valdez
Juan Tapia	3033 S B Street	805 853 8323	Juan Tapia
Gerardo Garcia	3033 S B Street		Gerardo Garcia
Timesa Lopez	3014 S B St		Timesa Lopez
Julia Lopez	3005 S B St.	805-483-2015	Julia Lopez
Maribel Pantoja	3004 S B St	805-816-0181	Maribel Pantoja
Eric Pantoja	3004 S B. St		Eric Pantoja
Manuel Cordova	3004 S.B. St	(805) 816-0755	Manuel Cordova
Summer Lee	233 W Spruce St	(805) 486-2953	Summer Lee
Fernando Garcia	321 W. Spruce St	805 340-9211	Fernando Garcia
Maria Jimenez	405 Spruce St	805 270 9168	Maria Jimenez
Gabriel Garcia	433 Spruce St	805) 397 6317	Gabriel Garcia
Estela Cidra	453 Spruce St	805 607 5536	Estela Cidra

PETITION AGAINST PROPOSED PROJECT 7-ELEVEN AT CORNER OF SAVIERS RD & CHANNEL ISLANDS BLVD

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NAME	ADDRESS	PHONE #	SIGNATURE
OMAR Jimenez	451 w spruce st		
Arceli Sanchez	204 Teakwood st OX	805/754-6315	
ROMAN SANCHEZ	204 Teakwood st OX	805/754-1229	
Omar Sanchez	204 Teakwood st OX	805/754-6282	
stacey Sanchez	204 Teakwood st OX	805/754-6210	S.S.S.
Humberto Estrada	320 TEAKWOOD ST OX	805/6164069	Humberto Estrada
Nellie Quereda	3138 So. C St OX		
Loring Navarro	3110 S C St OX	805/4158055	
Tony Del Real	3110 S C St OX		
Cynthia Oana	3023 South C St OX		
Patricia Orozco	3033 S. C St OX 93033		
Austreberto Orozco	3033 S. C St OX 93033		
Cynthia Orozco	3033 S. C St OX 93033		
	3051 S C St OX 93033		Irma Luna
Richard Vardwile	3111 S C St OX 93033	805-486-2372	
Siberio Jimenez	3149. So C St OX 93033	805-290-6897	
JUAN IPATZ	404 TEAKWOOD ST. OX	805-	
Jesse Salcido	422 Teakwood st	(805) 760-6281	
Miguel S	432 Teakwood st	805 4864908	
Loree	C St OX		
Juan Bonales	311 S C St	(805) 374-6231	
Bliss Mencia	310 S D Street	(805) 710-2007	

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IAME	ADDRESS	PHONE #	SIGNATURE
Happy Nguyen	2051 Abbott St., Oxnard	(805) 887-7944	Happy Nguyen
Angel Garcia	513 Corte Juna	(805) 86-1451	Angel Garcia
Josie Herrera	5012 Seclane Way ^{Oxnard}	(805) 377-0991	Josie Herrera
Ruby Durias	1710 Ambrose Ave Oxnard	(805) 984-6129	Ruby Durias
Peter Salazar	2121 Carnegie Ct Oxnard	805-236-5651	Peter Salazar
Rick Sanchez	4501 W CHANNEL ISLANDS BLVD #91 OXNARD 93035	818-400-8717	Rick Sanchez
Andy Diaz	113 Villanova Ave ^{Oxnard} 93036	909 660-9531	Andy Diaz
Nancy Acosta	1700 Rialto St ^{OXNARD} 93035	925 408-5917	Nancy Acosta
Orville Hirsch	1015 W. Beverly Dr. Oxnard ⁹³⁰³⁶	805 483 1152	Orville Hirsch
Genieve Flores-Haro	201 W. Vireyal Ave #135 OXNARD, CA 93036	805-485-1942	Genieve Flores-Haro
J.K. HAMILTON	5103 TETRAMAR Way	805 124 1262	J.K. HAMILTON
K. Aaron	1431 Magnolia Ave	805-843-3931	K. Aaron
KENT JOHNSON	518 HOLLY AVE	805 302 8587	KENT JOHNSON
ERIC HICKS	560 W. CONZALES RD #17 OXNARD	805-216-7064	ERIC HICKS
KENT JOHNSON	518 HOLLY AVE	805 302 8587	KENT JOHNSON
ERIC HICKS	560 W. CONZALES RD #17 OXNARD	805-216-7064	ERIC HICKS
Emma Warts	P.O. Box 1007 Oxnard	805 981 4625	Emma Warts
Deborah Tyson	P.O. Box 6822 Oxnard	805 988 3715	Deborah Tyson
STEFAN R. RICHARDS	2211 Forest Park Blvd Oxnard	805 216 0113	STEFAN R. RICHARDS
Isaac Sanchez	1532 ALMANOR ST	805 816 3203	Isaac Sanchez
Violet Waterson	623 Eastwood Drive	805 816 8267	Violet Waterson
Josephine Harman	3501 South G Street	805 793 3699	Josephine Harman

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[illegible]

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NAME	ADDRESS	PHONE #	SIGNATURE
Antonio + Ramiro	3905 So. A. St. OX. CA.	805 512 3562	Antonio Ramiro
Robert M. Matunga	2152 Dominica Dr CA	415-8025	Robert M. Matunga
Eduardo Flores R	811 GAVIOTA ST.	805-890-8342	Eduardo Flores
Eduardo Serrato	144 Frank Ave	(805) 607 0029	Eduardo Serrato
Porfirio Gomez	2431 S. VENTURA RD	805-290 8524	Porfirio Gomez
Ramiro M. Martinez	2931 SALICIS RD	805-385 4471	Ramiro M. Martinez
Obay Herrera	104E EVANSTON		Obay Herrera
Maria Lopez	Su Road	805 208 0460	Maria Lopez
Daniel Fitzpatrick	2311 Jackson	805 336 0483	Daniel Fitzpatrick
Volanda Juarez	215 E. Date St.	(805) 918-3307	Volanda Juarez
Anthonnette Grigg	2332 Chico Ct	805 948 3230	Anthonnette Grigg
Angela Melendez	1404 Donegal Way OX CA	805-397-9339	Angela Melendez
Eva Millan R.	159 Bryce Cxn Ave	805 616-9683	Eva Millan R.
Reina Azperez	2921 S. Saviers Rd Oxnard	805 210-1495	Reina Azperez
Grisele Cuernavaca	2921 S. Saviers Rd Oxn	(805) 815-2763	Grisele Cuernavaca
Reina Azperez	2921 S. Saviers Rd Oxnard	805 210-1495	Reina Azperez
Grisele Cuernavaca	2921 S. Saviers Rd Oxn	(805) 815-2763	Grisele Cuernavaca
Diana Thomas	4484 Navalai Rd OX		Diana Thomas
Juan G	400 Gudiemore Ln		Juan G.
Lourdes	3326 S J St.	805 407 1144	Lourdes Puga
Alfonso Sanchez	160 W Iris St	805 668-9927	Alfonso Sanchez
Wilmer Alvarez	71 Redwood St Ox.	815 216-6758	Wilmer Alvarez
Chloe	4740 San Juan Ave		Chloe
Jesus Gutierrez	3609 A Court	805 607 2412	Jesus Gutierrez

PETITION AGAINST PROPOSED PROJECT 7-ELEVEN AT CORNER OF SAVIERS RD & CHANNEL ISLANDS BLVD

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NAME	ADDRESS	PHONE #	SIGNATURE
Moses Lopez	4511 Palms Dr #E	805) 376-4297	Moses Lopez
Hosea Simpson	2701 So. C St.	805 487-2955	Hosea Simpson
Edmund Palmer	835 TREFINO TER		Edmund Palmer
Freda Moore	3146 S F St.	805-487-2083	Freda Moore
Mauricio Aparicio	2031 Kepler	805 754 4761	Mauricio Aparicio
TNE2- R. O. S. O. S.	1253 S C ST APT	805 815 9548	TNE2- R. O. S. O. S.
Emmy Flores	145 E Date st.	805-336-3479	Emmy Flores
Marcos Romero	1601 Farm Ave	639 589 777	Marcos Romero
Shaheen Shaheenazar	2901 Saviers Rd.	805-483-9561	Shaheen Shaheenazar
Gloria Delgado	2163 Cardinal	805-986-1043	Gloria Delgado
Marcella Portillo	901 Aspen Cir	905 415 6999	Marcella Portillo
Jorge Flores	641 Evergreen Ln	805 651 0020	Jorge Flores
Mansel V. Reyes	520 De Anza Way	(805) 853-9953	Mansel V. Reyes
Lorena Betancur	2921 Saviers Rd	(805) 302-0213	Lorena Betancur
RICARDITO BUAL	1060 JASON PL.	(805) 824-9522	Ricardito Bual
Lorena Betancur	2921 Saviers Rd	(805) 302-0213	Lorena Betancur
RICARDITO BUAL	1060 JASON PL.	(805) 824-9522	Ricardito Bual
GUTIERREZ	1360 California St	805 312-4112	Gutierrez
CLEMENTE GARCIA	1400 FRIEDRICH LN	805-396-9779	Clemente Garcia
Jose Luis Guzman	760 Yucca	805-853-8597	Jose Luis Guzman
Cesar Tmjo	700 Blanca Pl	805 741 1127	Cesar Tmjo
Yesenia Ramos	3134 S L St Oxnard CA	805 668 8367	Yesenia Ramos
Aureo Melgoza	11960 Morgan St Ojai 93021	805 727-1970	Aureo Melgoza
Miguel Rivera	652 E Poplar	805 216 7344	Miguel Rivera

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NAME	ADDRESS	PHONE #	SIGNATURE
Alexandra Orzco	1204 Teakwood St.	(805) 276-0937	Alexandra O.
Alex Nino	2135 San Marino St.	(805) 754-5158	Alex Nino
VICTOR RAMOS	1960 LA Puerta St		VICTOR RAMOS
JOSE LUIS VILLALBA	24911 TEIKACE AVE. CAN	805 253 9403	JOSE LUIS V
Gabi	2210 Vanetta		Gaby
CRAIG MAULHART	1620 PISCO LN	805-847-8589	Craig Maulhart
Rene Gomez	509 Spruce St	(805) 890-6642	Rene Gomez
Maximino Cuvaran	3915 S. B. ST	805 844 7282	Maximino Coc
Sam Gonzalez	1235 Spruce St	(805) 832-0024	Sam Gonzalez
Jose Cruz	721 Cuesta del Mar DR	805 216 8541	Jose Cruz
Jose Luna	3100 KS SK Arnold	805 827 7778	Jose Luna
Anthony Lopez	137 E 'C' ST pt huen	805 986 9490	Anthony Lopez
ROSELIA AGUIAR	791 GAVIOTA WAY	805 986 1617	ROSELIA AGUIAR
Edward Carrillo		805-663-1259	Edward Carrillo
FILEMOR GARCIA	1821 DUPON S	805 218 4643	FILEMOR GARCIA
Edward Carrillo		805-663-1259	Edward Carrillo
FILEMOR GARCIA	1821 DUPON S	805 218 4643	FILEMOR GARCIA
Rodrigo Solis	318 Cedar St	805-336-0292	Rodrigo Solis
Yeyuri Pacheco	535 Kawala St	805-909-8135	Yeyuri Pacheco
Maria Almaguer	3701 Dallas Dr	(805) 986-3167	Maria Almaguer
Steven Reyes	422 Pincon Way	805 396 9853	Steven Reyes
G. MARTINEZ	4821 CLOYNE ST	805-366-1998	G. Martinez
IVAR	120 Fashion Park	805 663 7463	IVAN
Jose Valladares	1896 NB PL HUESO		Jose Valladares

PETITION AGAINST PROPOSED PROJECT 7-ELEVEN AT CORNER OF SAVIERS RD & CHANNEL ISLANDS BLVD

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NAME	ADDRESS	PHONE #	SIGNATURE
Isaac Zavala	300 Redwood St. OX	805-509-3611	[Signature]
José Rodríguez	610 W St Edwards OX	980 2146	José Rodríguez
ROBERTO L. INFON	203 W Hill St OX	970 33	[Signature]
Lupe Ambríz	3600 Samuel Ave OX	805 487-7308	[Signature]
Jesus T Garza	450 Linden dr	805 2026389	[Signature]
Adella Perry	5245 SQUIRRES dr	805 8727496	[Signature]
Carlos Cantelero	5440 Roland way OX 93033	805-488-5056	[Signature]
Daisy Hernandez	3105 Saviers Rd. OX 93033	(805) 276-6904	[Signature]
Odetta Mann	300 Campbell Way OX 93033	805-832-2981	[Signature]
Jose Espinosa	128 James OX	(805) 487-1781	[Signature]
Arelly Flores	451 Port Hueneme Rd.	(805) 253-8371	[Signature]
Julia Buehler	340 COSTA del MAR		[Signature]
Quynh Velazquez	3033 S. F ST Oxnard CA 93033	(805) 9465309	[Signature]
R. C. Lopez	2930 W. KSTZ PL 93035		[Signature]
Pedro Navarez	1611 Houston. PL OX 93033	(805) 824-5817	[Signature]
R. C. Lopez	2930 W. KSTZ PL 93035		[Signature]
Pedro Navarez	1611 Houston. PL OX 93033	(805) 824-5817	[Signature]
SHANEYAN SHANEYAN	2901 SAVIERS rd OX 93033	(805) 483-9561	[Signature]
Mario Clemente	3525 S A ST Apt C OX 93033	805) 612-8126	[Signature]
Oscar Ramirez	570 W YUCCA ST OX 93033	805 827 2416	[Signature]
Alejandro Sanchez	3518 Peckins Rd 93033	805 845 0321	Alejandro S.
Eliana Garcia	1315 Althea Ct Oxnard	(805) 253-6255	Eliana G.
Estela Botello	404 E Canal St Oxnard	805 751 4100	[Signature]
Estela Botello	3023 Sur C St OX	805 458 4120	Estela Botello

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NAME	ADDRESS	PHONE #	SIGNATURE
Nani	3023 S "C" ST OX		Nani
Jessie Melillo	4201 S G ST OX	(805) 205-3177	Jessie Melillo
Jose	710 Sonoma	805.805.0311	Jose
Lorenzo	1160 Cedar St		Lorenzo
Lorena Mendez	6301 W. Kamala St	(805) 663-4254	Lorena Mendez
Roberto Castillo	823 W Juniper St		Roberto C
Mauricio Rocha	1315 W Juniper St OX	(805) 443-2056	Mauricio Rocha
Antonio Perez	721 W Chula St OX	805 792 2139	Antonio P
Ronnie Culpin	4451 San Juan Ave	805 342-8444	Ronnie Culpin
Patty Culpin	4451 San Juan Ave	"	Patty Culpin
R E Pryor	4720 JUSTIN WAY		R E Pryor
Claudia Garcia	901 Palomar Way	805 320 0023	Claudia
Lupe Hernandez	5301 Saviers Rd.	805 302-9710	Lupe Hernandez
JOSE ANGEL ARECHIGA	P.O. Box 8240	805 231-2860	JOSE ANGEL ARECHIGA
RAFAEL ZAVALA	3050 S "E" ST OXCA	805 890 4914	Rafael Zavala
JOSE ANGEL ARECHIGA	P.O. Box 8240	805 231-2860	JOSE ANGEL ARECHIGA
RAFAEL ZAVALA	3050 S "E" ST OXCA	805 890 4914	Rafael Zavala
TONY Salazar	2411 Trinity Pl OX-CA	805 248-9070	TONY Salazar
Liliana Sanchez	2616 Rodder Ave OX-CA	805 336 4063	Liliana Sanchez
Gloria Shaheenaz		805 616-3686	Gloria Shaheenaz
Eleanor Flores H	4001 San Juan Ave Oxnard CA	805 988-0592	Eleanor Flores H
Joseito Beckman	4911 Tulsa Dr	805-346-9774	Joseito Beckman
Carlos Barrera	225 E Channel Islands BL	805-253 59-93	Carlos B
Kymstle Dillon	601 Redwood St. 93033	(805) 236-4171	Kymstle Dillon

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NAME	ADDRESS	PHONE #	SIGNATURE
Pedro Rodriguez	1751 Florentine Dr OX	805-746-1911	Pedro Rodriguez
Rosalio Calderon	445 E Ramala St OX	805 253 0415	Rosalio Calderon
Carmen Leon	34-21 S A St. OX	805 776 2218	Carmen Leon
Eliseo Villareal	2135 BLACK BERRY CIR	805 760 1548	Eliseo Villareal
Jesus Ortiz		805 890 6508	Jesus Ortiz
Sammy DANA	4221 Francisco Dr	805 754-4445	Sammy DANA
Adal. Trujillo	839 Edison Ln OX	805 746 4523	Adal. Trujillo
Maribel Zama	300100 LAMIER ST OX	805 825 8241	Maribel Zama
BONIFACIO JAGATA	3750 DALLAS DRIVE OX	(805) 458-4491	Bonifacio Jagata
Marcin Gutierrez	2030 PERICLES PL OX	805 1670-8351	Marcin Gutierrez
Jim Vargan	3004 J Street OX	805-487-3433	Jim Vargan
Law Stone	11459 S. G STREET OX	805-207-10374	Law Stone
Isabel Telefon	900 W Channel Islands	805 524 9592	Isabel Telefon
Patricia Duenas	1166 S 17. Ave OX	816-1875	Patricia Duenas
Rania Gonzalez	490 de Ancha OX	805-290-2152	Rania Gonzalez
Patricia Duenas	1166 S 17. Ave OX	816-1875	Patricia Duenas
Rania Gonzalez	490 de Ancha OX	805-290-2152	Rania Gonzalez
Jose Jaime Avila	5642 Ramala St OX	805) 486-60-18	Jose Jaime Avila
Cris C.	3720 Nevada OX	(805) 815-1115	Cris C.
ALFONSO S.	1011 W ELM ST OX	(805) 342-7040	ALFONSO S.
DIANE	1640 DRISHILL	1801/616-3117	DIANE
Jonathan Garcia	2644 Anchora Ave OX	805-407-4731	Jonathan Garcia
JOSEACHAVEZ	656 CUESTADELMAR OX	805-2366988	JOSEACHAVEZ
Daisy Rodriguez	1761 SO 6 ST OX	805-200-8782	Daisy Rodriguez

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NAME	ADDRESS	PHONE #	SIGNATURE
Eusebio Teodoro	236 E Laurel St 93033	805 7606500	
Janel Maza Puzpe	155 W Guava St 93033	805 7541005	
Maria Blanco	2400 E Pleasant V 93033	805 488-8171	
Tina Luna	1115 Park Dr H 93033	805 843 5350	
Banshi Suro	218 FIRST ST 93033		
Francisco Castro	822 JUNIPER ST 93033	805-236-7700	
Ricardo Perez	4531 S B St 93033	(661) 779 0653	
Luis Vazquez	3149 S. A St 93033	805 7468576	
Shawna Escala	3131 E. Clinton St 93033	(805) 443-1209	
Sheila Ortiz	4601 S Ast. Oxnard 93033	(805) 276-6424	
Zhoanna Arce	3611 Saviors Rd 93033	805 4074215	
Genaro Arce	605 W Channel Island 93033	805 366 9508	
Laura Arce	605 W Channel Island 93033	(805) 512-5719	
Alto Escobar	7726 Cristofolum av 93033		
Juan Garcia	3101 Lassen St Oxnard 93033	805 585 8978	
Alto Escobar	7726 Cristofolum av 93033		
Juan Garcia	3101 Lassen St Oxnard 93033	805 585 8978	
Emanuel Zavaleta	440 W cedar. Oxnard Ca. 93033	805-509-0612	
Raul Alvarado M.	100 W. CF BLVD 93033	805 758-1554	
Silvia Martinez	2130 de arza way Oxnard CA 93033	805-890 5372	
Alejandro Navarro	5365 Roland Way Oxnard CA 93033	(805) 814-9225	
THOMAS GABU	4320 Frost Dr Oxnard CA 93033	805-201-5942	
R. Sagarminaga	112 W Guava OX 93033	805-467-2487	

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NAME	ADDRESS	PHONE #	SIGNATURE
ANSEFO NANA	5573 CYPRESS AVE OX 93033	4883961	Ansefo Nana
Maria Ramirez	OX CA 93033		Maria Ramirez
Benito. Corraza	10435th PL PORT HUENEME	640006	Benito c
Austreberto Rivera	2030 Napoleon AVE OX 93033	4862732	Austreberto
LaDonna Shaw	442 E. Olive St. OX 93033	(805) 504-9655	LaDonna Shaw
Maria Bonilla	1300 Benton W OX 93033	(805) 336-0198	Maria Bonilla
DANIEL HONZALEZ	5183 PERKINS RD OX CA 93033	(805) 290-6369	Daniel Honza
Ramiro Hernandez	4630 South E St OX 93033	805 479-3959	Ramiro Hernandez
Ricardo Diaz	1122 Redwood St OX CA 93033	(805) 330-7700	Ricardo Diaz
Ricardo Segura	1354 W Channel Island OX 93033	805 849728	Ricardo
Jose	1300 S Pleasant Valley Ave OX 93033		Jose
Miguel A.	652 Poplar St OX 93033	805-6160192	Miguel A
Patricia Barroso	4260 San Simeon Drive OX 93033	805-512-4285	Patricia Barroso
Alejandro Barroso	4002 Anchorage OX 93033	(805) 512-4285	Alejandro Barroso
Mario Lopez	561 E Yucca St OX 93033		Mario Lopez
Alejandro Barroso	4002 Anchorage OX 93033	(805) 512-4285	Alejandro Barroso
Mario Lopez	561 E Yucca St OX 93033		Mario Lopez
Amelie Moring	3505 Vickson Ave OX 93033		Amelie Moring
JESUS GONZALEZ	503 Pleasant Valley OX 93033	805 330 7281	JESUS
Alberto Garcia	3017 E S-J St Oxnard	805-887135-	Alberto Garcia
Yasmin Carranza	3600 S G St Oxnard	832-5044	Yasmin Carranza
Jorge Torres	760 E Yucca St Oxnard		Jorge Torres
Estela Uyana	302 Caminito CA 9012		Estela Uyana
FRANCISCO GARCIA	1542 W LUNIPER St. 93033	805 31732-93	FRANCISCO

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NAME	ADDRESS	PHONE #	SIGNATURE
Julia Ahuatzin	520 N. Ventura Rd. P.H.	805-341-1305	
Michelle Garcia	2250 E. Pleasant Valley Rd	(805) 827-1137	
Rosario Castillo	815 Peabody Pl. #3041	(805) 486-9242	
MARIA MACIEL	3051 S N ST OX 93033	805-240-7510	
Jose M	613 E Poplar St	805 607-3849	
Lissette M	1421 Devonshire Dr	805 824-6444	
Anneli Archer	3731 Terrace Dr	(805) 986-4045	
Allen Miller	4708 South A St. OX 93033	(805) 443-5897	
Jose Ruiz	421 BLUE PL. OX 93036	805 390-8709	
Mary Kay May	2313 Shakespeare Court	805 390-4103	
Leo Castaneda	1853 NE Ave OX	827-27-41	
Wanda	4795 STRICKLAND DR OX	(805) 407-5036	
Lucinda Aguilar	3188 Circle Drive	668 8002	
Lucinda Aguilar	3420 S G St	805-240-9996	
Roberto Gutierrez	1853 Lives Sp. H 160x	805 216 1782	
Lucinda Aguilar	3420 S G St	805-240-9996	
Roberto Gutierrez	1853 Lives Sp. H 160x	805 216 1782	
Camacho Vazquez	1801 Unproposed Drive, OX	805 752-8931	
Marta Palacios	717 Pacific Dr.	805 793-3977	
Maria Flores-C	3110 Jackson St OX 93030	805-513-2448	
JCARVIN PARTIDA	587 E. Clara St. Ft Huen	(805) 890-7748	
Adrian Rojas	1321 South F Street	805-215-2569	
Francisco Gutierrez	440 W 1st St	805 607 2071	
Jose Herdez	CHOK	—	

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NAME	ADDRESS	PHONE #	SIGNATURE
Martha Mendez	1901 O'Neill Pl 93033	(805) 302-6220	Martha Mendez
Josefina Miller	2921 So Solier 93033	(805) 377-5241	Josefina Miller
Isabel Aguilera	723 Halyard St. 93033	(805) 824-4451	Isabel Aguilera
Elina Michel-Horta	1104 N 5th St. 93033	(805) 814-7324	Elina Michel-Horta
Daisy Bravo	Iris St. OX 93033	(805) 203-9203	Daisy Bravo
Terrence P. Pelingmas	144 Sims Ave	579-790-8812	Terrence P. Pelingmas
Lucero Zuhimatz	201 Chester Way Apt. 1 OX 93033	(805) 832-5415	Lucero Zuhimatz
Angel Romero	631 W Channel 93033	805-827-3123	Angel Romero
Cornelio Sierra	631 West Channel Island 93033	(805) 815-7255	Cornelio Sierra
Jesus Curiel	3110 South E St OX 93033	805 944-9916	Jesus Curiel
Linnea Gonzalez	815 Spruce St. OX 93033	805 336-8209	Linnea Gonzalez
Armando Alcaraz	3005 S G St Oxnard	805 824-5553	Armando Alcaraz
Maria Santiago	1928 S. G St. Oxnard	805 248-5935	Maria Santiago
Erica Garcia	616 W Hemlock OX	805 217-1309	Erica G.
Erica Garcia	616 W Hemlock OX	805 217-1309	Erica G.
Erica Garcia	616 W Hemlock OX	805 217-1309	Erica G.
Elida Maldonado	1256 W Beach OX 93033	805-663-4813	Elida Maldonado
Felix Trevino	953 Spruce St.	805 663-1044	Felix Trevino
Julia Hernandez	216 James OX	805 898-5666	Julia Hernandez
Javier	243 Hemlock OX	(805) 236-3434	Javier
Alberto Marcial	1151 Wava St.	(805) 377-8406	Alberto Marcial
Rodrigo	OX 93033	805 294-9277	Rodrigo
MARIO IVAR	1403 N 55th St	805-444-5891	Mario Ivar

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NAME	ADDRESS	PHONE #	SIGNATURE
Carmelo S	3138 S E St ^{OX} 93033		
Maria Llanos	Gisler Ave OX 93033	616-0028	
Armando Alvarez	3505 Jackson St OX	(805) 236-1529	
Jose Zavala	3635 Las Tunas		
Juan Soto	845 E Poplar St OX	(805) 688-9810	
ALBERTO ROCHA	4511 Clover Dr OX 93033	805) 816-9486	ALBERTO ROCHA
Humberto Andrade	1734 OLIVERA OX 93033	-	H.C.A
Alexandro Avila	1611 Canada OX 93033	-	Alexandro Avila
Camron Betancourt	112 Kamala St OX	805 253-5346	Camron Betancourt
Taf Ana	1610 SE St OX	805-297-6000	T-C
Jesús Vargas	3051 SK St OX 93033	231-236-9706	Jesús Vargas
Teresa Vieira	283 Smith OX 93033	(805) 441-7580	Teresa Vieira
VICTOR BARRERA	1802 MABELA AL OX	805 889-9628	VBA
JUAN C.	1521 Piedmont St ^{OX}	-	
Ana Jimenes	460 Teakwood St ^{OX} 93033	805-911-7269	
JUAN C.	1521 Piedmont St ^{OX}	-	
Ana Jimenes	460 Teakwood St ^{OX} 93033	805-911-7269	
RUBEN E.	1113 N 5TH ST. ^{PT. HUENEME}	805 487-8284	
DEL H.	1951 MADRACA DR ^{OX} 93033	805 657-0852	
Daisy Gaytan	205 W. Spruce St	(805) 342-8372	
Gabby Gaytan	105 W. Spruce St	(805) 616-7880	
Abbie Rivera	4108 ENCINO PL ^{OX} 93033	483 4920	
Miguel Oller	2430 Teller Pl	805 426-9028	
Sergio Arnaldo	3335 A St OX 93033	805 766 9544	

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NAME	ADDRESS	PHONE #	SIGNATURE
Anacle Ramirez	641 E Channel Islands Blvd	805 7650 646	
Liborio Andrade	333 Olive St CA 93033	616 8046	Liborio Andrade
Jackson Herman	6006 Sparrow St. Ventura 93003	704 904 016	
Gabriel Lich	645 Maple St	805 512 0260	
Efrain Lopez	1805 VALLEY PARK, Ca.	805 276 3521	Efrain Lopez
Antonio Moravia	542 INDEPENDENCE DR.		OKAN
Evelyn Hernandez	5151 Jefferson Sq 93033	805 396 8155	
Alberto D. Bushman	16-16- CALI FORNIA ST.	805-486-16-31	Alberto D. Bushman
Maria Ramirez	258 W Channel Islands Blvd	805-336-1384	Maria Ramirez
Gabriela Ramirez	258 W Channel Islands Blvd	805-336-1384	Gabriela Ramirez
Yaeli More	1068 Caliente Way	805 414-9590	
Gilberto Puzada	1025 W JUNIPERS	486 84106	Gilberto Puzada
GERARDO MITZ	2512 BREEZEWOOD ST	947-7777	
Ana Fernandez	402 Larch Ln 93033	336 4660	Ana Fernandez
Julia Pacheco	1334 S. F. CA 93033	805 825-9779	Julia Pacheco
Ana Fernandez	402 Larch Ln 93033	336 4660	Ana Fernandez
Julia Pacheco	1334 S. F. CA 93033	805 825-9779	Julia Pacheco
MERTZ CORTEZA	4130 S. C. ST. OXNARD	(805) 477 0786	M. Cortez
Fabiola Navarrete	164 Stonegate Camarillo	(805) 342 8807	Fabiola Navarrete
Rocío Garcia	2431 Jackson St Oxnard	(805) 544-8897	Rocio Garcia
Juan Jimenez	3305 SA' St Oxnard	(805) 278 0113	
Cointa Ortiz	424 N. Juanita Ave. Oxnard CA 93030	(805) 814-6127	
Gaby Orpeza	904 Cherrywood Pl. Oxnard, CA 93030	(805) 794-5717	Gaby Orpeza
Alexis Sierra	1733 Olds Rd 93033	805 572-9647	Alexis Sierra

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NAME	ADDRESS	PHONE #	SIGNATURE
Jaime Fernandez	2780 Eucalyptus Dr. ⁹³⁰³⁶ OX	(905) 832-2799	Jaime Fernandez
JOSE ABARCA	2800 DALLAS DR ⁹³⁰³³ OX	(805) 376-2398	JOSE ABARCA
Cecilia Derosos	805 MONROE WAY ⁹³⁰³³ OX	805/2-28-2835	Cecilia Derosos
Eduardo Cordova	521 Vine Pl Oxnard CA ⁹³⁰³³	805-512-3114	Eduardo Cordova
Miguel Villanueva	2317 Bolker W. Port Hueneme	805-888-8814	Miguel Villanueva
Tania Chacon	211 Campbell Way Oxnard	(805) 271-7646	Tania Chacon
COBRIE	OXNARD	805 3664115	COBRIE
Alexandra	4260 Frost Rd ⁹³⁰³³ OX	805 336 6721	Alexandra
Jose Vigil	Lst 248 Oxnard ⁹³⁰³³ OX	805 824-6913	Jose Vigil
Sofia Rivas	285- Polaris Way ⁹³⁰³³ OX	805 793-7373	Sofia Rivas
Jon Ling	3815 Zeland Dr ⁹³⁰³³ OX	—	Jon Ling
Elvira Figueroa	3042 SOUTH "L" ST. OX	805-896-2205	Elvira Figueroa
Cecilia Cortez	4820 Saviere Rd ⁹³⁰³³ OX	805 607 7922	Cecilia Cortez
SUSAN SMITH	1120 So JST OX CA ⁹³⁰³³	805-339-1276	SUSAN SMITH
Issac Hernandez	3105 Saviere Road ⁹³⁰³³ OX	805-814-9377	Issac Hernandez
SUSAN SMITH	1120 So JST OX CA ⁹³⁰³³	805-339-1276	SUSAN SMITH
Issac Hernandez	3105 Saviere Road ⁹³⁰³³ OX	805-814-9377	Issac Hernandez
ROB ESTRADA	714 ERICA PL ⁹³⁰³³ OX	805 206-6311	ROB ESTRADA
Andrew Estrada	714 ERICA PL ⁹³⁰³³ OX	805 206-7157	Andrew Estrada
Larry Razo	2313 CHICO CRT ⁹³⁰³³ OX	(805) 236-8690	Larry Razo
Hortencia	1341 AZULEAST OX ⁹³⁰³³	805 401-8527	Hortencia
Lizbeth Linderas	3561 South E-st. OX NM	805-486-8534	Lizbeth Linderas
TESS BUEN	1021 LIMPSON AVE ⁹³⁰³³ OX	805-986-2145	TESS BUEN
Alonso Pasaval	1805 Dunes Dr OX ⁹³⁰³³	805 814 2778	Alonso Pasaval

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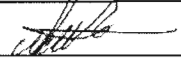
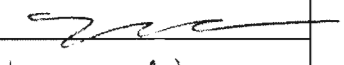
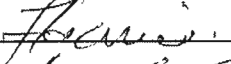
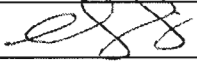
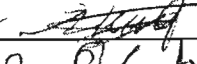
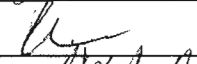
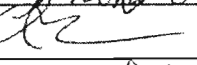
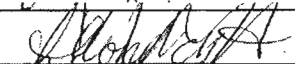
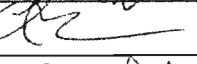
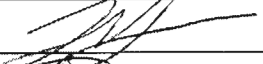
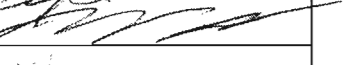
NAME	ADDRESS	93033	PHONE #	SIGNATURE
Maria S.	4929 S C St OX.		805) 2048127	
Jose L. Martinez	5214 Charles St # A		(805) 827-1054	
Maria Amador	1719 S Oxnard 93033		(805) 754-8578	
Louise Amador	700 Berkshire Pl OX		(805) 616-7795	
Antonio Gonzalez	3023 S C St OX 93033		(805) 754-9880	ANTONIO-G
Ramona Caragosa	152 Fashion Park Pl		(805) 760-5015	
Rosa Gell	1243 Mccloughlin Ave OX		(805) 826-4274	
Isela Angulo	3139 S C St. OX. 93033		(805) 248-2989	
Sherry Clark	358 Rossmore Dr. 93035		805 551-0802	
Philo Sabano	2320 S K St		805 253512	
Armando Garcia	264 E 6th Rd		(805) 2763861	
Silvia Padilla	1431 Levi way OX		805) 832-9527	Silvia P.
Eliza Aviles	205 Bittill Blvd OX		805-8847900	
Romy Firme	1001 Kipling Pl OX 93038		805 616 0582	
Romualdo L. Fimesr	1001 Kipling Pl OX 93033		805 889 3306	
Romy Firme	1001 Kipling Pl OX 93038		805 616 0582	
Romualdo L. Fimesr	1001 Kipling Pl OX 93033		805 889 3306	
Abraham Alvarado	626 South East 93020		805 889 4462	
Jose Zambuda	815 Borrego Way 93030		(805) 7256-8319	
Allegria Garcia	757 Halvard St. 93023		805 834 8857	
SERGIO CAMARGO	307 MIMAS COURT		805) 206 1011	
Sandra Ortiz	3535 S. A St OX		(805) 276-9855	
Nancy Gonzalez	3032 C St OX 93033		(805) 3028430	
Alan Hernandez	425 W Iris St OX 93033		(805) 889 6637	

PETITION AGAINST PROPOSED PROJECT 7-ELEVEN AT CORNER OF SAVIERS RD & CHANNEL ISLANDS BLVD

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NAME	ADDRESS	PHONE #	SIGNATURE
Mariano Herrera	930 Chester way #200	805 312-2372	
Margarita	6005 La Jolla Ave OX	805 319-7191	MMD
Marco Andino	710 CUESTA DEMAR #5	OX (805) 248-2937	
Luzero Rina E	1731 S. M. St Oxnard	805-258-3908	Luzero Rina
Florencio Hixio	761 Cedar St Oxnard		
Amante	2805 Pleasant Valley Rd Oxnard	805 668-3335	Amante
Rosa Cervantes	178 W Juniper St OX	(805) 276-3526	Rosa Cervantes
Alvaro J. Salis	333 E. Date St OX		
Emmanuel C C	1124 Colliore OX	805 539-9976	Emmanuel
Samuel Gallegos	321 Cuesta del Mar	877 3025	
Juan Delgado	SUNNY ACRES RD OX		Juan Delgado
Danley Garibay	1475 N. 5th Pl. Port Hueneme	805 366-8861	Danley Garibay
Ben Jansen	720 Poplar St OX		
Alondra V. Haros	425 W S/M St. OX	805 873-4198	
Isabel Kautish	462 Walnut Dr OX	(805) —	
Alondra V. Haros	425 W S/M St. OX	805 873-4198	
Isabel Kautish	462 Walnut Dr OX	(805) —	
Elixo Kary	401 CUESTA DEMAR #1	OX 93033	Elixo Kary
Lorena Martinez	221 Pleasant valley Oxnard	72033 X	Lorena Martinez
Manuel Perez	Pleasant valley Oxnard	805 666 9973	Manuel Perez
Susana Salas	4105 W Bard Rd OX		Susana Salas
Ray Becker	109 Sante Fe Ave.	805 407-8821	
Thomas	1504 S. J St Oxnard CA 93033	805-263 9915	
Virginia	3254 S. Camore OX	805-814 6601	Virginia

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NAME	ADDRESS	PHONE #	SIGNATURE
Maria Mendoza	505 Joyce Drive P.H. 93041	(805) 822-2354	Maria Mendoza
Rosa Magdaleno	1300 E Pleasant Valley Rd (Oxnard) 93033	(805) 921-9991	Rosa Magdaleno
Jose Martinez	214 Ashton St OX 93033	(805) 271-05	Jose Martinez
Antonio Maguira	1356 W 1st St Oxnard 93033	805 616 4862	Antonio Maguira
Juan Carlos	124 Dollie St - OX - CAL 93033	805-947-9004	Juan Carlos
Samuel Sanchez	4175 "A" St Oxnard 93033	805 486 4535	Samuel Sanchez
Marco Lopez	Oxnard 93033	—	Marco Lopez
Rebeca Reyes	Oxnard 93033	2-1605	Rebeca Reyes
Nicolas Nava	4800 Terrace Ave OX 93033	—	Nicolas Nava
Maria Sofia Rojas	5240 Charles St OX 93033	805 479 1171	Maria Sofia Rojas
Graciela Lopez	490 E Cedar St OX 93033	805 1396-6642	Graciela Lopez
Jesus Garcia	3628 S B St OX 93033	805 901 7083	Jesus Garcia
Hector Rumeo	215 W Lincoln Rd OX 93033	805 889-7009	Hector Rumeo
UAGAZI to Sanchez	171 W Clavel St OX 93041	805 509 4410	UAGAZI to Sanchez
Felix Vargas	5331 Cypress Rd OX 93033	805) 509 8751	Felix V.
UAGAZI to Sanchez	171 W Clavel St OX 93041	805 509 4410	UAGAZI to Sanchez
Felix Vargas	5331 Cypress Rd OX 93033	805) 509 8751	Felix V.
Berna Benavides	5331 Cypress Rd OX 93033	—	Berna B.
Guadalupe Medina	250 E Pleasant Vly R 93033	805 673 9694	Guadalupe Medina
Reyna Perez	2601 Anchor PH 93041	805 844 4314	Reyna Perez
Rubi Flores	1545 E Maple St OX 93033	(805) 338-3289	Rubi Flores
Ana Maguira	2139 Clavel St OX 93033	(805) 205-3631	Ana Maguira
Raul Sanchez	448 Shasta Ave Oxnard 93033	(805) 901-0640	Raul Sanchez
Davies Beltran	97 Camino Al Garo 93033	805/490 8652	Davies Beltran

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NAME	ADDRESS	PHONE #	SIGNATURE
MARIA Toscano	755 E. Yucca St. ^{Oxnard 93333}	805 279-2871	Maria Toscano
Kellie Schauer	716 N. Ventura Rd ^{#270 Oxnard 93030}	805-248-8290	Kellie Schauer
Jhovanney Pedraza	953 Spruce Street ^{Oxnard 93033}	805-214-9935	Jhovanney Pedraza
Jhonnathan Pedraza	953 Spruce Street ^{Oxnard 93033}	805-214-9935	Jhonnathan Pedraza
Jaime Lopez	251 GAZARD DILLARD ^{Oxnard 93033}	805-832-9978	Jaime Lopez
Brandon Hughes	3346 MONTAGNE WAY ^{Oxnard 93033}	805-401-8115	Brandon Hughes
Virginia Sanchez	5321 Perkins Rd 93333	805 204-8374	Virginia Sanchez
Isabel Gonzalez	741 Paseo Camarillo	(805) 827-3093	Isabel Gonzalez
Jocelyn Canoniza	5564 CONNER DRIVE ^{Oxnard 93033}	805 246 5908	Jocelyn Canoniza
ADELITA Ortiz	169 Country Club Dr. ^{Oxnard 93033}	(805) 351-5059	ADELITA Ortiz
Maria Moreno	5318 Cypress Rd ^{Oxnard 93033}	(805) 986-1609	Maria Moreno
Rosa Martinez	643 Nectarine St ^{Oxnard 93033}	805) 483-2800	Rosa Martinez
Madeito Tibasso	550 1/2 W A St ^{Rh}	---	Madeito Tibasso
MIKE URTV	OX	---	MIKE URTV
MARC FLORES	1006 N 5th Pl	805-505-3677	MARC FLORES
MIKE URTV	OX	---	MIKE URTV
MARC FLORES	1006 N 5th Pl	805-505-3677	MARC FLORES
Mariateresa Pimentel	631 Cuesta del Mar ^{Oxnard 93033}	805) 366-9555	Mariateresa Pimentel
Nancy Morales	605 W. Channel Islands Blvd	(805) 982-0211	Nancy Morales
Ariana Ramirez	315 Glacier Ave	(805) 853-9741	Ariana Ramirez
Luis Segura	305 Bricker Rd	805-204-1242	Luis Segura
Maribel Trancoso	5453 S J St ^{Oxnard 93033}	805 253 4172	Maribel Trancoso
Diego	520 Linden Dr ^{OX}	805-415-1111	Diego
Octavio	320 Linden Dr ^{OX}	805 332-0750	Octavio

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NAME	ADDRESS	PHONE #	SIGNATURE
Eulalia Mendoza	226 E Elm OX 93033	(805) 607-0117	Eulalia
Celso Rosas	4410 Terrace OX 93033	—	Celso Rosas
Levi Decolongon	800 E Delli St, Oxnard	(805) 444-9642	Levi
Carlos Erazo	200 Cuesta del Mar OX	805 512 6189	Carlos Erazo
FRANCIS SALUPEN	803 PIVOT POINT WAY OX	805 488 3090	Francis
Enrique Leon	1250 Mountain View Dr. Oxnard	951-440-5748	Enrique
Alfredo Olas	310 Irwin Way, Oxnard	805-988-0291	Alfredo
Petra Gonzalez	526 Squires OX 93033	(805) 204-8862	Petra Gonzalez
Imelda C.	241 Elm St. OX 93033	—	Imelda Gonzalez
Miguel P.	424 W CADIZ ST	—	Miguel P.
Austria Cruz	414 E. Kamala St OX	(805) 890-3170	Austria Cruz
Albert Andrades	755 Borrego OX	805-986-4853	Albert Andrades
Marin Pustillo	250 E Pleasant valley OX	805-366-5806	Marin Pustillo
Mayra Bernal	635 E. Kamala St OX 93033	805 822-2386	Mayra Bernal
Joseluis P.	310 Hill St OX 93033	—	Joseluis P.
Mayra Bernal	635 E. Kamala St OX 93033	805 822-2386	Mayra Bernal
Joseluis P.	310 Hill St OX 93033	—	Joseluis P.
MIRE PUA R	OXNARD 93033	—	MIRE PUA R
VAN. NARONADO	4321 DORSET OX 93033	—	VAN. NARONADO
Daisy Ramirez	2441 Alvarado St OX 93033	—	Daisy Ramirez
Chris Qualls	2004 Walden St OX 93033	805-986-4014	Chris Qualls
HERLINDA REYES	427 W KAMALA St, OX 93033	(805) 953-8054	HERLINDA REYES
Luci Eutierrez	OXNARD, CA 93033	(805) 822-2158	Luci Eutierrez
Donna Ellis	3128 S. L St OX 93033	—	Donna Ellis

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NAME	ADDRESS	PHONE #	SIGNATURE
Daniel E. Contreras	3129 So. K St OX	—	Daniel E. Contreras
Darwin Lopez	1233 W Cedar 93033		Darwin Lopez
Noelvis Torres	1200 Pleasant Valley Rd 93033	663 2539	Noelvis Torres
Gabriel Sarmiento	424 Spruce St Cx 93033	(805) 727-9501	Gabriel Sarmiento
Floj Erika	3101 Park A Ox. 93033	661 361-8045	Floj Erika
Edu Arizumi	1263 S. M. Street Ox. 93033	1 (815) 830-5166	Edu Arizumi
José Acero	2230 SAVIERS RD OX	805 7025000	José Acero
Alida Flores	158 E A ST. P. H.	805 890-9139	Alida Flores
BONIFACIO VILORIA	4440 JUSTIN WAY	(805) 766-4500	Bonifacio Viloria
Maria Palomares	4521 S G St OX 93033	(805) 889-8940	Maria Palomares
Jonathan Barragan	845 Avalon way ox 93033	—	Jonathan Barragan
Erick Vicente	401 Cuesta del Mar Ox 93033	—	Erick Vicente
Margarita Martinez	2006 S J St Ox 93033	805 407 8599	Margarita Martinez
DAVID RODRIGUEZ	474 JUPITER ST OX	—	David Rodriguez
Kara Rojas	861 Laurel St OX	—	Kara Rojas
DAVID RODRIGUEZ	474 JUPITER ST OX	—	David Rodriguez
Kara Rojas	861 Laurel St OX	—	Kara Rojas
Leticia Cuevas	1890 Los Ave.	—	Leticia Cuevas
Gerardo G.	Oxnard, Ca. 93033	—	Gerardo G.
Gerardo G. Moya	555 KANAKA ST. OX 93033	805 236 8294	Gerardo G. Moya
German Mander	1149 Playa St. OX 93033	(805) 363-8386	German Mander
Edu Mora	950 S. T St. apt 109	(805) 815-6134	Edu Mora
Celia Medina	1501 Riva St OX 93035	—	Celia Medina
Mario Rubio	960 W Channel Blvd	(805) 890438	Mario Rubio

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NAME	ADDRESS	PHONE #	SIGNATURE
ROSA MENDOZA	3500 S J ST OXNARD	(805) 253-0550	Rosa Mendoza
Horacio Teller	805-815-1256		Horacio Teller
AL CUIZ	1023 N. 5TH ST. PT. HUE	805-374-0884	Alfred CuiZ
Patricia Jose	215 Bryce Canyon Apt 102 Oxnard 93033	805-815-8903	Patricia Jose
Claudia Leon	731 W. Pleasant Valley		Claudia Leon
Bernardo Bello	760 BORGEO WAY	(805) 746-1476	Bernardo Bello
Guigil Baston	3608 S.B. ST. OX.	805-407-4511	Guigil Baston
Ruben Avila	4125 San Simcon OX	805-816-5025	Ruben Avila
ANTONIO ORTIZ	211 CAMPDOLL WA OX	805-380-016	Antonio Ortiz
MARIA PIZANO	6 ST OXNARD CA	805-994-6691	MARIA PIZANO
ROBERTO GARCIA	OXNARD 93033		ROBERTO GARCIA
Gudencio Uray	1841 E James Ave OX	805-426-2474	Gudencio Uray
Marina Ramos	3148 S "G" OX 93033	805-486-6827	Marina Ramos
JOSE	3010 St 6 OX		JOSE
Lidia Gonzalez	1266 Birch St OX	805-407-5678	Lidia Gonzalez
JOSE	3010 St 6 OX		JOSE
Lidia Gonzalez	1266 Birch St OX	805-407-5678	Lidia Gonzalez
Mayra Salazar	3211 Nevada OX	805-396-7028	Mayra Salazar
Jaqueline Aldana	125 S D Street	805-158-3780	Jaqueline Aldana
Teresa D	11		Teresa D
LUSINA NIZARES	5247 ESQUALER DR OX.	805-225-486	Lusina Nizares
Seppelto Jeline	432 Canterbury Way		Seppelto Jeline
Roxana Lopez	1221 Isleton. Oxnard	(805) 427-5434	Roxana Lopez
Juan Camacho	4713 Terrace AV. OX	(805) 422-9814	Juan Camacho

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NAME	ADDRESS	PHONE #	SIGNATURE
Rosalio Martinez	2215 Monstrose St Oxnard 93021	805 336-1738	[Signature]
Orlando Garcia	2105 N.H. Street Oxnard 93036	805 443 2204	[Signature]
Elaine	3870 Petal Ave Oxnard		[Signature]
Concepcion Rivera	1636 8th Pl Port Hueneme	805 760-4039	Concepcion Rivera
Alberto Reyes	3618 Alcott Oxnard	805 901 9369	[Signature]
Enrique Alba	2508 Bolker Dr Port Oxnard, CA 93033	—	[Signature]
Jessica Rodriguez	Oxnard, CA 93033	805 844-5192	Jessica Rodriguez
Francisco Cortes	Centro Oxnard CA 93036	805 253-8835	Francisco
Enrique Vega	Oxnard 1615 W 9th St	805 207 2522	Enrique Vega
Marisela Alvarez	1558 Cypress St Oxnard	805 805-2902	Marisela Alvarez
Javier Garcia	4440 Boston Way Oxnard 93033	805 256 8710	Javier Garcia
Norma Tapia	5551 Salvador Dr Oxnard	805 986-8531	Norma Tapia
Javier Romero	111 Channel Is Blvd Oxnard 93033	805 230 7124	Javier Romero
Rafael Badilla	1200 Sansone Ave Oxnard 93033	805 885-3707	[Signature]
Rafael Badilla	Oxnard 93033	—	[Signature]
Rafael Badilla	1200 Sansone Ave Oxnard 93033	805 885-3707	[Signature]
Rafael Badilla	Oxnard 93033	—	[Signature]
Silvia Moreno	431 Campbell Way #2	805 746 9778	Silvia Moreno
Margarita Badenas	512 E Pleasant Valley Rd Oxnard 93033	805 824-8241	Margarita Badenas
Carlos A. Gomez	624 W Henlow St Oxnard 93033	805 673-1286	[Signature]
Maria Garcia	124 E. A. St Port Hueneme	805 236-5530	Maria Garcia
Maria Madaleno	0131 Ventura Rd Port Hueneme	805 899-6503	Maria Madaleno
Francisca Rivera	640 Tamarac St Oxnard	805 824 7485	Francisca Rivera
House Camera	3541 S F Street Oxnard	805 312 1466	[Signature]

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NAME	ADDRESS	PHONE #	SIGNATURE
JACQUELINE AIDANA	3541 S F ST OXNARD 93033	805-574-9829	Jacqueline
MARIO M. QUINANEZ	308 W POSEY ST. OX 93033	805 297 2734	Mario M. Quinanez
Jesus Navarro	3015 - Monterey St OX	(805) 276-1300	Jesus Navarro
Arturo Gonzalez	2054 Jasmine St OX Oxnard CA 93033	805 248 9557	Arturo Gonzalez
Pauline Golden	1801 N OXNARD BLVD #211	805 370-6340	Pauline Golden
Maria Zecua	2111 Dorval Ct Oxnard	(805) 366-7738	Maria Zecua
FRANCIS ROBY	2703 BOLKER WAY 93041	—	Francis Roby
Eduardo Lopez	3860 POTTER DR #24 OX	805-240-7445	Eduardo Lopez
Maribel Estrada	710 West Green Street OX 93033	815-6442	Maribel Estrada
Carlos Calles	223 W Spruce St OX	273 4759	Carlos Calles
Theresa Lopez	2415 K ST. OX 93033	(805) 591-9292	Theresa Lopez
Lisha Ayla	238 E 1st St Port Hueneme	(805) 248-4922	Lisha Ayla
Bianca Lopez	605 W Channel Islands Blvd Apt 8	805 443-2269	Bianca Lopez
Miguel Cano	4611 1st St OX 93033	805 822-4998	Miguel Cano
Bianca Lopez	3410 Columbia Dr. OX	805 443-2269	Bianca Lopez
Miguel Cano	3410 Columbia Dr. OX	805 822-4998	Miguel Cano
Irma Rodriguez	641 Linden Dr OX	805 824-9409	Irma Rodriguez
Maribel Franco	Oxnard CA 93033	1805/6121139	Maribel Franco
Lenisse Villanueva	Commercial Ave 9301 OX	—	Lenisse Villanueva
Angelina Ramos	1017 Vaguard Dr Oxnard	(805) 612-8103	Angelina Ramos
Jesus Perez	555 Dylan Dr. Oxnard	—	Jesus Perez
David Perez	400 Gutierrez W AB	—	David Perez
Eduardo Zavala	2605 Bulker Way Port Hueneme	(323) 302 1140	Eduardo Zavala

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NAME	ADDRESS	PHONE #	SIGNATURE
Margaret Vera	1950 San Mateo ⁹³⁰³³ OX	805-612-8044	Margaret Vera
Miriam Martinez	1750 Gisler Ave ⁹³⁰³³ OX	805-253-8433	Miriam M.
Roberto Barajas	961 W. Redwood St. ⁹³⁰³³ OX	(805) 216-0474	
Maggie Hernandez	416 Brookshire Ave ⁹³⁰³³ OX	805-302-6735	Maggie
Amelia Sanchez	2400 E. Pleasant Valley Rd. ⁹³⁰³³ OX	805-986-0927	Amelia Sanchez
Marisol Hernandez	1558 Cornwall ⁹³⁰³³ OX	(805) 337-1049	MA
Maria Morales	224 Channel Islands ⁹³⁰³³ OX	805/487-4851	Maria Morales
Ramon Ramirez	930 E. Channel Islands ⁹³⁰³³ OX	805-612-1498	Ramon Ramirez
Martha R.	664 E. Clara St. ⁹³⁰³³ PH	986 9475	M. R.
Briana Diaz	CA Oxnard ⁹³⁰³³ OX	(714) 631-5512	
Janice Ortega	111 FRANK W. ⁹³⁰³³ OX	805-663-4043	Janice Ortega
MIGUEL ARRIAGA	411 HELENA WAY ⁹³⁰³³ JL 20X	805-400-9715	M. A. E.
Jose Luis	5176 SQUIRRELS ⁹³⁰³³ OX	805 271-9106	Jose Luis
Miguel A. Franco	2485 Balboa ⁹³⁰³³ OX	—	Miguel A. Franco
Lori O'Brien	335 W. CEDAR ST ⁹³⁰³³ OX	805 482-2531	Lori O'Brien
Miguel A. Franco	2485 Balboa ⁹³⁰³³ OX	—	Miguel A. Franco
Lori O'Brien	335 W. CEDAR ST ⁹³⁰³³ OX	805 482-2531	Lori O'Brien
Carmel Lopez	712 S F. St. ⁹³⁰³³ OX	805-890-7674	Carmel Lopez
Luis Vazquez	Oxnard CA	—	Luis Vazquez
Andrés Anaya	1584 Cornwall ⁹³⁰³³ LA	805 236-6068	Andrés
Andrea Magaña	1315 S. C. St. ⁹³⁰³³ OX	805 612-0473	Andrea Magaña
Marisol Carbajal	305 E Olive St ⁹³⁰³³ OX	805 336-5075	Marisol
Efraim Jimenez	751 Oleander Dr ⁹³⁰³³ OX	805 819-1006	Efraim
Angela Antonio	422 W. Wolf ⁹³⁰³³ OX	—	Angela Antonio

PETITION AGAINST PROPOSED PROJECT 7-ELEVEN AT CORNER OF SAVIERS RD & CHANNEL ISLANDS BLVD

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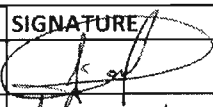
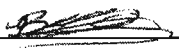
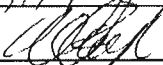
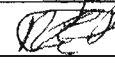
NAME	ADDRESS	PHONE #	SIGNATURE
Harvin Lopez	4355 Vine Pl ox	805 644 6312	Harvin Lopez
Momuel R.	2233 Bard Rd.	805 760 0534	M. R.
Manuel	2440 S L ST ox 93023	805 743 1327	Manuel
Krisma Martinez	3051 S D St ox 93023	805 884 8822	Krisma Martinez
Miriam Pina	3128 Monterrey ox	805 710 5018	Miriam Pina
Naria Ruiz	920 W Iris St ox 93033	805 487 2864	Naria Ruiz
Rosa Suarez	2916 Circle Dr. Ox. 93033	805 377 0299	Rosa Suarez
Arndt/Ro	2024 Saviers Rd. Ox. 93033	805 964 9524	Arndt/Ro
Maria-Mirja	— ox 93033	661-454 0561	Maria Mirja
Cesar M.	752 S E St Apt c	805 512 6498	Cesar M.
Marta R	348 E. Channel Island	(805) 612-1962	Marta R
Ma. Guadalupe Alatorre	416 E. E. V. Av. Ox 93033	805/410 8217	Ma. Guadalupe A.
antonio Juarez	3952 Saviers rd ox 93033	805 662 9496	antonio Juarez
Nancy Marcial	633 Cresta Del Mar Apt 6 ox 93033	805 946 8131	Nancy Marcial
Jorge Acededo	2230 SAVIENS Rd ox	805 702 5000	Jorge Acededo
Nancy Marcial	633 Cresta Del Mar Apt 6 ox 93033	805 946 8131	Nancy Marcial
Jorge Acededo	2230 SAVIENS Rd ox	805 702 5000	Jorge Acededo
Xiomara Giron	2230 SAVIENS Rd ox	805 702 5000	Xiomara Giron
Manuel Castanon	744 S. 4th St. Ox. 93033	805 276 0121	Manuel Castanon
Juan Perez	400 G. Tierrez L.N. F. Ox	805 160 9473	Juan Perez
Brian Alvarez	1853 Ives Ave Sp. 126 Ox	805 607 5408	Brian Alvarez
Flaris Lopez	5240 Charles St ox 93033	805 616 8701	Flaris Lopez
Redolfo Torres	1853 Ives Ave spc 33 Ox	805 385 6532	Redolfo Torres
Manoel Reyes	711 W. Channel Islands Blvd Ox 93033		Manoel Reyes

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NAME	ADDRESS	PHONE #	SIGNATURE
Alex Jimenez	325 LA CANADA AV. Oxnard	805 8159314	
Margarita Vargas	534 S F St Oxnard		Margarita Vargas
Kimy Mazarinos	3014 S L St Oxnard	805-799 6793	Kimy Mazarinos
Carolina Duenas	1604 N 6th St Port H.	805 612 9351	Carolina Duenas
Rosa Vazquez	3624 Saviers Rd OX	805 486 5011	Rosa Vazquez
Brenda Chavante	316 E Cedar St OX ⁹³⁰³³	805 822 9797	
Oliverio Cuatrecasas	4511 Terrace Ave OX ⁹³⁰³³	805 760 7512	Oliverio Cuatrecasas
Olivia ES	1160 S Oxnard Blvd Oxnard CA ⁹³⁰³⁰	(805) 663 9043	Olivia ES
Salustia	1804 Valle Par Dr Oxnard CA ⁹³⁰³³	805 204-6571	
Leticia Garcia	8843 Corner Dr		Leticia Garcia
Alicia Hdez	1839 S D St Oxnard	805-512 4644	Alicia Hdez
Martinez	1941 San Antonio St Oxnard	805 307 9393	
Patricia Martinez	450 E Saveria St OX	(805) 740 7883	Patricia Martinez
Francisco Teller	3111 Keint St Oxnard	(805) 743 9814	Francisco Teller P.
Alicia Lopez	1146 11th St Oxnard	607-0153	Alicia Lopez
Francisco Teller	3111 Keint St Oxnard	(805) 743 9814	Francisco Teller P.
Alicia Lopez	1146 11th St Oxnard	607-0153	Alicia Lopez
Julia Estrella	5221 Longfellowway	(805) 889 9223	Julia Estrella
Ramiro	159 Concord T.O.		
Agustin R	680 Evasia Ln #34 PH	(805) 6-16-3215	Agustin R
JESUS ALVAREZ	1600 Lindsay Pl OX 93033	805-890 3223	JESUS ALVAREZ
Maricela Carranza	4330 Frost Dr.	405 616 4335	Maricela Carranza
Karla Rivera	504 E Olive OX 93033	(805) 336-8151	Karla Rivera
Maria	3670 f St. OX 93033	805 607-6422	Maria

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NAME	ADDRESS	PHONE #	SIGNATURE
MARCO GARCIA	2101 WALDEN ST OX 93033	805-4320905	MARCO A. GARCIA
IVHILL HUNTER	551 W Channel Island OX	805 (316) 552	dochelly:
Fabel L J	1321 S F St Oxnard CA	505 6921058	
Leticia Romero	155 Fashion Park 93033	805) 236 2845	Leticia Romero
Viridiana Alila	OXNARD 93033	-	Viridiana Alila
Maria Gomes	OXNARD 93033	-	Maria Gomes
Antonio Muro	669 E-CH-S OX	805 754 7199	(Antonio Muro)
Gerardo B	210 Yucca St OX	805-4833315	Gerardo B
Sandy S.	4210 S Ast Oxnard	(805) 816-1862	Sandy S.
Maricela Sanchez	1041 Mexico Ct Oxnard	805 516 6485	
Rocio Gonzalez	511 W Clara St Oxnard	805 200 2679	Rocio Gonzalez
MARIA ARROYO	4711 Syracuse Dr. OX 93033	805 754-9211	MARIA ARROYO
Harold Sanchez	337 Sav St OXNARD	805 824 9817	Harold Sanchez
Carlos Cruz	2315 Peoria Oxnard - AV 7	805) 256 2666	Carlos Cruz
Silvia Gonzalez	3410 South F Oxnard Street	-	Silvia G.
Carlos Cruz	2315 Peoria Oxnard - AV 7	805) 256 2666	Carlos Cruz
Silvia Gonzalez	3410 South F Oxnard Street	-	Silvia G.
Graciela Cabrera	320 Featherline Pl OX 93033	805 553-2499	Graciela Cabrera
Maxine Orozco	660 Cuestade/Vicar	805) 827 5503	Maxine Orozco
Trene Rosales	4148 Oleander Ct Oxnard	805) 754 1278	Trene Rosales
Posixio Valt	1361 F St OX	805 258 2182	Posixio Valt
Marceline	241 FREDERSON OX	805 466 6157	Marceline
Wanda J. Gunders	4901 TULSA DR. OX 93033	805 607-5240	Wanda J. Gunders
Julio	OXNARD	805-337 8660	Julio

PETITION AGAINST PROPOSED PROJECT 7-ELEVEN AT CORNER OF SAVIERS RD & CHANNEL ISLANDS BLVD

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NAME	ADDRESS	PHONE #	SIGNATURE
Ruth Vasquez	Box 2606 Bolivar Dr. Oxnard	(805) 366-9322	
Juan Gonzalez	3140 Fournier St Oxnard	(805) 276-3055	
Margarita G	3620 Alameda St Oxnard	805-336-8016	Margarita G
RITO REYNOSO	4528 S. A. St Oxnard	805-843-9446	Rito Reynoso
J. J. J.	4251 Jackson St Oxnard	—	
Jose D. Santa	1801 W. Gonzalez Blvd Oxnard	805-285-6287	Jose Santa
Tulita S.	175 E Quana St Oxnard	805-276-0482	Tulita S.
MARIA Guevara	1415 E Female St Oxnard	(805) 815-8597	
MARIA Elortegui	232 Juniper St Oxnard	805 814 4275	ME
Enrique Ver	420 LINDEN DR Oxnard	(805) 846 8556	
Monica Sanchez	1426 N 5th Pl Bithlehem	(805) 846 1665	
JOVITO D. BAILO	4100 TULLA DR Oxnard	(805) 211-7422	Jovito Bailo
Isabel Torres	2023 S F St Oxnard	805-261-7984	Isabel Torres
ILDEFONSO Hdez	564 E JUNIPER OXNARD	—	Ylaine Hdez
Isabel Torres	2023 S F St Oxnard	805-261-7984	Isabel Torres
ILDEFONSO Hdez	564 E JUNIPER OXNARD	—	Ylaine Hdez
Maria Antonia	315 S.C. St Oxnard	—	
Antonio Chavez	311 Cuesta del Mar Apt 1	805 889 0612	
PATRICIA MABIN	1930 Kepler Dr.	805 236-8984	PATRICIA M.
Rita Morales de	1322 Elm Oxnard	805 824 9521	
Maura Manzan	1815 San Geronimo St Oxnard	805 253 5378	
Margarita Garcia	3310 Paula St	805 243 4530	Margarita Garcia
Enedina Policarpi	551 Cuesta del Mar	(805) 370-0213	
Dore Enriquez	4501 Saviors Rd	805 483 0863	

PETITION AGAINST PROPOSED PROJECT 7-ELEVEN AT CORNER OF SAVIERS RD & CHANNEL ISLANDS BLVD

30

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NAME	ADDRESS	PHONE #	SIGNATURE
Guillermo Ramirez	3031 Fournier St	(805) 487-3984	Guillermo Ramirez
Rosa Calderon	3200 Paula St.	(805) 407-9538	Rosa Calderon
Rosa Romero	3820. Ackerly St	805 607-8472	Rosa Romero
Irma Aldana	3200 Paula St	(805) 813-6793	Irma Aldana
Paula Rojas	1726 6th Pl Port H.	805 487-2517	Paula Rojas
Joseph H	112 E Robert	805 487 1803	Joseph H
Sara Zepeda	1850 E Shook St	805 638 9247	Sara Zepeda
Martha Canbay	334 E. Channel Islands	(805) 889-0040	Martha Canbay
Ricardo Ceyra	3148 S. F St.	805 487-9767	Ricardo Ceyra
Muriel Marin	152 E. Channel Islands	805 487 1823	Muriel Marin
Luisa Pardo	111 LARK	805 336 4129	Luisa Pardo
Carmen Valencia	338 Channel Island	805 846 015	Carmen Valencia
Robert	120 LARK	(805) 284 512	Robert
Lady Villegas	205 E Channel Island Blvd	805-824-8949	Lady Villegas
Beatriz Alvarez	2181 Hughes Drive OX, CA	805-513-3156	Beatriz Alvarez
David Robledo	215 Hughes Drive, OXCA	805-826-2636	David Robledo
AGUSTIN MORALES	154 E Channel Islands Blvd	(805) 844-4696	Agustin Morales
Monica Ojeda	3200 Paula St	805-827-4677	Monica Ojeda
ANGEL CURIEL	720 W Channels Island	805 850 9732	Angel Curiel
Cruz Sanchez	3150 Thames River Dr	(805) 758 8009	Cruz Sanchez
Timothy Sanchez	3150 Thames River Dr	(805) 758 8009	Timothy Sanchez
CARLOS H. CABANAS	2110 BEAUFORT AVE	(805) 607 6651	Carlos H. Cabanas

ATTACHMENT “G”

Petition For the Project



**PETITION FOR THE SUPPORT OF THE PROPOSED 7-ELEVEN AT 2900 SAVIERS RD.
(SAVIERS RD. & CHANNEL ISLAND BLVD.)**



- City of Oxnard Planning Case Number PZ-18-500-12
- Relocation of existing 7-Eleven (without gas) to new location with addition of gas
- Continue 24-hour operation with the sale of beer and wine for off-site consumption as well as other merchandise
- The City of Oxnard Planning Commission will decide on the project, but if you could write/email/phone the City/assigned planner in support of the project at Veronica Ortiz, veronica.ortiz@oxnard.org, City of Oxnard - Planning Division
214 South C Street, Oxnard, CA 93030
Direct Line: (805) 385-7952

	Name	Address	Email/Phone	Signature
1.	Roxaling Mendoza	1011 Yale St.	Mendozarus805@gmail.com	
2.	Lucero Cardenas	1011 Yale St.	lucercardenas@yahoo.com	
3.	Cashua Cruz	311 S A St		
4.	Walter Mocray	208 Thomas Ave	Waltermocray@gmail.com	
5.	Jane Smith	616 Canyon St	Jane@yahoo.com	
6.	Rubén Cruz	224 Thomas Ave		
7.	Rubén Cruz	2191 Clayre St.	Ruben613@gmail.com	
8.	George Fuller	611 Ukiah Dr.	805 312 1105	
9.	Andy Smith	574 E 8th Ave	805 912 0393	
10.	Ben Pervin	221 Cuesta del Mar	805-279-1567	
11.	Marc Smith	115 W 1st St	805 302-8348	
12.	Ignacio Medina	135 Hughes Dr.	805 396-7771	
13.	Esteban Taya	3051 S. C St	805 2488397	
14.	Dennis F. Taya	3831 S Saviers Rd.	805 208 8065	
15.	Vivian Mejia	850 Morro Way	805 557 4617	
16.	JUSTIN GONZALEZ	4000 SAN JIMENA AVE.	805 7580125	
17.	Glenn	3001 S A St	805 233 9988	
18.	Heleen Calillo	135 Thomas Ave	805 825-9988	
19.	ADRIAN PEREZ	208 THOMAS AVE	805 312-1744	
20.	ADRIAN PEREZ	208 THOMAS AVE	805 312-1744	
21.	ADRIAN PEREZ	208 THOMAS AVE	805 312-1744	
22.	ADRIAN PEREZ	208 THOMAS AVE	805 312-1744	
23.	ADRIAN PEREZ	208 THOMAS AVE	805 312-1744	
24.	ADRIAN PEREZ	208 THOMAS AVE	805 312-1744	
25.	ADRIAN PEREZ	208 THOMAS AVE	805 312-1744	
26.	ADRIAN PEREZ	208 THOMAS AVE	805 312-1744	
27.	ADRIAN PEREZ	208 THOMAS AVE	805 312-1744	
28.	ADRIAN PEREZ	208 THOMAS AVE	805 312-1744	
29.	ADRIAN PEREZ	208 THOMAS AVE	805 312-1744	
30.	ADRIAN PEREZ	208 THOMAS AVE	805 312-1744	
31.	ADRIAN PEREZ	208 THOMAS AVE	805 312-1744	



	Name	Address	Email/Phone	Signature
1.	Cruz Asoro	144 LARK ST	805-602-4643	Cruz Asoro
2.	Cristian Rodriguez	346 E Channel Isld	805-201-6167	Cristian Rodriguez
3.	Randall Oden	231 James Ave	805-896-3917	Randall Oden
4.	DEVILO DOMINGO	2155 CLOVER ST	805-236-3196	DEVILO
5.	Brian Cahill		Brian.Cahill@verizon.net	Brian Cahill
6.	Ruben T	3042 S B ST	609-0553	Ruben T
7.	DANNY LOPEZ	435 VINEYR	805-761-6167	DANNY LOPEZ
8.	EMMA CORREA	520 SAVIER AVE	805-7553265	EMMA CORREA
9.	Alfonso Hernandez	1245 Oyster Place	(860) 833-9389	Nicholas Hernandez
10.	JOE	3022 S.D ST		JOE
11.	JOE	319 Maple St	805-609-9426	JOE
12.	JOE	520 Saviers	(805) 248-8141	JOE
13.	Paulo	530 Savier	805-248-3601	Paulo
14.	JOE	468 W R.	805-490-1415	JOE
15.	Hyun Sun	230 PILES	240-960-18	Hyun Sun
16.	JOE	604 Ramon St	805-908-9185	JOE
17.	Sergio Martinez	168 E. Robert Ave	805-889-8092	Sergio Martinez
18.	EDUARDO RANGEL	199 E ROBERT AVE	805-819-8092	EDUARDO RANGEL
19.	SARA ARRANZ	535 Raily Ventura	SaraArranz@gmail.com	SARA ARRANZ
20.	JOE	535 Raily Ventura	JOE	JOE
21.	Martha Perez	4821 Terrace Ave.		Martha Perez
22.	Donna Drake	5523 Connor Dr	momicado@yahoo.com	Donna Drake
23.	Nico Lopez	1605 N. 8th Place	Nico.Lopez@cox.net	Nico Lopez
24.	AGUIA HAGUIN	2600 N. 8th Ave	805-263-9129	AGUIA HAGUIN
25.	Guillermo Zorrilla	12454 Cortez St	805-616-1111	Guillermo Zorrilla
26.	Cameras Morales	911 Hughes Dr.	805-231-2873	Cameras Morales
27.	Catalina Olivo	5300 S 1st	805-861-4583	Catalina Olivo
28.	Evelo de la Cruz	5300 S 1st	805-861-4583	Evelo de la Cruz
29.	JOE	135 Thomas Ave	805-402-5685	JOE
30.	Edgar	200 Lark St	805-847-7258	Edgar
31.	Ramon Hdez	252 Ashton St	805-670-9498	Ramon Hdez
32.	KIM DAVIS	560 W Channel Is	805-290-7033	KIM DAVIS
33.	JOE	672 E. Pleasant Valley	805-832-1120	JOE
34.	Frank Patra	2601 Teas Place	805-605-4141	Frank Patra
35.	Rafaela Martin	1451 Quincey Rd	817-2760-0431	Rafaela Martin
36.	JOE	3820 Petri Drive	805-605-4141	JOE
37.	DANNY V	P.O. Box 2563	805-202-0431	DANNY V
38.	Edgar Pablo	551 Sherwood way	PabloEdgar16@gmail.com	Edgar Pablo
39.	SAM TRAN	560 W Channel Is		SAM TRAN
40.	Cynthia Perez	208 Thomas Ave	Cynthiaperez23@gmail.com	Cynthia Perez
41.	JOE	176 Frank Ave	805-216-0193	JOE
42.	Julia Meyer	602 W. 5th St	805-298-1571	Julia Meyer
43.	JOE	602 W. 5th St	805-305-6909	JOE
44.	JOE	8056	805-609-9426	JOE

319 Maple St



	Name	Address	Email/Phone	Signature
1.	Rafael Marañon	304 Woolly Rd	805/396-8720	Rafael Marañon
2.	Ronell Camacho	1831 Woolly Rd		Ronell Camacho
3.	Jesús Ruiz	13535 F St	805/6167158	Jesús Ruiz
4.	BENJAMIN VELAZQUEZ	3201 CLINTON ST DOWNTOWN	805/263-2112	BENJAMIN VELAZQUEZ
5.	ROMALYN CARR	220 IRWIN WAY	747/225-9318	ROMALYN CARR
6.	RAMONDO RIVERA	2171 PASO ISLA	805-921-6702	RAMONDO RIVERA
7.	Robert Cuello	904 W. Guana St	Rob Cuello@gmail	Robert Cuello
8.	Theresa Diaz	1504 Luma Cir	805-827-4144	Theresa Diaz
9.	Yael Parfumer	342 JACOBSON ST	805-509-0345	Yael Parfumer
10.	Liguel Rosero	2511 So. J St	805/487-9977	Liguel Rosero
11.	Hector Beltran	1411 E Channel Islands	805 487-8709	Hector Beltran
12.	Angel Castillo	2003 Clay Ave	209-614-6937	Angel Castillo
13.	Damián Hernandez	1199 S M St	805 8162200	Damián Hernandez
14.	Priscilla Trejo	249 E Maple St	805 338-7600	Priscilla Trejo
15.	Iran Hernandez	281 Riverbank Dr	805-248-9820	Iran Hernandez
16.	Rigo Morales	Thomas 342	805-486-6411	Rigo Morales
17.	Rafael	6611 Luma Cir	805-257-9838	Rafael
18.	Brandell Oden	231 James Ave	805-596-3917	Brandell Oden
19.	Dominic Rivera	3567 Almond Dr	805-795-0396	Dominic Rivera
20.	Jorge Acevedo	2270 SAVIUS RD	805 707-5000	Jorge Acevedo
21.	Luís Solís Hdez	3501 S A St Apt B	805 609 0709	Luís Solís Hdez
22.	Pedro H Duran	200 WOLF ST APT B	805 607-1205	Pedro H Duran
23.	Nesenia Gutierrez	3609 H St	805/366-5536	Nesenia Gutierrez
24.	Donna Drake	5523 Connor Dr	(818) 403-4301	Donna Drake
25.	Vicente	1117 R St	831 2682778	Vicente
26.	Antonio	Sancti Spiritus	805/746-9297	Antonio
27.	José	4635 St 12th	805 890-4479	José
28.	Kevin Jonas	5516 San Simon Ave	805 488 2761	Kevin Jonas
29.	Tony	Academy		Tony
30.	Ralph	9 St	805/792-0461	Ralph
31.	Carlos Hernandez	260 E. Potosino	805/663-4707	Carlos Hernandez
32.	Ralph	San		Ralph
33.	Juan P. Lan	Juan P. Lan	805-793-8366	Juan P. Lan
34.	José Lara F.	3140 South B St	805-612-8204	José Lara F.
35.	Seferino Garcia	640 Tamarac St	805 843 0877	Seferino Garcia
36.	Luis Gonzales	3903 Ast	805 276 2241	Luis Gonzales
37.	Carl Maki	2846 San Marino St		Carl Maki
38.	Dave Rivera	2155 Clavina	805-226-2501	Dave Rivera
39.	Aleja	559-234-1990	559 234-1990	Aleja
40.	Aleja	601 W Perez St		Aleja
41.	J. Mascon	2714 Channel Isl	805 755 3411	J. Mascon
42.	Sergio Luna	112 James Ave	805-279-0031	Sergio Luna
43.	Patricia Luna	112 James Ave	805-840-1354	Patricia Luna
44.	Don	819 Maple St	805-600-7468	Don



	Name	Address	Email/Phone	Signature
1.	Omar Hargos	2520 madero ^{CH} #12	ohargos4405mail	Omar H
2.	Amit Uttwani	1132 S Oxnard Blvd	Zaneta - Gmca Dyaloo	Amit
3.	JAY	Savi	805 616 1507	Jay
4.	Isabel Garcia	5305 Suv J #3	(805) 910-4042	Isabel
5.	Jesse Zucagora	5305 Suv J #3	(805) 336 2657	Jesse
6.	Norma Guerrero	5305 S J #10	805 512 5022	Norma
7.	Kuldip Kumar	5226 9088 Ave	805 853 9762	Kuldip Kumar
8.	Rodolfo Gavilan	3710 Oxnard Ave	505-633-7044	Rodolfo
9.	Juan Martinez	Savies Rd	805 336-7038	Juan
10.	LEONARDO V.	Savies RD	(805) 609-9119	Leonardo
11.	Jose Antonio	41 Savies Rd	805 610 8878	Jose
12.	Ricardo Ugale	Savies Rd	805 793 2601	Ricardo
13.	Clorinda C	Savies Rd	(805) 225-5519	Clorinda
14.	Rogelio Pangel	2016 Peoria place	805-822-4738	Rogelio
15.	Pam Serrano	1016 Peoria place	805-822-4738	Pam
16.	PENE HERNANDEZ	4141 Torrance	(805) 832-7286	Pene
17.	PERILLA JIMENEZ	Savies Rd	(805) 720 1933	Perilla
18.	Sushil Kumar	5226 Savies Rd	909 787 4135	Sushil Kumar
19.	Kasu	5481 VEGA	805 253 598	Kasu
20.	Kywan	5011 Mhrt St.	805 743 7239	Kywan
21.	Markit	Savies	805 799 1559	Markit
22.	Kashash	403 Savies	805 668 1178	Kashash
23.	Amir	Savies	805 758 4728	Amir
24.	MILVEE	Savies	805 443 2454	Milvee
25.	PABLO	302 Savies	815 428 7978	Pablo
26.	Devil	Savies	(805) 445-3398	Devil
27.	VIONN SACH	3651 S O E ST.	805 890 6519	Vionn
28.	Juan Carlos	1402 Peoria Ave	605-666399	Juan Carlos
29.	LYNDOK	403 Savies	805-402-2709	Lyndok
30.	CITY	Block C 414	805 402-7189	City
31.	Juan Carlos B	3700 Old Rd	805-6634465	Juan Carlos B
32.	Armando B	219 S. VERO	(805) 509 9647	Armando
33.	CRISTINA BORG	161 Saver RD	(805) 609-9222	Cristina
34.	Barry Driver	139 Vero Ave	805-470 0688	Barry
35.	John Bennett	Oxnard	818 924 4188	John Bennett
36.	Jessica Driver	Oxnard	805 746 0179	Jessica
37.	BRYON SCHLATTER	4731 ROADMASTER	805 666 2292	Bryon
38.	JAMES SCHLATTER		805 201-6011	James
39.	Mark Alvarez	3205 Maple St	805-401-4119	Mark
40.	Amit	302 Savies	805 625 4777	Amit
41.	Rechi	4477 9th Ave	805 329 6444	Rechi
42.	Neeza T	8492	5595 489392	Neeza
43.	Sonu	5049 Savies	805 270 9372	Sonu
44.	Mauder	6010 Savies	626 223 3911	Mauder



	Name	Address	Email/Phone	Signature
1.	Graham Latta	1812 S 5th Ave	805 921 9831	Graham Latta
2.	El. Mike B.	Homeless st.	none	El. Mike B.
3.	GREG HOLMES	615 E Port Hueneme	805 432 4527	GREG HOLMES
4.	KIM M	912 E Gen Serrano		KIM M
5.	LUIS ARD	2194 110th	805 467 4775	LUIS ARD
6.	LARRY DICK	Lombard st 1401	805 236 7829	LARRY DICK
7.	LITZIDY LUGUIN	3540 camuel ave	805 827-1124	LITZIDY LUGUIN
8.	ARMY LAPER	424 VINE PL	805 605-761-2167	ARMY LAPER
9.	JOS E GARCIA	3200 SERRERA	805 801 8901	JOS E GARCIA
10.	Rafel Juarez	1540 Victoria ave.	805 487-1357	Rafel Juarez
11.	Maria Gilmer	5347 Columbus pl	805 228-2387	Maria Gilmer
12.	José Juan	445 De Rosa	805 921-3884	José Juan
13.	Ricardo A.	PO Box 4675		Ricardo A.
14.	MARY HO	184 THOMAS AVE	805 402-5679	MARY HO
15.	David Thompson	280 Leamer Ave	805 663 4991	David Thompson
16.	Sophia Pantoja	6500 Telephone Rd	805 266 2989	Sophia Pantoja
17.	Jose macias	2706 Savers Rd	805 483 0194	Jose macias
18.	Gilberto Ordaz Jr	1301 E Ventura Blvd	805 248 0412	Gilberto Ordaz Jr
19.	GABRIEL ORALLOS	4920 NAUTILUS ST	805 616 6363	GABRIEL ORALLOS
20.	DAVID DOMERO	2155 - CLOVER	805-236-3550	DAVID DOMERO
21.	Tommy Rami	1022 S Garfield	805 921 9831	Tommy Rami
22.	ADILAN MALABO	309 BEYCE CYOVAL	805 814-0432	ADILAN MALABO
23.	Juan Lara	4101 Leamer Ave	805 793 8366	Juan Lara
24.	Juan Hernandez	3121 South P	Juan Hernandez	Juan Hernandez
25.	Maria Amecua	1403 N 6th St - Ph	805 420 8646	Maria Amecua
26.	Maya Sidani	174 Thomas Ave	805 760 7475	Maya Sidani
27.	James Lopez	2178 Cloyne St.	805-228-2360	James Lopez
28.	PAUL ROMERO	7156 - CLOVER	805-236-7156	PAUL ROMERO
29.	Pedro Venegas	631 La Canada Ave	805-829-1874	Pedro Venegas
30.	Ric Lopez	PO Box 4675	805-266-2885	Ric Lopez
31.	Pedro Hernandez	250 WOLF ST APT B	805 607-0805	Pedro Hernandez
32.	Nico Lopez	1605 W 9th Ave	805 487-7626	Nico Lopez
33.	CRISTO BRAVO	805 205 4897	805 205 4897	CRISTO BRAVO
34.	CEAR RIVER	805 236 7093		CEAR RIVER
35.	Pedro Rojas	223 E Channel Isld	805 999 1393	Pedro Rojas
36.	Sophia Hernandez	301 110th St	805 603 1961	Sophia Hernandez
37.	Ernesto Pantoja	60 Armistead	805 60 78081	Ernesto Pantoja
38.	OMAR HERNANDEZ	246 4th St	805 193 3415	OMAR HERNANDEZ
39.	EDUARDO HERNANDEZ	4123 W Bakula	805-824-9048	EDUARDO HERNANDEZ
40.	MARIA	191 JAMES	805-822-4660	MARIA
41.	MANNING	319 Maple St	805-609-9448	MANNING
42.	Miguel Olivera	1210 Valley Blvd	805 766 2513	Miguel Olivera
43.	Ant Singh	319 E Myrtle St	805 921 9916	Ant Singh
44.	Sam Singh	395 N 4th St	408 687 3856	Sam Singh



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2.	Salvador Hernandez	423 W Barend Rd OX	SESAL13@gmail	Salvador Hernandez
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4.	Sandra Mayan	319 E Maple St	9095077009	Sandra Mayan
5.	Bosco Mayan	1048 Jena St	805-246-1003	Bosco Mayan
6.	Carlos Rene Hernandez	423 N Barend Rd OX	805 824-9046	Carlos Rene Hernandez
7.	Bonnie Wolff	238 Wolff St OX	805 9144470	Bonnie Wolff
8.	Olivia Padilla	250 Wolff St	180514836937	Olivia Padilla
9.	Pedro H Valencia	524 Vester St OX	805 9820563	Pedro H Valencia
10.	Pedro Rojas	238 Wolff St OX	816 41133	Pedro Rojas
11.	Omar Hernandez	246 Wolff St	805 3173455	Omar H.
12.	Alfonzo Lopez	180 Harrison St	805 4018161	Alfonzo Lopez
13.	Ernesto Barron	160 Harrison St	805 6078681	Ernesto Barron
14.	Armando Come	113 N Main St	805 766-6070	Armando Come
15.	Alfonso Ortiz	216 James Ave	857-261-5542	Alfonso Ortiz
16.	Eric Salazar	115 James Ave	805 2136421	Eric Salazar
17.	Eric Salazar	Eric Salazar	(805) 990-2528	Eric Salazar
18.	Raul Sanchez	Sam Simcan	(805) 8614226	Raul Sanchez
19.	Carlos Villalva	1730 Woodland St	(805) 332-3362	Carlos Villalva
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23.	MILUS MOJICA	ACCI TERRACE DRIVE	805 1782209	MILUS MOJICA
24.	Jose Rangel	216 E Channel Rd	551 594 0908	Jose Rangel
25.	ENRIQUE RODEA	3820 DALLAS DR	805-816-2828	ENRIQUE RODEA
26.	Alfonso Rios	614 E. LAUREL ST	805 396 8459	Alfonso Rios
27.	Alma Ponce	8101 HOLLIS DR	456 7947	Alma Ponce
28.	Alma Ponce	3510 Samuel Apts	(805) 822-1015	Alma Ponce
29.	Alma Ponce	159 Lark	805 8274144	Alma Ponce
30.	Alma Ponce	194 Lark	805 8274144	Alma Ponce
31.	Alma Ponce	319 E Maple St	805 609994	Alma Ponce
32.	Alma Ponce	319 E Maple St	805 609994	Alma Ponce
33.	Richard Benavente	4000 Petal Dr	704-5249977	Richard Benavente
34.	RUBEN R	4621 SAVERS RD	RUBEN R	RUBEN R
35.	Dupenda Rios	317 Maple St OX	Dupenda Rios	Dupenda Rios
36.	Ande Rios	651 Duval St	805 822-1015	Ande Rios
37.	Carlos Villalva	1730 Woodland St	(805) 332-3362	Carlos Villalva
38.	Natalia Rios	830 La Canda	Natalia Rios	Natalia Rios
39.	Rubén Rios	2831 Sutter	1805 2580382	Rubén Rios
40.	Rubén Rios	803 Morning Mist Ln	805 822-1015	Rubén Rios
41.	Yamirna Behn	803 Morning Mist Ln	805 822-1015	Yamirna Behn
42.	Hendry Rios	445 Willow Street	805-336-2106	Hendry Rios
43.	Jason Degea	3541 S. CST	(805) 758-8862	Jason Degea
44.	GLORIA	(805) P.O. BOX	(805) 986-6046	GLORIA

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	Name	Address	Email/Phone	Signature
1.	Julio Ramos	786 Pearson	JulioRamos07	Julio Ramos
2.	KAFAR S	3301 S. V. C. St.	@Hotmail.com	KAFAR S
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5.	JOSE	1246 S. N. St.	956-617-5598	JOSE
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9.	Humberto Mangue	217 E. Poplar St.	805 624 5975	Humberto Mangue
10.	Juan Lopez	3500 S. J St.	(805) 616-3256	Juan Lopez
11.	Kamlesh	maxwell Ave. Apt 101	805 911 9016	Kamlesh
12.	D. Pruitt	176 Frank Ave	805 216 0193	D. Pruitt
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18.	Anita Singh	467 E. Elm St.	805 921 9996	Anita Singh
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20.	Disco Penelope	5202 Si. J. St. Oxnard	805 921 8311	Disco Penelope
21.	Pulander Khosla	3441 Benet St. Oxnard	805 512 5198	Pulander Khosla
22.	MOSES	3441 Benet St. Oxnard	805-512 5198	MOSES
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26.	F. Die	144 Leek St. Oxnard	805 612 4643	F. Die
27.	Alfonso Vega	4377 Michale Ave	805 462 708	Alfonso Vega
28.	Hector V.	Ustura, CA	805 673 8797	Hector V.
29.	CIRILO GON	Hector V.	805 816 3436	CIRILO GON
30.	Cruzado Garcia	711	805 873 0115	Cruzado Garcia
31.	D. Pruitt	176 Frank Ave	805 216 0193	D. Pruitt
32.	Maria RAY	4911 Cloyne	805 488 2133	Maria RAY
33.	CINDY NICOLE PIMENTEL	921-923	818 20 920 920 920	CINDY NICOLE PIMENTEL
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36.	Juan	3601 S. F. St. Oxnard	805 433 1697	Juan
37.	Martin	1100 S. J St. Oxnard	805 739 1109	Martin
38.	Manuel Lopez	620 E. Polies	805-422 9445	Manuel Lopez
39.	Manuel Lopez	243 Monilkan Ave	805-397-1613	Manuel Lopez
40.	Robert Fyos	3114 S. A Street	805 166 3-7812	Robert Fyos
41.	Julio Ramos	3114 S. A Street	411 187 3856	Julio Ramos
42.	Swadesh Kumar	3114 S. A Street	411 187 3856	Swadesh Kumar



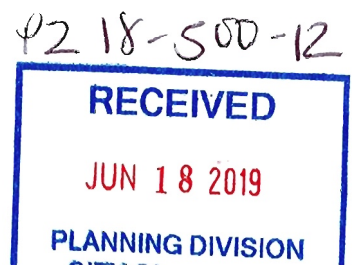
	Name	Address	Email/Phone	Signature
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2.	Willie	18112	1157	[Signature]
3.	Gonia Barragan	200 Clark St	(805) 216-1527	[Signature]
4.	Corretero	239 Bryce Can	(805) 401-8222	[Signature]
5.	Alicia	239 Bryce Can	(805) 401-8222	[Signature]
6.	Julia	2145 Cloyne	805 6037583	[Signature]
7.	Juan Hernandez	(805) 222-135 Thomas Ave	(805) 822-3559	[Signature]
8.	Fatima Martinez	176 Thomas Ave	805-2124-0817	Fatima Martinez
9.	Emilio Hernandez	189 McMillan Ave	183-9287	Emilio Hernandez
10.	Emilia Hernandez	5347 Bolander Way	(805) 896-9681	Emilia Hernandez
11.	Chris Johnson	712 Clark St	(805) 760-8612	[Signature]
12.	Gilberto Martinez	1616 Cuesta del Mar	805 330 7087	[Signature]
13.	[Signature]	7105 Circle Dr.	805 244-9117	[Signature]
14.	Don Gonzalez	82200 New Hwy	805 223-7502	[Signature]
15.	Edgar	5300 S. St	805 226-884	[Signature]
16.	Juan Diaz	23110 Cuyote Ln	CA, Fo	[Signature]
17.	ADAM AVAL	184 Hughes Dr	(805) 420-6969	[Signature]
18.	Mark Beltran	1126 S. St	(805) 487-2117	[Signature]
19.	Jose Mendoza		805 275 9050	Octavio Garcia
20.	J. Aguiar	3024 S C	805 775 9734	[Signature]
21.	Juan Lara	2604 West Fir Ave	805-793-8864	[Signature]
22.	ROC PERES		323-4071987	[Signature]
23.	Jose Garcia	400 Del Sur		Jose Garcia
24.	Arturo	2123 Cloyne St	805-415-4521	[Signature]
25.	Osvaldo Garza	672 Howell Rd	805-815-1067	[Signature]
26.	[Signature]	111 Thomas	805 537 2700	[Signature]
27.	Emilio	200 Clark St	805-1665	[Signature]
28.	Belisario	319 Maple St	805-609948	[Signature]
29.	Amir Kungor	110 Stada Ave St	805-694522	Amir
30.	ROC Aldet	321 Maple St	Nore credit	[Signature]
31.	Abe Zafra	232 McMillan Ave	805-758-1833	[Signature]
32.	JOSE CUISS	2155 C. Vintana St		[Signature]
33.	D. Pruit V	176 Frank Ave	805-216-2193	[Signature]
34.	Arcio Zafra	232 McMillan Ave	805-458-6246	[Signature]
35.	DEV	467 E. Elem St	805 488 5046	[Signature]
36.	José Cend	319 Maple	805 609 9606	[Signature]
37.	Demorio Hernandez	231 Cuesta del Mar	805 663 8307	[Signature]
38.	Nicaciaguzman	231 Cuesta del Mar	805 663 1583	Nicaci
39.	Tranquilina Perez	414 Tangerine Pl	805 843 3304	[Signature]
40.	Lucy Penabad	112 Thomas Ave	805 441 1800	[Signature]
41.	URDA	4177 2nd	805 690-1851	[Signature]
42.	Gilberto	2291 Bryce Can	805-104488	[Signature]
43.	Pardeck Kungor	219 E. Maple St	409 986-7074	[Signature]
44.	Amir	120 Frank	(805) 792-4912	[Signature]

ATTACHMENT “H”

Public Correspondence Against the Project

Community Opposition to the Proposed 7-11 Store Relocation from 3280 Saviers Road,
Oxnard to 2900 Saviers Road, Oxnard

06/18/2019



Development Project List

<https://www.oxnard.org/city-department/development-services/project-list/>

PROJECT: Fuel Station

ID: 5

DEVELOPER: Tait & Associates, Greg Fick (714) 560-8678

LOCATION: 2900 Saviers Rd

STATUS: Proposed

PZ: Permit18-500-12

PLNRVODESCRIPTION: Remove a 27,450 s.f. building and build a 3,000 market and fuel pumps.

SQF: (Net)3000



PUBLIC NOTICE

COMMUNITY WORKSHOP

Monday, May 20, 2019

City of Oxnard Community Room
300 West Third Street, First Floor, 6:00 PM
(Please use the "B" Street entrance)

The following development projects have been proposed in established neighborhoods within the City of Oxnard and will be presented by the applicant at this meeting. This workshop provides the community with an opportunity to learn about the proposed development, and to provide input to the applicant. No decisions are made at this meeting.

- 1. Planning & Zoning Permit No. 18-500-12 (Special Use Permit) – Blackstock North Neighborhood**
A request to demolish a five-story office building and construct a gasoline fueling facility, a 3,000 square-foot convenience store (7-Eleven), and associated site improvements at an existing, 1.04-acre lot, located at 2900 Saviers Road. The convenience store proposes to sell beer and wine for off-site consumption. The proposed project is exempt from environmental review pursuant to Section 15332 of the California Environmental Quality Act.

Applicant: Greg Fick of TAIT & Associates
City Contact: Veronica Ortiz-De Anda, Contract Planner

Phone: (714) 560-8678
Phone: (805) 385-7952

For additional project information, please direct your inquiry to the listed contacts, or call the Planning Division at (805) 385-7858

Para información en español, favor de llamar al (805) 385-7858

This is a letter of opposition to the proposed development of the 7-11 store at 2900 Saviers Road, Oxnard which includes the demolition of the current four story building on the site. Residents of the nearby neighborhoods include Blackstock North, Cal-Gisler, Kamala Park and Bryce Canyon North as well as business owners have voiced their criticism of the proposed development.

Commercial development should provide benefits for not only the business owners and operators but also provide benefits and seek to minimize hazards to employees, community residents, the municipal establishment and the environment. The proposed development would provide economic benefit primarily to the 7-11 corporation and the franchise owner-operator.

An assertion of increased tax revenue to the city has been made and this is a function of sales volume at the store. A relocation and moderate expansion from the existing facility will undoubtedly result in increased sale volume but this is likely to yield but a mild increase in tax revenues. The value of this increased tax revenue has to be balanced with the possible detriments to society. The question to be asked is what costs the community is willing to accept for potential benefits.

The store will provide some additional employment but these jobs will likely be in the minimum wage range and this type of employment supports a mere subsistence lifestyle for the worker. The current minimum wage in California is \$11.00 / hour. A person working a traditional full-time job at this rate at 160 hours / month would expect to make \$1760 and after expected withholdings would expect to clear about \$1408. Apartments in the local area that average 901 square feet rent for an average of \$1605 / month. Housing rates range (amount, percent of total): (\$701-\$1000, 2%), (\$1001-\$1500, 14%), (\$1501-\$2000, 47%)¹. Clearly a single minimum wage worker would face a challenge finding affordable housing without considering food, clothing, utilities, transportation and medical costs.

Representatives of 7-11 and the developer have stated, in public presentations, that the City of Oxnard can expect increased tax revenues from this development. No specific projections were announced at the presentations. It could be assumed that a business development would not be initiated if profits were not expected, that an operation expected to lose money would be considered a good business venture. The franchise owner obviously expects an increase in profits with the new store. Expected projections of revenue could be formulated by comparing similar developments and adjusting for economic activity by area. This would not be completely speculative. It is possible that despite increased size of the store and the sale of gasoline that the total increase in sales taxes might not be significant. Occupancy by another retail tenant in the old location would further increase sales taxes overall to the city. The development is a convenience store and gas station and is unlikely to attract business from surrounding communities. It could be reasonably assumed that this will not be a tourist attraction. Activity will be a function of interaction with the local community and those from other places passing through the area. Since it is likely that the majority of patronage of this store will result from the local community and that the parent corporation and franchise owner are not local the net result is likely to be a wealth drain from the community. Employment will help offset this net drain but the majority of jobs offered are likely to be slightly above minimum wage² and there has been no promise to employ people from the local community. Manager and assisted manager salary levels are

listed as greater than minimum wage levels but are below the median income for the Oxnard area.

Concentration and proliferation of available alcohol products in the community has been a concern. The developer has noted that the alcohol license will be a transfer from the current store to the new location and will not result in a new alcohol retail. There are planned five bays in the cooler for beer and wine sales. Individual container sales from bundled products will be prohibited. This development results in a concentration of alcohol products as the Liquor Cellar a few yards to the west of Saviers Road on Channel Islands Boulevard and other retailers listed in the Oxnard Police Department report of February 14, 2019 (see attached copy) provide alcohol sales in this area. The police department report also states: "There is an undue concentration of retail alcohol businesses in the area of this proposed site." and also lists an expectation that alcohol sales will increase with the expansion of the 7-11 store on the proposed site. Grocery stores nearby also provide access to alcohol. Increased alcohol concentration and consumption in a community has been shown to be a detriment to that community. This has been, in historical process, a concern in minority communities where concentration and proliferation have occurred.

A representative of the 7-11 corporation stated that the store will provide fresh food. That fruits, vegetables (pictured in slide presentation) and sandwiches made daily will be provided. Sushi was mentioned. Convenience stores have not been associated with foods of nutritious and healthy diets. The stores primarily stock items of processed food-like products that are high in fat and carbohydrate content. These are products that when consumed regularly predispose people to illness and disease. This results in increased costs to society in general. Increased concentration and proliferation of processed food-like products, as with alcohol, can lead to increased consumption in the local community. An online article, "Proximity of convenience stores and parks impact children's weight status" by the National Collaborative on Childhood Obesity Research, relates childhood obesity directly with proximity to convenience stores and inversely with proximity to parks. The Bryce Canyon North and Blackstock North neighborhoods do not have a park located within the boundaries of the defined neighborhood. Gas station sushi has been a staple of late night comedians.

A gas station is planned for the 7-11 development. Research has indicated that the concentration of vapors from gas stations has been severely underestimated. The amount of vapor release of BTEX compounds in California gas stations has been measured at lower levels than other states. A concentration of gas stations can only add to levels to these known carcinogenic contaminants and expose nearby residents to increased hazard. The area of the proposed development is also an area of major traffic thoroughfares. These include Saviers Road, Channel Lands Boulevard and C Street. Although vehicles emit substantially lower hydrocarbons with mandated emissions technology than in the past some volatile organics are emitted and diesel engines emit particulate pollutants some of which are microscopic. This air quality effect would be magnified with the level of traffic flow. The neighborhoods may also be exposed to fallout pollution from operations at the Port of Hueneme. Vapors also are produced through technical and industrial, medical, landscaping, pest control operations or uses as in neighborhoods through repair, remodeling activities and heating, cooking or other use of natural gas.. The addition of a gas station in this area will result in increased hazardous

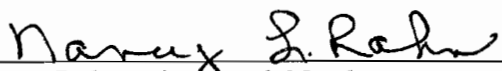
chemical exposure to nearby residents. Two gas stations are currently situated within one block of the proposed development.

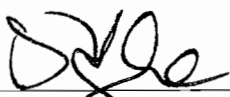
The proponents of this project have suggested that traffic flows would not increase upon completion. This might be true but adding driveways to Saviers, Channel Islands and Samuel will add to the complexity of flow with drivers navigating egress and ingress. The previously mentioned Oxnard Police Department report also mentions the expectation that the operation of the proposed store will result in increased traffic flow. Increased flow and complexity of flow, as expected, would increase stress experienced by drivers and the probability of accidents in a direct proportion.

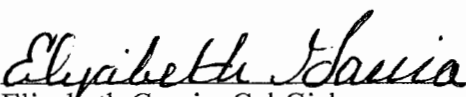
The City of Oxnard has had a history as long as its founding with ethnic segregation and exploitation which has been documented by several historians. Originally segregation between those of European ancestry, located on the west, and those of Asian and Latino ancestry, isolated on the east, was the dominant feature of ethnic organization. Opinions of those of other communities in Ventura County at the time portrayed Oxnard as a crime-ridden and generally undesirable place to live because of the preponderance of non-white residents and the negative traits attributed to them. Prejudicial views can be the conceptualization that becomes destiny. In the 1990's and 2000's many corporate owned business establishments left the south side of Oxnard as the area transitioned to a majority Latino/a or Hispanic population along with an immigrant influx from Mexico and Central American countries. The once abandoned establishments have been largely replaced by minority and immigrant owned businesses with some corporate rediscovery of economic activity. For decades the south side of Oxnard had been neglected by the city government and corporate business which was one reason for the law suit that resulted in the establishment of city council districts. At the same time, in the 1990's, incidents of crime increased. Again history rhymed and prejudicial views became reality. There can be no denial that the area of the proposed development currently has a higher rate of crime than that of comparative areas. The police report previously cited indicates that the crime rate is: "... 4.9 times higher than the average crime rate citywide and 61% higher for commercially zoned properties citywide." Some of the behavior that has been linked to the homeless includes vagrancy, petty theft, loitering, public alcohol consumption and panhandling. The police have indicated that although many of the homeless are non-threatening there are some who engage in behavior that requires police intervention. A small contingent of criminally-minded individuals can create a large increase in crime levels. The police report also indicates that the area has a saturation of alcohol retail and that the proposed development would likely increase alcoholic beverage use. Alcohol availability has been identified as a dimension in crime levels.

The residents and business owners in the area of the proposed 7-11 development located at 2900 Saviers Road in Oxnard are generally opposed to the development for many valid reasons. We are waiting to see if the city government is responsive to the concerns of the people or if the establishment is willing to place the incentives of special interest as priority.

Inter-Neighborhood Council Organization, Neighborhood Chairs:


Nancy Rahn, Blackstock North


Jon Huycke, Bryce Canyon North


Elizabeth Garcia, Cal Gisler

Bill Winter, Kamala Durley

References:

1. Yardi Systems Inc. (2019). Oxnard, CA Rental Market Trends. [webpage]. Retrieved May 24, 2019 from: <https://www.rentcafe.com/average-rent-market-trends/us/ca/ventura-county/oxnard/>
2. Indeed.com. (2019, May 25). 7-11 Salaries in California. [webpage]. Retrieved May 25, 2019 from: <https://www.indeed.com/cmp/7-eleven/salaries?location=US%2FCA>
3. National Institute of Health, National Institute on Alcohol Abuse and Alcoholism. (March 2002). Alcohol Alert No.55. [webpage]. Retrieved May 24, 2019 from: <https://pubs.niaaa.nih.gov/publications/aa55.htm>
4. Ventura County Behavioral Health Department. (September 2008). Alcohol Retail Outlet Density Affects Neighborhood Crime and Violence. [webpage]. Retrieved May 24, 2019 from: http://venturacountylimits.org/resource_documents/VC_IssueBrief_AlcRetail_2010_web.pdf
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3.6

9.8K reviews

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7-Eleven Salaries in California

Salary estimated from 909 employees, users, and past and present job advertisements on Indeed in the past 36 months. Last updated: May 17, 2019

Job Category

Location

Popular Jobs

California

Claimed Profile

Salary satisfaction

51%

51% think they are paid fairly

Based on 4,188 ratings

[Add your rating](#)[Common benefits at 7-Eleven](#)**Common benefits at 7-Eleven**

- 401K Plan
- Dental Insurance
- Employee Discounts
- Health Insurance
- Life Insurance
- Vision Insurance

Benefit information is collected from job descriptions and reviews about 7-Eleven on indeed.com.

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Popular Jobs

	AVERAGE SALARY	SALARY DISTRIBUTION	
<u>Sales Associate</u> 83 salaries reported	\$11.99 per hour	\$7.25	\$18.10
<u>Cashier/Sales</u> 69 salaries reported	\$11.69 per hour	\$7.25	\$24.10
<u>Cashier/Sales</u> 69 salaries reported	\$11.69 per hour	\$7.25	\$24.10
<u>Store Manager</u> 9 salaries reported	\$47,008 per year	\$14,500	\$48,200
<u>Retail Sales Associate</u> 46 salaries reported	\$12.05 per hour	\$7.25	\$24.10
<u>Cashier</u> 29 salaries reported	\$11.70 per hour	\$7.25	\$24.10

Retail

AVERAGE SALARY

SALARY DISTRIBUTION

Cashier

29 salaries reported

\$11.70 per hour

\$7.25

\$24.10

How are the working hours?
41 people answered

Retail Sales Associate

46 salaries reported

\$12.05 per hour

\$7.25

\$24.10

What is the work environment and culture like at 7-Eleven?
37 people answered

Customer Service Associate /

Cashier

25 salaries reported

\$11.23 per hour

\$7.25

\$24.10

What questions did they ask during your interview?
32 people answered

Store Manager

9 salaries reported

\$47,008 per year

\$14,500

\$48,200

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All 7-Eleven - Retail salaries

Sales

AVERAGE SALARY

SALARY DISTRIBUTION

Sales Associate

83 salaries reported

\$11.99 per hour

\$7.25

\$18.10

Sales Representative

3 salaries reported

\$10.71 per hour

Min and max salaries are hidden when we have fewer than 5 salaries

Management

AVERAGE SALARY

SALARY DISTRIBUTION

Manager

11 salaries reported

\$30,260 per year

\$14,000

\$80,000

Assistant Manager

8 salaries reported

\$11.69 per hour

\$7.00

\$40.00

Shift Manager

6 salaries reported

\$12.76 per hour

\$7.00

\$40.00

District Manager

4 salaries reported

\$66,037 per year

Min and max salaries are hidden when we have fewer than 5 salaries

Consultant

4 salaries reported

\$60,340 per year

Min and max salaries are hidden when we have fewer than 5 salaries

4 salaries reported

Consultant

4 salaries reported

\$60,340 per year

Min and max salaries are hidden when we have fewer than 5 salaries

Customer Service

AVERAGE SALARY

SALARY DISTRIBUTION

Customer Service

16 salaries reported

\$11.97 per hour

\$7.25

\$18.15

Attendant

6 salaries reported

\$11.90 per hour

\$7.25

\$18.15

What people say about working at 7-Eleven

3.0

Productive long work days filed with interactive customers

A day of work starts at 6 in the morning and ends around 2-3 pm. 7-Eleven helped mold my work ethic with strict but fair management and customers who kept us busy. This job does not offer any benefits like insurance or vacation, however the management...

Sales & Retail. Brand Representative (Former Employee) McKinney, TX - May 23, 2019

3.0

Good place to work

It's a good place to work as long as the owners are good. Loved the customers. Had fun working with amazing people. The food was always fresh. Nothing else to say

Cashier/Customer Service (Former Employee) San Antonio, TX - May 23, 2019

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Clerk

6 salaries reported

\$9.57 per hour

\$7.25

\$15.50

Front Desk Clerk/Night Auditor

5 salaries reported

\$11.10 per hour

\$7.25

\$15.50

Browse all 7-Eleven salaries by category

Popular 7-Eleven Jobs

Administrative Assistance
Customer Service
Food Preparation & Service

Loading and Stocking
Management
Retail

Sales

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Average 7-Eleven hourly pay ranges from approximately \$9.57 per hour for Clerk to \$13.41 per hour for Manager. The average 7-Eleven salary ranges from approximately \$17,324 per year for Customer Service Associate / Cashier to \$66,037 per year for District Manager.

Salary information comes from 909 data points collected directly from employees, users, and past and present job advertisements on Indeed in the past 36 months.

Please note that all salary figures are approximations based upon third party submissions to Indeed. These figures are given to the Indeed users for the purpose of generalized comparison only. Minimum wage may differ by jurisdiction and you should consult the employer for actual salary figures.

7-Eleven > Salaries > California

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ALCOHOL ALERT

National Institute on Alcohol Abuse and Alcoholism

No. 55

January 2002

Alcohol and Minorities: An Update

Patterns of alcohol use and its consequences vary widely among minority groups. Although more research is needed, evidence suggests that prevention and treatment efforts may be more effective when based on an understanding of the ethnic context of drinking behaviors and their development (1,2). This *Alcohol Alert* summarizes research on differences in alcohol use and problems, selected determinants of drinking, and the development of targeted prevention and treatment programs with respect to the four main minority groups in the United States: African Americans; Hispanics; Asian Americans and Pacific Islanders (AAPIs); and American Indians/Alaska Natives (AI/ANs). It is important to note that these categories include hundreds of distinct ethnic or racial populations which differ markedly in cultural characteristics and drinking behavior. Consequently, research does not support broad generalizations about specific subpopulations, many of which have not been studied individually (3).

Ethnic Differences in Drinking Patterns

Data from nationwide surveys of adults show that both current drinking (defined as consumption of 12 or more drinks in the past year) and heavy drinking¹ are most prevalent among AI/ANs (4) and Native Hawaiians (5) and lowest among AAPIs (4). Alcohol use is increasing significantly among Asian Americans, who constitute one of the fastest growing U.S. minority populations (6). Among adolescent minorities studied nationwide, African Americans show the lowest prevalence of lifetime, annual, monthly, daily, and heavy drinking, as well as the lowest frequency of being drunk (7). Hispanic adolescents have the highest annual prevalence of heavy drinking, followed by Whites (7). Among all age and ethnic groups, men are more likely to drink than are women, and to consume large quantities in a single sitting (7,4).

¹Heavy drinking is defined as five drinks on a single day at least once a month for adults (4) and five drinks in a row at least once during the previous two weeks for adolescents (7).

Ethnicity and Alcohol Problems

Medical Consequences. Research on alcohol's health effects on minority groups has concentrated largely on cirrhosis, a progressive and often fatal liver disease usually attributable to long-term heavy drinking. Analysis shows a strong correlation between death rates from liver cirrhosis, regardless of cause, and drinking levels nationwide (8). Consistent with this association, deaths from chronic liver disease and cirrhosis are about 4 times more prevalent among AI/ANs than among the general US population (3). However Hispanics are approximately twice as likely as Whites to die from cirrhosis (8), despite a lower prevalence of drinking and heavy drinking (9). The reason for this discrepancy is unclear. Evidence exists that Hispanics tend to consume alcohol in higher quantities per drinking occasion than do Whites, resulting in a higher cumulative dose of alcohol (9). In addition, Hispanics have a higher prevalence than do Whites of hepatitis C, a serious infectious liver disease that greatly increases the risk for liver damage in heavy drinkers (10).

Social Consequences. According to data from a nationwide survey, the prevalences of drinking and driving in the past year were 19 percent among AI/ANs, 11 percent for both Whites and Hispanics, 7 percent for African Americans, and less than 6 percent for AAPIs (4). Alcohol-related fatal crashes are 3 times more prevalent among AI/ANs than among the general population (3), constituting 1 of the 10 leading causes of death among resulting in a higher cumulative dose of alcohol (9). In addition, Hispanics have a higher prevalence than do Whites of hepatitis C, a serious infectious liver disease that greatly increases the risk for liver damage in heavy drinkers (10).

Social Consequences. According to data from a nationwide survey, the prevalences of drinking and driving in the past year were 19 percent among AI/ANs, 11 percent for both Whites and Hispanics, 7 percent for African Americans, and less than 6 percent for AAPIs (4). Alcohol-related fatal crashes are 3 times more prevalent among AI/ANs than among the general population (3), constituting 1 of the 10 leading causes of death among AI/ANs, along with alcohol-related suicide, homicide, and cirrhosis (11).

Contributors to Ethnic Differences

Social Factors. The availability of alcohol, as measured in terms of the geographic density of alcohol sales outlets, has been linked to patterns of alcohol-related traffic crashes in communities (12). Studies have shown that greater densities of liquor stores are found in segregated minority neighborhoods (13). However, the apparent association between minority status and alcohol problems in some areas may reflect the disproportionate concentration of alcohol outlets in low-income communities (12) rather than ethnicity per se.

Another factor contributing to minority drinking patterns is acculturation, the partial or complete adoption of the beliefs and values of the prevailing social system. Through acculturation, the original drinking pattern of an ethnic group tends to change to resemble more closely that of the overall population. However, acculturation also is influenced by gender, religious beliefs, family traditions, personal expectations, and country of origin (14). Some researchers have advanced the concept of "acculturation stress," whereby drinking increases in response to the conflict between traditional values and beliefs and those of the mainstream culture. Conversely, others have pointed out that many people, especially youth, learn to draw on support and resources from both cultures for protection against alcohol problems (5).

Biological Factors. People vary in their vulnerability to the effects of alcohol. Some of these differences result from genetically determined variations in the body's ability to break down (i.e., metabolize) and eliminate alcohol (15). For example, after drinking, many Asian subpopulations experience flushing of the skin, nausea, headache, and other uncomfortable symptoms. Those symptoms result primarily from inactivity of aldehyde dehydrogenase-2 (ALDH2), an enzyme involved in a key step of alcohol metabolism (16). A study of Asian males born in Canada and the United States found that those who had inherited the gene for the less active form of this enzyme drank two-thirds less alcohol, had one-third the rate of binge drinking (i.e., consumption of more than 5 drinks per day), and were three times more likely to be abstainers than a group of Asian males who possessed the more active enzyme (17). However, some people develop alcohol problems despite possessing the inactive form of ALDH2, demonstrating the importance of additional factors in the development of drinking patterns and consequences (17).

Prevention

Some alcohol prevention programs that have demonstrated success in the general population have been modified to be more culturally relevant for specific ethnic groups. The following two programs have been scientifically evaluated to compare the effectiveness of the culturally sensitive version with that of the generalized version for the populations in question.

School-Based Prevention. The school-based Life Skills Training (LST) program was designed to help adolescents cope with social influences that encourage use of alcohol and other drugs (AODs). Researchers compared the standard LST program with a modified version based on both the traditional and current cultural heritages of African American and Hispanic inner-city youth (1). Data collected two years after program initiation indicated that participation in either program produced significant decreases in measures of alcohol consumption. However, the culturally focused approach produced significantly greater improvement than did the generalized LST approach (1).

Family Based Prevention. Since its inception as a generic program for White and multiethnic children of alcohol- or other drug-abusing parents, the Strengthening Families Program (SFP) has been modified for use with specific ethnic populations. The modified program generally has been found effective in reducing family problems and alcohol use among rural and urban African Americans and to a lesser extent with urban Hispanics (2). Among Native Hawaiians, however, comparison of the generic SFP with a culturally modified format produced inconclusive results (2).

Alcohol Availability. The high density of alcohol outlets in minority neighborhoods is noted above. However, the effect of limiting alcohol availability to reduce drinking problems among specific minority groups is not known. An exception to this situation is found among Alaska Natives, where geographic isolation and diversity of local alcohol control policies have combined to enable controlled research on naturally occurring experiments.

Studies of local alcohol control laws in remote Alaska Native communities have shown that prohibiting the sale, importation, and possession of alcohol by adults as well as by adolescents (i.e., dry communities) is associated with total (18) and alcohol-involved (19) injury-related death rates and alcohol-related outpatient visits (20). In contrast, a study of American Indian reservations in the northwestern United States suggests that alcohol-related deaths may be reduced more effectively by restricting the sale and use of alcoholic beverages rather than by prohibiting them (19). This conclusion is supported by results of a study that mapped the locations of alcohol-related deaths in a "dry" Navajo reservation in New Mexico. Most such deaths occurred among intoxicated pedestrians along roads leading to border towns, suggesting that those residents were returning from places outside the reservation where they had gone to obtain alcohol (21).

Treatment

The Community Reinforcement Approach is a highly flexible treatment intervention that can be adapted to ethnic or cultural minorities through cooperation with family and community networks. The program has experienced some initial success in treating alcoholic members of a Navajo subpopulation in New Mexico who had not responded to previous alcoholism treatment approaches. An integral part of the program was the inclusion of American Indian spiritual traditions to encourage abstinence (22). However, no randomized, controlled studies have been performed to prove that incorporating traditional cultural and spiritual beliefs and practices would enhance treatment in other AI/AN cultures (3). In particular, the growing urban AI/AN population tends to be highly acculturated with little or no knowledge of reservation or native village cultural traditions (23).

Alcohol and Minorities-

A Commentary by NIAAA Director Enoch Gordis, M.D.

In the previous *Alert* on this topic, I noted that the increasing number of studies of alcohol problems among minorities had produced important findings and important new questions to answer. This continues to be the case. For example, we know that Hispanic males have the highest rates of cirrhosis mortality among all groups, but we do not know why. We have begun to identify biological mechanisms that may increase vulnerability to alcohol-related fetal damage in some African Americans. More complete knowledge of these mechanisms brings new hope for pharmacotherapy to aid the already indispensable prevention methods in reducing risk. Finally, although we have begun to look at the effects of society and culture on alcohol problems among US minority groups, the heterogeneity of such groups presents a future research challenge and opportunity.

A Personal Note

As many readers know, I retired as Director of the National Institute on Alcohol Abuse and Alcoholism (NIAAA) as of December 31, 2001. I would like to take this opportunity to thank the scientists and NIAAA staff who have worked on putting together the *Alcohol Alert* since its inception in 1988 and the many counselors, policymakers, and interested members of the public who read and use the information in the *Alerts*.

As a personal observation, the alcohol field has changed tremendously since I entered it in the 1960s. My predecessors as NIAAA Director and I have been gratified to see the field's growth over the years into the well-respected, science-based field of medicine that it is today. We have made much progress, but as long as alcohol remains the number one drug of abuse in our Nation with such heavy personal, social, and economic costs, we have much to do. I believe we are up to the challenge, and I wish each and every one of you success in the coming years.

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U.S. DEPARTMENT OF HEALTH AND HUMAN SERVICES

Public Health Service * National Institutes of Health

Prepared: March 2002

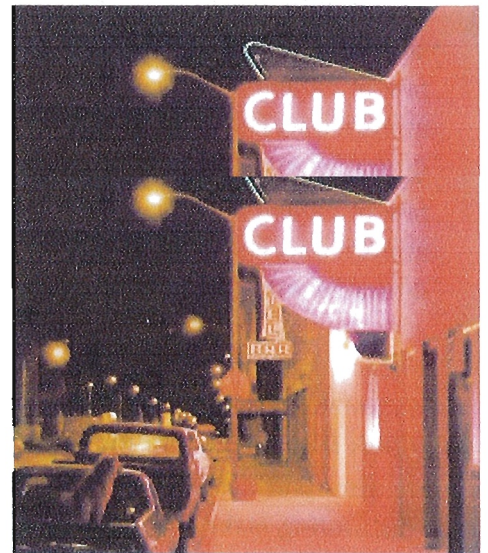
Alcohol Retail Outlet Density Affects Neighborhood Crime and Violence

Law enforcement and public health agencies in Ventura County report that a disproportionate share of crime and violence emanate from retail alcohol outlets. The link between alcohol and violence has been clear for a long time. New research has shed light on this relationship, particularly as it relates to the location of alcohol sales. Neighborhoods where bars, restaurants, liquor and other stores that sell alcohol are close together, suffer more frequent incidences of violence and other alcohol-related problems.

These new research findings have important and exciting implications for Ventura County in its effort to reduce alcohol-related crime and violence. City Councils and the Board of Supervisors have authority to determine the location, number, and density of alcohol outlets in Ventura County communities. They can make rules that set minimum distances between alcohol outlets, limit new licenses for

areas that already have outlets too close together, stop issuing licenses when a particular location goes out of business, and permanently close outlets that repeatedly violate liquor laws. Effective use of these land-use powers can reduce alcohol retail outlet density and reduce risks of harm to Ventura communities. The Ventura County Behavioral Health Alcohol & Drug Programs – Prevention Services has recently published a Model Conditional Use Permit and Deemed Approved Ordinance that can be adapted to local community conditions and used to develop these and other violence-prevention land-use provisions.

This briefing paper presents some of the questions and answers about the relationship between alcohol outlets and violence, the implications of this relationship for Ventura County, and strategies that Ventura County can use to address the problem.



What is the relationship between outlet density and violence?

Recent research studies have found that in and near neighborhoods where there is a high density of places that sell alcohol there is a higher rate of violence. That is, when bars, liquor stores, and other businesses that sell alcohol are close together, more assaults and other violent crimes occur.

Some of the important findings about outlet density and violence are described below:

- In a study of Camden, New Jersey, neighborhoods with alcohol outlet density had more violent crime (including homicide, rape, assault, and robbery). This association was strong even when other neighborhood characteristics such as poverty and age of residents were taken into account¹.
- In a study of 74 cities in Los Angeles County, California, a higher density of alcohol outlets was associated with more violence, even when levels of unemployment, age, ethnic and racial characteristics and other community characteristics were taken into account².
- In a six-year study of changes in numbers of alcohol outlets in 551 urban and rural zip code areas in California, an increase in the number of bars and off-premise places (e.g., liquor, convenience and grocery stores) was related to an increase in the rate of violence. These effects were largest in poor, minority areas of the state, those areas already saturated with the greatest numbers of outlets³.
- Violence committed by youth was more common in minority neighborhoods where there are many outlets that sell alcohol for consumption off the premises (such as liquor and convenience stores)⁴. This finding makes sense because underage drinkers are more likely to purchase alcohol in a store than in a bar or restaurant.

- In neighborhoods where there are many outlets that sell high-alcohol beer and spirits, more violent assaults occur⁵.
- Large nightclubs and similar establishments that are primarily devoted to drinking have higher rates of assaults among customers⁶.

A larger number of alcohol outlets and a higher rate of violence might be expected in poorer neighborhoods or in neighborhoods with a larger population of young people. But as the research described above shows, even when levels of poverty, age and ethnic background of residents are taken into account, a high density of outlets is strongly related to violence regardless of a neighborhood's economic, age or ethnic status.

All of the characteristics of alcohol outlet location can be important. It is easy to see that a town with many bars, restaurants, and stores that sell alcohol could be different from one that has fewer outlets. It is also easy to see that a neighborhood that has a bar on each corner and a liquor store on each block has a completely different environment than one that has few outlets or none at all. Other characteristics of the environment make a difference, too. For example, a strip of bars near a college campus presents

“...a high density of outlets is strongly related to violence regardless of a neighborhood's economic, age or ethnic status.”

...a different environment from a similar density of bars in

a different environment from a similar density of bars in an upscale city center and is also different from a similar density in a poor neighborhood. But in each case, some form of increased violence would be expected as compared to similar areas with fewer alcohol outlets. A study of changes in outlet density over time as related to violence in California found that regardless of other neighborhood characteristics, an increase in outlets increased violence. In neighborhoods with a high minority population and low

What is the relationship of outlet density to other alcohol problems?

The density of alcohol outlets has also been found to be related to other alcohol problems such as drinking and driving, higher rates of motor vehicle-related pedestrian injuries, and child abuse and neglect^{9 10}.

incomes, the effect was more than four times greater than for the statewide sample of communities.

What accounts for the relationship between outlet density and violence?

The research that has been done so far cannot pinpoint exactly why having more outlets in a small area seems to result in more violence. Various explanations have been proposed. One is that alcohol outlets can be a source of social disorder.

A liquor store parking lot with people drinking in their cars and broken bottles littering the area outside a bar may send a message that this is a neighborhood in which normal rules about orderly behavior are not enforced.

Another possible explanation is that a neighborhood with a large number of outlets acts as a magnet for people who are more inclined to be violent or more vulnerable to being assaulted. It is also possible that a high number of outlets results in a large number of people under the influence of alcohol – which makes them both more likely to be violent and less able to defend themselves^{7 8}. It is most probable that all of these factors come into play.

Some properties along Main Street in Ventura have difficulty attracting quality businesses – even in desirable areas of town – due to outlet density. Here, a commercial property in Midtown remains vacant, situated between a liquor store and a bar. There are fourteen alcohol-selling businesses within this three-block area.

Is alcohol retail outlet density a problem in Ventura County?

Too many alcohol establishments in close proximity to one another can cause increases in crime and can discourage business investment. In the City of Ventura, which has the highest outlet density in Ventura County, some areas of Downtown and the Westside have alcohol outlet densities that are many times greater than the State ABC standards allow – and local statistics confirm what national crime research suggests – these areas have higher rates of violent and property crimes.

How do state and local governments regulate outlet density?

Both the State of California and its local governments can regulate the alcohol outlet density. State law limits the number of alcohol outlets based on the population of a given region, with differing types of licenses having differing ratios, and provides additional limits in high crime areas.

However, these state restrictions are relatively lax and do not adequately address overconcentration issues. For example, all of the alcohol outlets in a given region may be clustered in a small number of neighborhoods. State law allows local governments to augment the state requirements with additional restrictions that can be tailored to particular community needs. Most critical is developing rules that



address geographic density – that is, the distance between outlets. Local governments can reduce geographic density by:

- Making rules that set minimum distances between alcohol outlets
- Limiting new licenses for areas that already have outlets too close together
- Not issuing a new license when a particular location goes out of business
- Permanently closing outlets that repeatedly violate liquor laws (such as by selling alcohol to minors or to intoxicated persons or allowing illicit drug sales or prostitution on the premises)

The research strongly suggests that limits on outlet density may be an effective means of reducing alcohol problems, especially violence. States and communities can use controls on the number and location of alcohol outlets

as a tool for reducing violence, creating a safer and healthier alcohol environment, and improving the quality of life of a community.

What resources are available in Ventura County to address alcohol retail outlet density?

The Ventura County Behavioral Health Alcohol & Drug Programs – Prevention Services has recently published a guide to local regulation of alcohol availability entitled *Best Practices in Municipal Regulation to Reduce Alcohol-Related Harms from Licensed Alcohol Outlets*. The guide provides an overview of local powers to regulate alcohol availability, including outlet density, and detailed model provisions that can be adapted to the conditions found in particular neighborhoods and cities, together with commentaries and resource materials. It is available at www.venturacountylimits.org.

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The Problem With 7-Eleven's New Healthy Options

Rick Paulas | October 8, 2014



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Whenever a huge chain makes an announcement about a shift in business strategy, attention must be paid simply because the effect it has on the market. (This is why I spend so much time looking at the various moves that McDonald's makes.) So, when 7-Eleven announced last week it was partnering with fitness guru Tony Horton to create a new line of "fresh options" for their SoCal stores, it needed to be covered.

However, too much of the coverage was focused on how this move will revolutionize how people obtain healthy food. (Not surprisingly, a lot of the "coverage" is direct quotes from P.R. people paid by 7-Eleven to say exactly

that.) While there's a certain truth to that concept, what the move won't do is provide *more* people access to healthy food.

Because 7-Eleven's new options are way overpriced.

First, a little more information about the big announcement. Tony Horton, as you may know, is the founder of the home exercise program P90X, which provides users with a high intensity workout that promises to change their bodies in 90 days. (As you can imagine by that summary, there's plenty of risk associated with it.) And now, using his input -- and, more importantly, his expertise at drumming up media hype -- 7-Eleven will offer a new series of healthy options. They will test these out in 104 locations across Los Angeles, and then, depending on how they sell, roll them out to the rest of the country.

What are the options? Two types of sandwiches, two types of salads, two wraps, and four cold-pressed juices. Standard health food fare, nothing all that surprising, except perhaps the amount of sodium that the sandwiches contain:

The Golden Roasted Turkey Breast Wrap with Chipotle Black Bean Hummus, at 410 calories, has 31 grams of protein and 10 grams of dietary fiber. But it also has 880 milligrams of sodium.

For comparison's sake, a can of Pepsi has 22 milligrams of sodium. Those 880 milligrams, by the way, are about half of the daily recommended amount of sodium according to the American Heart Association. So, you know, keep that in mind when you're trying to buy "healthy."

But perhaps a bigger question than "what" 7-Eleven is offering is "why."

They're not the first chain that's shifted their strategy to feature healthier options for consumers. Walmart took the same step earlier this year by getting into the organic market. And in both cases, the answer to why they're focusing on providing healthier fare can be summed up by this:

The [new] sandwiches and wraps cost \$4.75 to \$6.00, and the juices go for \$4.99.

Perhaps those prices are reasonable when compared to other health food establishments, but when compared to offerings at 7-Eleven, those prices are steep. In fact, that's twice the amount of money you'll have to fork over to eat a burrito, hot dog, or whatever other strange meat invention they have rolling next to the register. And as long as that barrier to entry for "healthy options" still exists, it doesn't revolutionize anything.

Don't get me wrong. Having more options is a good thing. If you're on the go, spending \$5 on one of their new sandwiches is technically "better" for you than chowing down on two hot dogs. But as far as huge and important cultural shifts in the diets of average 7-Eleven shoppers, this changes nothing other than the company's bottom line. Providing reports suggesting otherwise is misleading.

If 7-Eleven, or Walmart, or whatever corporate chain wants to get applause for offering healthy options, first they should focus on making their cost comparable to the other junk they're selling.

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KEEP READING

RESEARCH ISSUES: THE FOOD ENVIRONMENT AND OBESITY

Food Availability/Convenience and Obesity^{1–5}

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ABSTRACT

Neighborhood environments have received considerable attention in recent local, state, and national obesity prevention initiatives, with a particular focus on food deserts, or areas with poor access to healthy foods. Yet, there are inconsistencies in the evidence base, suggesting a nuanced association between neighborhood environment, food availability, diet behaviors, and obesity. There is heterogeneity in associations between environmental exposures and health outcomes across race/ethnicity, gender, region, and urbanicity, which results in complexity in the interpretation of findings. There are several limitations in the literature, including a predominance of cross-sectional studies, reliance on commercial business listings, lack of attention to the process by which diet resources are established and expanded within neighborhoods and the potential for individuals to selectively migrate to locate near such facilities, a predominant focus on residential neighborhoods, and lack of information about the decision-making process underlying purchasing patterns. More research is needed to address the complexity of individual-level residential decision making as well as the purposeful placement of food environment resources across social and geographic space using longitudinal data and complex statistical approaches. In addition, improvements in data quality and depth related to food access and availability are needed, including behavioral data on purchase patterns and interactions with the food environment, and greater attention to heterogeneity across subpopulations. As policy changes to the food environment move forward, it is critical that there is rigorous and scientific evaluation of environmental changes and their impact on individual-level diet choices and behaviors, and their further influence on body weight. *Adv Nutr* 2014;5:809–817.

Define the Issue

Scope. The dimension of food availability/convenience that has received considerable recent attention in the literature is neighborhood access to healthy foods. Neighborhoods that

offer access to high-quality foods are theorized to improve individual-level diet and weight outcomes of individuals residing in those neighborhoods. There have been substantial changes in the food environment over the past several decades, which have been broadly linked to dietary behaviors and obesity (1,2). In addition, neighborhood environments have received considerable attention in recent local, state, and national obesity prevention initiatives, with a particular focus on food deserts, or areas with poor access to healthy foods (3–6). However, the largely cross-sectional literature consists of studies that vary in geographic coverage, in methods for assessing environmental exposures, and in statistical modeling of associations, making comparisons across studies complex. In addition, there is heterogeneity in associations between environmental exposures and health outcomes across race/ethnicity, gender, region, and urbanicity, which also results in complexity in the interpretation of findings.

Severity. The ubiquitous access to energy-dense foods and beverages affects the health of individuals around the globe

¹ This article was peer-reviewed and approved by the Reviews, Papers, and Guidelines Committee and Medical Nutrition Council of the American Society for Nutrition (ASN) as part of a series entitled "Research Issues: The Food Environment and Obesity." The article is being published in this section because of its broad interest to the nutrition community and the need to widely disseminate the information contained in the article. Correspondence about articles published in the "From the American Society for Nutrition" section should be addressed directly to ASN (info@nutrition.org) rather than to the AN Editor-in-Chief.

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³ An introduction to this series of articles is being published concurrently in *The American Journal of Clinical Nutrition* and the journal *Obesity*.

⁴ Supported by the National Heart, Lung, and Blood Institute (R01-HL114091 and R01-HL104580). P. Gordon-Larsen receives general support from the Carolina Population Center, University of North Carolina at Chapel Hill (grant R24 HD050924 from the Eunice Kennedy Shriver National Institute of Child Health and Human Development).

⁵ Author disclosures: P. Gordon-Larsen, no conflicts of interest.

⁶ The NIH had no role in the design and conduct of the study; collection, management, analysis, and interpretation of the data; or preparation, review, or approval of the manuscript.

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(7). The relative costs of fruit and vegetables have increased greatly compared with prices of refined grains and sugar, making access to all sorts of processed foods progressively easier along a range of income levels (7–9), although individuals of low income are particularly affected by this price structure (10–13). Overall, food and beverages have become extremely easy to access, with an increasing number of sales from a variety of sources, including vending machines, drug stores, book stores, hardware stores, and big box stores. For example, point-of-sale Scan Track data from Nielsen indicate that 10 billion dollars were spent in 2008 on food items at U.S. drugstores, totaling an estimated 3 trillion calories (B.M. Popkin, unpublished data, 2011).

Characteristics of those affected. Although neighborhood food environments may have some degree of influence on all residents, vulnerable subpopulations may be particularly at risk (14–16), given the observed differential access to food resources (17–23). Yet, there are inconsistencies in the evidence base, suggesting a nuanced association between neighborhood environment and obesity (5,16,24). Differences in availability and costs of healthier food items as well as other individual-level factors may substantially limit the opportunity for healthy eating among less-wealthy individuals. For example, due to perceived cost or other barriers (25), low-income individuals may be more sensitive to cues related to the presence of fast-food restaurants (26). Yet, choice of stores, perceived quality of available produce, and consumer buying patterns also play important roles in the availability of foods in deprived neighborhoods (27). There are also strong differences in access to healthy foods across rural and urban settings (28), although this is a relatively understudied area. This relatively small literature suggests that rural and less-urban areas are just as much, if not more, underserved (29–34). The limited research on food environments of immigrant and Latino populations suggests that such populations are a concern as well (35–37).

Critical Review

The bulk of the literature on this topic comes from cross-sectional observational epidemiologic studies. Thus, this

Critical Review

The bulk of the literature on this topic comes from cross-sectional observational epidemiologic studies. Thus, this literature base predominantly deals with association as opposed to causation. Similarly, given the cross-sectional body of literature as well as the inherent difficulty of randomization and assignment of an intervention to a neighborhood, the assessment of efficacy and effectiveness is limited. In addition, this is a nascent area of research, with rapid development of data and methodology to deal with research questions related to food availability and convenience in relation to obesity. The literature is limited in several important ways, including the following: 1) lack of fine-grain, longitudinal data characterizing changes in the food environment and their association with individual-level diet behaviors and obesity; 2) measurement issues related to characterizing the food environment; 3) lack of complex statistical

models examining each piece of the time-dependent, complex system, accounting for the process by which diet resources are established and expanded within neighborhoods and the potential for individuals to selectively migrate to locate near such facilities; 4) lack of pathway-based analyses that examine environmental influences on individual-level dietary intake and through this pathway to obesity; and 5) lack of rigorous evaluation of policy implementation and other alternations to the food environment. These gaps in research limit a full understanding of the nature of the influence of food environments on obesity.

Although neighborhoods that offer access to high-quality foods are theorized to improve the diet, weight, and cardio-metabolic profiles of individuals living in close proximity to resources that support a healthy diet, the largely cross-sectional literature has produced mixed results [see reviews and position papers (1,16,23,24,38–41)]. The most heavily studied element of the food environment is supermarkets. Several studies provided support for a positive association between neighborhood access to supermarkets and healthy diets (i.e., closer proximity and healthier diets) (42–46), whereas others did not (47–50). Similarly, some studies found an inverse association between neighborhood access to supermarkets and body weight (51–56), although others did not (55,57,58). Many of these same studies or others did not find positive associations between grocery stores (which are smaller than supermarkets) with diet or inverse associations with weight (46,47,51,52,59–61). There are fewer studies of the association between convenience stores and higher body weight, with some finding positive associations (51,54,56,62) and others finding null associations (52,59). Recent work has begun to address the presence and use of corner stores and the availability of relatively less healthy food options (63–66). It is important to recognize that this body of evidence on the topic of the food environment includes considerable heterogeneity in the observed associations by age, ethnicity, and degree of rural, suburban, or urban development, which makes comparisons across studies difficult.

Other research has focused on access to fast-food restaurants [see reviews (67,68)]. There is evidence of inequities in suburban, or urban development, which makes comparisons across studies difficult.

Other research has focused on access to fast-food restaurants [see reviews (67,68)]. There is evidence of inequities in access to fast-food restaurants, with greater access in low-income (49,69) and minority urban areas (70,71). There has been relatively little study of access to fast food and restaurants with dietary consumption, with generally null results (42,47,72) but positive associations by subpopulation (49). Studies of access to fast food and body weight generally showed null results (52,53,55,59,73–75), although some positive associations between fast-food access and higher body weight were found (46,56,76–79). Again, there was heterogeneity in associations across populations and settings. This heterogeneity might be due to synergistic effects of urban development and neighborhood poverty levels, such that high-density areas have broad access to a wider range of resources across all income levels as a function

of general development and higher population density, whereas access in areas with less development may be quite different. Another possibility is that the access to specific types of foods is not well characterized when looking at access to stores and restaurants. Furthermore, the predominant focus on residential neighborhoods may mask the use of food resources in other settings, such as workplace neighborhoods or the travel corridor between home and work.

Few studies incorporated longitudinal measures of social, built, and economic factors and their relation to health, despite calls for life-course and longitudinal studies (80–82). A recent joint Institute of Medicine–National Academy of Sciences workshop on food deserts found that the cross-sectional research suggested sufficient rationale for the targeted placement of new supermarkets and farmers markets in urban and low socioeconomic status neighborhoods, but the workshop report also noted a lack of longitudinal research connecting targeted placement to improved diet and health (81). Yet, policy has moved forward as part of recent local, state, and national obesity prevention initiatives, with a particular focus on food deserts (3–5,83,84). Clearly, there is interest in ameliorating obesity disparities, but the conceptual and methodologic challenges underlying the evidence base make it difficult to fully understand the likely impact of these policy changes (85).

There are many barriers to achieving a healthy diet given the current food environment, yet individuals of racial/ethnic minority and low socioeconomic status face particularly strong barriers to achieving a healthy diet (19,86–90). Nonetheless, the concept of food deserts has been controversial (91,92). Although individuals of lower income pay more for food (10), several studies suggest that the evidence that impoverished areas have higher access to fast foods and reduced access to supermarkets is mixed (16,23,91,93–95). Indeed, the issue may be more complex than simply providing additional supermarkets and grocery stores, with no additional support for enhancing individual-level behaviors. It is possible that such efforts need to be coupled with promotion, education, and incentives for purchasing healthier foods (49).

Part of the methodologic limitations in this area of research relate to the measurement and characterization of the food environment. Most research defines neighborhoods on the basis of administrative boundaries, such as counties (96), census block groups (97–99), or residential buffers (49,100,101). Although these boundaries are readily and inexpensively available, they are somewhat arbitrary and may not correspond to what the population *in situ* may consider as a neighborhood. Neighborhood boundaries are complex to define and might be determined by transportation patterns, social networks, proximity to resources, and more. This heterogeneity in definitions of neighborhoods no doubt contributes to mixed findings in the literature. Similarly, the relatively small geographic range of many studies as

well as the lack of variation in environment measures (21,22,37,55,79,102–106) might underlie the mixed findings in the literature.

There is also considerable lack of consistency in statistical adjustment for factors correlated with neighborhood sociodemographic characteristics and independently related to food resource availability (16,102,104,107–109). For example, the number and distribution of food resources (e.g., restaurants, supermarkets) relate to general urban development. Scaling resources by population (i.e., resource counts per 10,000 population) (110) may address the placement of commercial establishments according to population density and sociodemographic characteristics. Alternatively, roadway-scaled measures (resource counts per roadway mile) (4,111,112) can represent the concentration of resources along access routes and may help adjust for overall commercial activity, whereas accounting for car ownership can clarify use of local resources (113), and the ratio of fast-food restaurants to other restaurants can clarify restaurant choices (70,76). Improvement of neighborhood environment measures to better isolate the influence of neighborhood food resources is needed.

Another methodologic limitation relates to the interdependence of neighborhoods, food resources, and individuals, which has been largely ignored. Cross-sectional neighborhood environment studies are particularly problematic because neighborhoods and individual behaviors evolve over time through complex, interrelated processes (114). The complexity relates to individual-level residential decision making as well as the purposeful placement of food environment resources across social and geographic space. Both processes have been understudied (115).

On the individual side, financial or social constraints and residential preferences shape residential choice and movement (116). Residential choices occur sequentially and purposefully, and it is possible that individual-level preferences for healthy lifestyles (including diet and physical activity) play into the residential decision-making process (117,118). Residential location choice is a function of consumption of amenities, such as the presence of parks, trails, and recreation facilities (119,120); hedonic property values and wages (121,122); and educational resources, crime, and proximity to stores within walking distance (123). Most research assumes that no selective migration occurs to take advantage of such amenities (115,124,125). In general, cross-sectional studies ignore these dynamic interactions and thus might result in biased estimates of associations between the food environment and obesity-related behaviors (126).

Although these individual-level residential preferences are important, the purposeful placement of food environment resources across social and geographic space is extremely relevant but understudied. City planners themselves selectively choose the locations where facilities will be placed on the basis of a complex set of factors, some of which are

demand-driven (127,128); restaurant site location favors aesthetically pleasing locations for full-service restaurants and high-traffic-volume areas for fast-food restaurants (129), as well as characteristics of nearby residents (130). Yet, within this process, individual-level dietary intake is generally not addressed (131). The issue is relevant in that restaurants and supermarkets may be placed in areas with high demand, thus creating the potential for reverse causality. Similarly, areas with infrastructure and resources may attract residents who are more prone to use these facilities, and if these mechanisms are not accounted for, findings may be contaminated in such a way to either overstate or understate their impact.

To address the complexity of individual-level residential decision making as well as the purposeful placement of food environment resources across social and geographic space, longitudinal data and complex statistical approaches are needed. If there are factors that determine both the outcome (e.g., dietary intake) and facility placement (e.g., grocery stores) and these factors are either unmeasured or not included in the empirical analysis (via incorporation of the selection process into estimation of effects or control for unobservable factors), estimates of the effectiveness related to the placement of diet facilities will be biased (132–134). Similarly, models must account for the possibility that people migrate to take advantage of facilities (132,134), which might similarly bias estimates. Longitudinal data are needed to address individual characteristics that may contribute to these dynamic interrelationships (115). One approach is to control for time-constant unmeasured characteristics (that drive location selection) by using fixed-effects longitudinal models, which condition on each individual, thereby analyzing variation observed within person, over time (115); in essence, each individual serves as his/her own control. Another approach is the use of complex sequential modeling that incorporates the decision-making process into the model (133,134). Ultimately, the field needs to move toward longitudinal data and complex analyses to fully understand the complex relation between the food environment, dietary behaviors, and obesity.

longitudinal data and complex analyses to fully understand the complex relation between the food environment, dietary behaviors, and obesity.

Proposed Future Research Agenda

As reviews on this topic have noted, many of the obstacles to progress relate to the nature and quality of neighborhood-level data (135–137). Given the lack of longitudinal food environment data linked with high-quality longitudinal individual-level health data, there is a clear need for better retrospective data on the introduction, renovation, and closure of food resources. In addition, high-quality data from food stores and restaurants related to purchasing patterns, location decisions, and overall sales would also be very useful in understanding these associations. Given the current focus on residential addresses, there is little understanding of multiple environments (e.g., neighborhoods around workplace or school, travel corridors between home and work)

that influence obesity and obesity-related behaviors. Broader studies of locations other than just the residential environment are sorely needed.

Given that most of the published data on the food environment are based on commercial databases, which focus on the presence or absence rather than the quality of services or foods provided, there is a wide gap in fully understanding how individuals use food resources. In addition, the commercial databases provide temporal snapshots of facilities; there is limited detail on the precise timing of opening and closure of facilities and the validity of these commercial sources ranges from good to questionable (138–140). Furthermore, the reliance on traditional facilities for food resources might miss opportunities for the purchase of fresh fruits and vegetables at other locales, such as dollar stores (141), corner stores (64,65,142), or *tiendas* (36), or from fast-food establishments outside of traditional chain locales (143), as well as a variety of understudied food resources, such as hardware stores or drug stores. Indeed, policy is surpassing research in this arena; for example, the White House effort with Walgreens aims to convert at least 1000 of its stores into food oasis stores, selling whole fruits and vegetables, precut fruit salads, green salads, breads, and ready-made meals (84).

Research on food environments and individual-level behaviors is limited by the lack of information about the decision-making process underlying purchasing patterns. The current literature identifies associations between stores and restaurants and obesity or obesity-related behaviors, but few identify the quality of foods offered (56,144–148), purchasing patterns (149), and the types of foods purchased and prepared once purchased. This lack of attention might also underlie the mixed findings for proximity to supermarkets and individual-level diet (81,150). Recent work with attention to both the community and consumer nutrition environment provides much greater detail on dimensions of access and availability of foods (151) and represents a strong direction for future work. There is also a great need for statistical methods that can account for the process by which food and activity facilities are established and expanded as well as selective migration, 2 sources of bias that are unaddressed in the current literature.

Given the complexity underlying the relation between the food environment, individual-level diet behavior, and obesity, a systems-oriented, multilevel framework is recommended (152). Ideally, randomized experimental studies would provide the detail necessary to understand the effects of neighborhood environments on health, yet such studies are unethical or unfeasible (153–155). Innovative study designs, such as natural experiments or randomized trials, are also critical for understanding causal effects of neighborhoods on health (126,156). Despite calls for rigorous experimental designs (1) and some randomized controlled trials in the United Kingdom (91,157–159), there is very little such literature. In 1 of few quasi-experimental studies,

Cummins et al. (160) studied changes in fruit and vegetable consumption after the opening of a supermarket-type store in the United Kingdom and found similar patterns in comparison to a control neighborhood. Cummins et al. (157) reported the greatest improvements in fruit and vegetable intake among those who adopted a new supermarket as their main food store, suggesting that the promotion of existing, new, or improved food resources is an important component of successful policies.

Observational approaches that can mimic randomized controlled trials are another potential direction (155,161). With better methods to precisely measure changes in food environments over time, it may be possible to assess whether environmental supports for healthy diet behaviors translate to improvements in behavioral, and weight, outcomes. Addressing key unmeasured predictors of location selection that vary over time, such as change in marital or employment status (162), requires instrumental variables (163) or simultaneous equation strategies (115) that use longitudinal data, which can provide deeper understanding of these complex relations. Similarly, innovative simulation studies can be useful in predicting changes in weight with policy implementation addressing access to food (164).

However, there are limitations of innovative methods, such as agent-based models, because these computational models are dependent on theoretical or simulated data and relations and typically provide a range of possible outcomes rather than specific predictions (155,165,166). Furthermore, these methods may not handle residential selectivity and measurement error and thus can produce misleading results (133). A hybrid approach that uses simulation methods to trace the effects of key explanatory variables on outcomes through time, and includes attention to parameterization, calibration of equations and algorithms, and transparency of the model (i.e., reporting standards and validation), may increase the utility of agent-based models.

With all of the methodologic advances it is still critical to address heterogeneity in environmental effects. There are clearly subpopulations at high risk of obesity, particularly low-income, ethnic minority, immigrant, and inner city residents. For example, for supermarkets to successfully improve address heterogeneity in environmental effects. There are clearly subpopulations at high risk of obesity, particularly low-income, ethnic minority, immigrant, and inner city residents. For example, for supermarkets to successfully improve diets, promoting existing resources within target groups may be necessary (158), as seen in recent efforts in New York City with the Healthy Bodegas program (167) and in Philadelphia with the Healthy Corner Store initiative (168). In addition, improving neighborhood resources should be weighed against (or in addition to) alternative approaches, such as taxation, subsidization, or incentives [e.g., reduced-cost exercise programs, sugar-sweetened beverage tax (169)]. Direct comparison of different policy strategies with the use of common health metrics may facilitate evidence-based policy making (170).

As policies, such as the Healthy Food Financing initiative (83), and the introduction of new food stores and changes to current food stores (84) move forward, it is critically

important for rigorous evaluation of these changes. Such evaluations have been lacking (81). A team of experts recently put forth a number of recommendations for improving methodologies for environment and policy research, with evaluation of "natural experiments" receiving particularly high recommendation (171). In another article, a set of researchers suggested a set of questions designed to evaluate complex public health and wider social interventions in terms of process and impacts of policy changes (172). Ultimately, these approaches are necessary to fully understand the impact of environmental policies and changes and to maximize the use of scarce resources, particularly in low-income neighborhoods.

In sum, there is a great need for high-quality longitudinal data and rigorous analytical methodologies to fully understand the relation between food availability/convenience and obesity. Improvements in data quality and depth related to food access and availability are clearly needed, as are behavioral data on purchasing patterns and interactions with the food environment, along with greater attention to heterogeneity across subpopulations. There is also a major need for innovative analytical tools for modeling these relations in a multilevel and systems-based approach that can account for residential selectivity and purposeful placement of facilities. As policy changes to the food environment move forward, rigorous and scientific evaluation of environmental changes and their impact on individual-level diet choices and behaviors, and further influence on body weight, is a necessary component.

Acknowledgments

The sole author had responsibility for all parts of the manuscript.

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Proximity of convenience stores and parks impact children's weight status

nccor.org/2012/10/31/proximity-of-convenience-stores-and-parks-impact-childrens-weight-status/

October 31, 2012

Children living within a one-fourth mile of convenience stores have almost twice the odds of being overweight or obese while those living within a one-half mile of a park have less than half the odds of being overweight or obese according to new research presented Oct. 30 at the American Public Health Association's (APHA) annual conference.

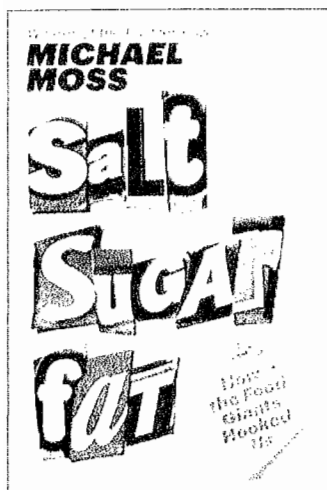
Punam Ohri-Vachaspati, a professor at Arizona State University and lead author of the study, said that isolating independent relationships between the neighborhood environment and child weight status is necessary for the optimal allocation of community-based obesity prevention resources.

Data was collected from households with children ages 3-18 using a random-digit-dial survey in four low-income cities with predominantly minority populations in New Jersey. Respondents weighed and measured themselves and all children in the household using CDC guidelines. Objectively classified food and physical activity outlets surrounding a household were geocoded to develop measures of varied degrees of proximity.

The study found almost all (96 percent) of children lived within one-half mile of unhealthy food outlets such as convenience stores and limited service restaurants; 38.5 percent lived within one-half mile of a supermarket; and 88.8 percent lived within one-half mile of a park. A child's odds of being overweight or obese were significantly higher if they lived within one-fourth mile of a convenience store and significantly lower if they lived within one-half mile of a park.

Our findings offer a basis for improving the effectiveness of such targeted interventions by singling out convenience stores and parks as likely influential contributors to childhood obesity in urban communities said Ohri-Vachaspati.

View slides from Ohri-Vachaspati's presentation [here](#).



***Salt Sugar Fat: How the Food Giants Hooked Us* by Michael Moss**

New York: Random House, 2013.
449 pp., hardcover, \$28.00; paper-
back, \$16.00.

Reviewed by John M. Pogue, MD

n grocery stores and supermarkets, food sections may be roughly divided into two categories: (A) fresh produce, and (B) processed, prepared, preserved, and packaged food. The foods

in category A, the vegetables and fruits of the produce section, promote heart and general health. Unfortunately, the foods in category B, processed foods, are today preponderant in the American diet. Is it a coincidence that obesity is widespread?

By a vote on June 18, 2013, the delegates at the annual meeting of the American Medical Association classified obesity as an official disease. In 2004, the US Department of Health and Human Services designated obesity as a disease. In 1998, the National Institutes of Health declared obesity a disease, and the US Surgeon General, David Satcher, MD, pronounced obesity a "national epidemic" as well. At least on one occasion in the 1990s, the US Secretary of Agriculture proclaimed obesity a national epidemic.

In my opinion, all Americans should read the #1 *New York Times* best seller *Salt Sugar Fat: How the Food Giants Hooked Us*, by Michael Moss, a Pulitzer Prize-winning investigative journalist for *The New York Times*. Today, the US is "the most obese country in the world" (p. 22). (This quotation and others, and much of the subsequent information in this article, is gleaned from the book.) A total of 35% of adult Americans are obese, and two-thirds are overweight (p. 22). A "body mass index [BMI], a simple ratio of height to weight" (p. xvi) of 30 or greater indicates obesity. A BMI of 25 or greater indicates overweight.

Obesity is correlated with coronary artery disease, type 2 diabetes mellitus, and hypertension (high blood pressure), a risk factor for myocardial infarction (heart attack) and heart failure (with an increased workload for the heart) (pp. xvi, 267). Heart disease is the number one cause of mortality in America. Definitely overweight, my father, the Honorable L. Welch Pogue, Esq., had a major heart attack at the age of 57, read about heart disease, right away lost 30 pounds on purpose, adopted an essentially low-fat, plant-based diet, and in time walked 1 hour

every day until his death at over 103½ years of age—with his mind as sharp as a tack to the end.

The 300 processed food manufacturers (pp. 213, 220) "dominate the American diet" (p. xxx), with 60,000 products in the supermarkets (pp. 27, 98), relying on salt, sugar, and fat, which "override our dietary self-control" with foods "so perfectly engineered to compel overconsumption" (pp. xix, 253, 333, 346). Salt, sugar, and fat are "the three pillars of processed food" (pp. xiii, 22, 39, 70, 264, 281, 289, 293, 337). With sugar and fat intake, brain pleasure centers light up bright yellow in functional magnetic resonance imaging studies (pp. 148–149, 276), just as with cocaine (p. xxvii). Increasing the amount of sugar intake leads to a "bliss point" (a range) of maximum taste satisfaction, disposing the consumer to crave sugar (pp. xxv, 10, 11, 30, 34, 38, 42–43, 316) in a virtual addiction. This caused the National Institutes of Health's Nora D. Volkow, MD, to urge some people to "just stay away" from processed sugar (p. 342). On average, Americans consume 22 teaspoons of added sugar per day (pp. 4, 23, 362n4), over two-thirds from processed food (p. 17). A 20-ounce soda has 15 teaspoons of sugar (p. 99). (One teaspoon contains 4.2 g of sugar [p. 370n59].) The American Heart Association suggests a limit (beyond needs) of five teaspoons per day for women and nine for men (p. 23). Nearly all processed food has added sugar, including high-fructose corn syrup (p. 21). Excess sugar intake is stored as fat (pp. 31, 116). Newborn babies love sugar (pp. 11, 18). Babies dislike salt, but adjust to liking it, upon coaxing, on or after the age of 6 months; the food industry has created a craving for salt (pp. 10–11, 278–280).

Increased saturated fat intake correlates with obesity and type 2 diabetes and with "cholesterol, clogged arteries, heart attacks, and strokes" (pp. 187, 214–215). Michael Moss stresses that "fat is an energy colossus. It packs 9 calories into each gram, more than twice the caloric load of either sugar or protein" (pp. 153, 263–264). For fat, instead of a "bliss point," there is a quite potent "mouthfeel" (dryness, gumminess, and moisture release); in terms of its allure, fat can be added to food without limit (pp. 42, 154, 157–158, 171, 174, 218, 264, 329). Cheese is the biggest single source of saturated fat, which is converted by the liver into cholesterol (p. 163). Besides cheese, sources of saturated fat include pizza, red meat, chocolate cake, cookies, frozen dinners, candy, potato chips, corn chips, butter, and mayonnaise (pp. 178, 213, 215–216). The US Department of Agriculture's recommended daily limit for saturated fat is 15.6 g (pp. 155, 215).

Caldwell B. Esselstyn Jr., MD, a former Cleveland Clinic surgeon and the present director of the Cardiovascular Prevention and Reversal Program at the Cleveland Clinic Wellness Institute, emphasized that since 1993 the Food and Drug

Administration permits food manufacturers to label (on packages and bottles) a product "fat free" or with "zero fat" if it contains less than 0.5 g of [artery-clogging] fat *per serving*. If salt, sugar, or fat is reduced, often one or both of the other two components of this triad are increased (pp. xxvi, 70). Fierce competition exists to outsell competitors and to enhance market volume, market share, shelf space share, and stomach share (pp. xii, xiii, xxix, 26, 27–28, 48, 83, 89, 95–96, 108–109, 110, 239, 257, 262, 310, 320, 338, 340, 377n110); Wall Street analysts and shareholders press and push for profits (pp. 262, 301, 322, 338–339).

Increased salt intake over time correlates with hypertension, stroke, myocardial infarction, and kidney damage (pp. 267–268, 271, 291, 295, 302, 304, 310). In Finland, government-promoted per capita salt consumption reduction by one-third correlated with "an 80 percent decline in the number of deaths from strokes and heart disease" (pp. 302–303, 310).

In the US, the salt intake of boys in their teens and men <40 is more than 10,000 mg per day (p. 268). Table salt contains 40% sodium; 10,000 mg of salt contains 4000 mg of sodium (p. 403n268). The federal government's suggested limit is 2300 mg of sodium a day (1500 mg for those particularly vulnerable) (pp. 271, 282, 290, 404n271). (One teaspoon of salt has about 6000 mg of salt, i.e., 2300 mg of sodium [p. 403n268].) The American Heart Association advises *all* adults to consume <1500 mg of sodium a day (p. 404n271).

Three-fourths of salt intake is from processed foods (p. 270), with only 6% of sodium intake from table salt (p. 269). Almost

all processed food has added salt (p. 270). Salt has "addictive qualities" (pp. 276–277, 283, 305).

A weighty, grave indictment of processed foods, those foods that have great amounts of salt, sugar, and fat added, arises from the fact that many leading executives in the processed food industry with vigilance and diligence *avoid eating the products of their own companies* (pp. xvi–xvii, 39, 123, 208–209, 250–251, 314, 336, 341).

Long ago, American women generally were homemakers, preparing meals from scratch using fresh foods (pp. 61–66). Today, about 80% of women aged 25 to 54 are in the workforce (p. 246), and many have never been taught how to "cook from scratch" (pp. 64–65, 220). Americans largely depend upon processed foods (with much added salt, sugar, and fat—preservatives, maskers of poor taste, and crave-creators) sold in grocery and "convenience" stores and in supermarkets (pp. xiii, xxix, 38, 57, 210, 220, 270, 283, 288, 300). *A land of fresh food has become a land of factory food and fast food—and a land of fatness, of overweight and obese people, including children. The corporate food factories are consistently in control of culinary cooking culture (and of consumer cravings). Combined with limitations on salt, sugar, and fat, cooking from scratch switches control to the consumer. Long live this empowerment!*

The reviewer, **John M. Pogue, MD**, is a member of numerous cardiology societies in North America and Europe, including Great Britain—where he is an elected member of the British Cardiovascular Society.

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Dear EarthTalk: I am looking at possibly buying a house that is very close to a gasoline station. Is it safe to live so close to a gas station? What concerns should I have? I have toddler and infant babies.

-- Ranjeeta, Houston, TX

Despite all the modern health and safety guidelines they must follow, gas stations can still pose significant hazards to neighbors, especially children. Some of the perils include ground-level ozone caused in part by gasoline fumes, groundwater hazards from petroleum products leaking into the ground, and exposure hazards from other chemicals that might be used at the station if it's also a repair shop.

Ozone pollution is caused by a mixture of volatile organic compounds, some of which are found in gasoline vapors, and others, like carbon monoxide, that come from car exhaust. Most gas pumps today must have government-regulated vapor-recovery boots on their nozzles, which limit the release of gas vapors while you're refueling your car. A similar system is used by the station when a tanker arrives to refill the underground tanks. But if those boots aren't working properly, the nearly odorless hydrocarbon fumes, which contain harmful chemicals like benzene, can be released into the air.

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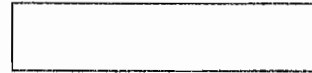
Higher ozone levels can lead to respiratory problems and asthma, while benzene is a known cancer-causing chemical, according to the National Institutes of Health (NIH). The quest to reduce ozone levels has led the state of California to implement a more stringent vapor-recovery law, effective April 1, 2009, which requires that all gasoline pumps have a new, more effective vapor-recovery nozzle.

Underground gasoline storage tanks can also be a problem. The U.S. Environmental Protection Agency (EPA) estimates that there are some 660,000 of them from coast-to-coast. Many a lawsuit has been filed against oil firms in communities across the country by people whose soil and groundwater were fouled by a gas station's leaking underground storage tank. In the past, most tanks were made of uncoated steel, which will rust over time. Also, pipes leading to the tanks can be accidentally ruptured.

When thousands of gallons of gasoline enter the soil, chemicals travel to groundwater, which the EPA says is the source of drinking water for nearly half the

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even more potentially harmful chemicals.

In today's car-centric world, we can't escape exposure completely, because these chemicals are in our air just about everywhere. But by choosing where we live, keeping an eye out for spills, and pressuring the oil companies to do the right thing for the communities they occupy, we can minimize our exposures.

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Gas stations vent far more toxic fumes than previously thought

Date:

October 4, 2018

Source:

Columbia University's Mailman School of Public Health

Summary:

A study examined the release of vapors from gas station vent pipes, finding emissions were 10 times higher than estimates used in setback regulations used to determine how close schools, playgrounds, and parks can be situated to the facilities.

FULL STORY

A study led by environmental health scientists at Columbia University Mailman School of Public Health examined the release of vapors from gas station vent pipes, finding emissions were 10 times higher than estimates used in setback regulations used to determine how close schools, playgrounds, and parks can be situated to the facilities. Findings appear in the journal *Science of the Total Environment*.

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Gasoline vapors contain a number of toxic chemicals, notably benzene, a carcinogen.

The researchers attached gas flow meters to venting pipes at two large gas stations in the Midwest and Northwest and took measurements over a three-week period. They report average daily evaporative losses of 7 and 3 gallons of liquid gasoline, respectively, or 1.4 pounds and 1.7 pounds per 1,000 gallons dispensed at the pump. By comparison, the California Air Pollution Control Officers Association (CAPCOA) used an estimate of 0.11 pounds per 1,000 gallons. Based on CAPCOA emission estimates, the California Air Resources Board (CARB) determined their setback regulation of 300 feet (91 meters) from large gas stations. Similar laws exist in many, but not all states and localities. In urban areas like New York City, some gas stations are located directly adjacent to apartment buildings.

The study also simulated how the fuel vapor was carried in the air to assess the potential for short- and medium-term benzene exposures, comparing their measurements to three established thresholds. The California Office of Environmental Health Hazard Assessment one-hour Reference Exposure Level (REL) for benzene -- defined as a continuous hour of exposure to the chemical -- was exceeded at both gas stations at distances greater than 50 meters. At the Midwest gas station, REL was exceeded on two different days at distances greater than 50 meters, and once as far as 160 meters. The Agency for Toxic Substances and Disease Registry's Minimal Risk Level (MRL) for benzene exposure over a period between two weeks and a year was exceeded within 7 or 8 meters of the two gas stations. A less stringent measure used for short-term exposures of first responders, the American Industrial Hygiene Association's Emergency Response Planning Guidelines (ERPG), was not exceeded.

"We found evidence that much more benzene is released by gas stations than previously thought. In addition, even during a relatively short study period, we saw a number of instances in which people could be exposed to

the chemical at locations beyond the setback distance of 300 feet," said first author Markus Hilpert, PhD, associate professor of Environmental Health Sciences at the Columbia Mailman School. "Officials should reconsider their regulations based on these data with particular attention to the possibility of short spikes in emissions resulting from regular operations or improper procedures related to fuel deliveries and the use of pollution prevention technology."

In previous work, Hilpert and colleagues documented the release of gasoline as fuel is stored and transferred between tanker trucks, storage tanks, and vehicle tanks, and how these spills can contaminate the surrounding environment. Next, the researchers will explore additional short-term measures of vapor spread to determine the bounds of safe setbacks.

Co-authors of the new study include Ana Maria Rule at Johns Hopkins, Bernat Adria-Mora formerly at Columbia, and Tedmund Tiberi at ARID Technologies, Inc. In a competing interest statement, the authors note that Tiberi directs a company that develops technologies for reducing fuel emissions from gasoline-handling operations. The research is supported by a grant from the National Institutes of Health (ES009089).

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Story Source:

[Materials](#) provided by [Columbia University's Mailman School of Public Health](#). Note: Content may be edited for style and length.

Journal Reference:

1. Markus Hilpert, Ana Maria Rule, Bernat Adria-Mora, Tedmund Tiberi. **Vent pipe emissions from storage tanks at gas stations: Implications for setback distances.** *Science of The Total Environment*, 2019; 650: 2239 DOI: [10.1016/j.scitotenv.2018.09.303](https://doi.org/10.1016/j.scitotenv.2018.09.303)

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Columbia University's Mailman School of Public Health. "Gas stations vent far more toxic fumes than previously thought." ScienceDaily. ScienceDaily, 4 October 2018.

Columbia University's Mailman School of Public Health. "Gas stations vent far more toxic fumes than previously thought." ScienceDaily. ScienceDaily, 4 October 2018. <www.sciencedaily.com/releases/2018/10/181004110021.htm>.

Columbia University's Mailman School of Public Health. (2018, October 4). Gas stations vent far more toxic fumes than previously thought. *ScienceDaily*. Retrieved May 23, 2019 from www.sciencedaily.com/releases/2018/10/181004110021.htm

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Vent pipe emissions from storage tanks at gas stations: Implications for setback distances

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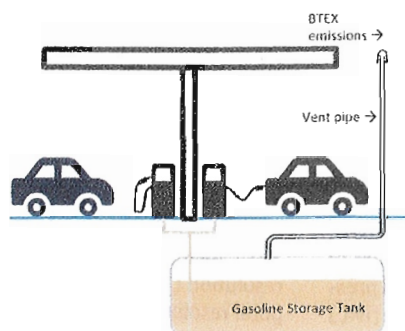
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HIGHLIGHTS

- At gas stations, fuel vapors are released from storage tanks through vent pipes.
- We measured vent pipe flow rates and tank pressure at high temporal resolution.
- Vent emission factors were >10 times higher than previous estimates.
- Modeling was used to examine exceedance of benzene short-term exposure limits.

GRAPHICAL ABSTRACT



ARTICLE INFO

Article history:

Received 3 July 2018

Received in revised form 11 September 2018

Accepted 23 September 2018

Available online 24 September 2018

Editor: Pavlos Kassomenos

Received 3 July 2018

Received in revised form 11 September 2018

Accepted 23 September 2018

Available online 24 September 2018

Editor: Pavlos Kassomenos

Keywords:

Gas stations

Benzene emissions

Setback distances

Air pollution modeling

Measurements

ABSTRACT

At gas stations, fuel vapors are released into the atmosphere from storage tanks through vent pipes. Little is known about when releases occur, their magnitude, and their potential health consequences. Our goals were to quantify vent pipe releases and examine exceedance of short-term exposure limits to benzene around gas stations. At two US gas stations, we measured volumetric vent pipe flow rates and pressure in the storage tank headspace at high temporal resolution for approximately three weeks. Based on the measured vent emission and meteorological data, we performed air dispersion modeling to obtain hourly atmospheric benzene levels. For known about when releases occur, their magnitude, and their potential health consequences. Our goals were to quantify vent pipe releases and examine exceedance of short-term exposure limits to benzene around gas stations. At two US gas stations, we measured volumetric vent pipe flow rates and pressure in the storage tank headspace at high temporal resolution for approximately three weeks. Based on the measured vent emission and meteorological data, we performed air dispersion modeling to obtain hourly atmospheric benzene levels. For the two gas stations, average vent emission factors were 0.17 and 0.21 kg of gasoline per 1000 L dispensed. Modeling suggests that at one gas station, a 1-hour Reference Exposure Level (REL) for benzene for the general population (8 ppb) was exceeded only closer than 50 m from the station's center. At the other gas station, the REL was exceeded on two different days and up to 160 m from the center, likely due to non-compliant bulk fuel deliveries. A minimum risk level for intermediate duration (>14–364 days) benzene exposure (6 ppb) was exceeded at the elevation of the vent pipe opening up to 7 and 8 m from the two gas stations. Recorded vent emission factors were >10 times higher than estimates used to derive setback distances for gas stations. Setback distances should be revisited to address temporal variability and pollution controls in vent emissions.

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1. Introduction

In the US, approximately 143 billion gal (541 billion L) of gasoline were dispensed in 2016 at gas stations (EIA, 2017) resulting in release of unburned fuel to the environment in the form of vapor or liquid (Hilpert et al., 2015). This is a public health concern, as unburned fuel chemicals such as benzene, toluene, ethyl-benzene, and xylenes (BTEX) are harmful to humans (ATSDR, 2004). Benzene is of special concern because it is causally associated with different types of cancer (IARC, 2012). Truck drivers delivering gasoline and workers dispensing fuel have among the highest exposures to fuel releases (IARC, 2012). However, people living near or working in retail at gas stations, and children in schools and on playgrounds can also be exposed, with distance to the gas stations significantly affecting exposure levels (Terres et al., 2010; Jo & Oh, 2001; Jo & Moon, 1999; Hajizadeh et al., 2018). A meta-analysis (Infante, 2017) of three case-control studies (Steffen et al., 2004; Brosselin et al., 2009; Harrison et al., 1999) suggests that childhood leukemia is associated with residential proximity to gas stations.

Sources of unburned fuel releases at gas stations include leaks from storage tanks, accidental spills from the nozzles of gas dispensers (Hilpert & Breyse, 2014; Adria-Mora & Hilpert, 2017; Morgester et al., 1992), fugitive vapor emissions through leaky pipes and fittings, vehicle tank vapor releases when refueling, and leaky hoses, all of which can contribute to subsurface and air pollution (Hilpert et al., 2015). Routine fuel releases also occur through vent pipes of fuel storage tanks but are less noticeable because the pipes are typically tall, e.g., 4 m. These vent pipes are put in place to equilibrate pressures in the tanks and can be located as close as a few meters from residential buildings in dense urban settings (Fig. 1).

Unburned fuel can be released from storage tanks into the environment through “working” and “breathing” losses (Yerushalmi & Rastan, 2014). A working loss occurs when liquid is pumped into or out of a tank. For a storage tank, this can happen when it is refilled from a tanker truck or when fuel is dispensed to refuel vehicles (Statistics Canada, 2009) if the pressure in the storage tank exceeds the relief pressure of the pressure/vacuum (P/V) valve (EPA, 2008). P/V valve threshold pressures are typically set to around +3 and –8 in. of water column (iwc) (7.5 and –20 hPa). However, P/V valves are not always used, particularly in cold climates, as valves may fail under cold weather conditions (Statistics Canada, 2009).

Breathing losses occur when no liquid is pumped into or out of a tank because of vapor expansion and contraction due to temperature and barometric pressure changes or because pressure in the storage

tank may increase when fuel in the tank evaporates (Yerushalmi & Rastan, 2014; EPA, 2008). Although delayed or redirected by the P/V valve, breathing emissions can be significant and represent an environmental and health concern (Yerushalmi & Rastan, 2014).

Stage I vapor recovery systems, put in place to prevent working losses while delivering fuel to a station, collect the vapors displaced while loading a storage tank, redirecting them into the delivery truck. Stage II vapor recovery systems minimize working losses while delivering gas from the storage tank to the customer's car. During Stage II vapor recovery, gasoline vapors can be released through the vent pipe, if the sum of the flow rates of the returned volume and of the fuel evaporating within the storage tank is greater than the volume of liquid gasoline dispensed (Statistics Canada, 2009). We refer to this scenario as pressure while dispensing (PWD). In theory, a properly designed Stage II vapor recovery system should not have working losses, although in practice this is not typically the case (McEntire, 2000).

Regulations on setback distances for gas stations are based on lifetime cancer risk estimates. Several studies have assessed benzene cancer risk near gas stations (Atabi & Mirzahosseini, 2013; Correa et al., 2012; Cruz et al., 2007; Edokpolo et al., 2015; Edokpolo et al., 2014; Karakitsios et al., 2007). Based on cancer risk estimations, the California Air Resources Board (CARB) recommended that schools, day cares, and other sensitive land uses should not be located within 300 ft. (91 m) of a large gas station (defined as a facility with an annual sales volume of 3.6 million gal = 13.6 million L or greater) (CalEPA/CARB, 2005). This CARB recommendation has not been adopted by all US states, and within states setback distances can depend on local government. Notably, CARB regulations do not account for short term exposure limits and health effects. An important limitation of existing regulations is the use of average gasoline emission rates estimated in the 90s that do not consider excursions (CAPCOA, 1997).

The main objective of this study is to evaluate fuel vapor releases through vent pipes of storage tanks at gas stations based on vent emission measurements conducted at two gas stations in the US in 2009 and 2015, including the characterization of excursions at a high temporal resolution (~minutes) and meteorological conditions at an hourly temporal resolution. In addition, we performed hourly simulations of atmospheric transport of emitted fuel vapors to inform regulations on setback distances between gas stations and adjacent sensitive land uses by comparing modeled benzene concentrations to four 60-min benzene exposure limits: an acute Reference Exposure Level (REL) for infrequent (once per month or less) exposure (WHO, 2010) and Emergency Response Planning Guidelines ERPG-1, ERPG-2 and ERPG-3 (AIHA, 2016). Finally we compared simulated benzene levels to a Minimal Risk Level (MRL) for benzene for intermediate exposure duration (14 to 364 days) (ATSDR, 2018) because that duration window includes our duration of data collection. See Table 1 for the various benzene exposure limits and issuing agencies.

Minimal Risk Level (MRL) for benzene for intermediate exposure duration (14 to 364 days) (ATSDR, 2018) because that duration window includes our duration of data collection. See Table 1 for the various benzene exposure limits and issuing agencies.

2. Methods

Although we provide SI unit conversions, we report some measures in English engineering units (ft, gal, and lb) as regulatory agencies such as CARB use these units.

2.1. Sites

Data for this study were obtained from vent release measurements conducted at two gas stations as part of technical assistance to the gas stations to quantify fuel vapor losses through the vent pipes of their storage tanks. A motivation for conducting the measurements was to perform a cost-benefit analysis to compare the economic losses due to the lost fuel versus the cost of technologies that reduce the emissions. The exact location of the two gas stations is not revealed for confidentiality reasons. The gas station managers and staff who authorized the



Fig. 1. The three vent pipes (enclosed by the red ellipse) on the right side of the convenience store of a gas station are <10 m away from the residential building. (For interpretation of the references to color in this figure legend, the reader is referred to the web version of this article.)

Table 1

Benzene exposure limits, to which we compared simulation results. For unit conversion, we assumed a temperature of 25 °C, i.e., 1 ppm = 3194 $\mu\text{g}/\text{m}^3$ (CAPCOA, 1997).

Agency	Name	Value (ppb)	Value ($\mu\text{g}/\text{m}^3$)	Exposure duration
California Office of Environmental Health Hazard Assessment (OEHHA)	REL	8	26	1 h
American Industrial Hygiene Association (AIHA)	ERPG-1	50	159,700	1 h
AIHA	ERPG-2	150	479,100	1 h
AIHA	ERPG-3	1000	3,194,000	1 h
Agency for Toxic Substances and Disease Registry (ATSDR)	MRL	6	19	14 to 364 days

ERPG = Emergency Response Planning Guidelines. The primary focus of ERPGs is to provide guidelines for short-term exposures to airborne concentrations of acutely toxic, high-priority chemicals.

collection and analysis of these data have not been involved in the current manuscript.

The first gas station, “GS-MW,” was located in the US Midwest and is a 24-hour operation. The study was conducted from December 2014 to January 2015 for 20 full days, and fuel sales $\dot{V}_{\text{sales}}$ were about 450,000 gal (1.7 million L) per month. Fuel deliveries to the gas station usually took place during the nighttime. The second gas station, “GS-NW,” was located on the US Northwest coast and closed at night. Hours of operation were between 6:00 am and 9:30 pm on weekdays and between 7 am and 7 pm on weekends. That study was conducted in October 2009 for 18 full days, and fuel sales were $\dot{V}_{\text{sales}} \sim 700,000$ gal (2.6 million L) per month.

Both gas stations are considered to be high-volume, because they dispense >3.6 million gal of gasoline (both regular and premium) per year (CalEPA/CARB, 2005), and fuel was stored in underground storage tanks (USTs), which is typical in the US. Both gas stations had Stage II vapor recovery installed using the vacuum-assist method. In that method, gasoline vapors, which would be ejected into the atmosphere as a working loss during refueling of customer vehicle tanks, are collected at the vehicle/nozzle interface by a vacuum pump. The recovered vapors are then directed via a coaxial hose back into the combined storage tank ullage (head space) of the gas station. Stage I vapor recovery was also used at both gas stations during fuel deliveries. Both sites had a 3-inch diameter (7.5 cm) single above-grade vent pipe with below-grade manifold that connected the vent lines from several USTs; the cracking pressures of the P/V valves were set to +3 and −8 iwc (+7.5 and −20 hPa).

2.2. Vent emission measurements

To quantify evaporative fuel releases through the vent pipe of a storage tank, the volumetric flow of the mixture of gasoline vapor and air was measured in the vent pipe. A dry gas diaphragm flow meter (American Meter Company, Model AC-250) was used. For each cubic foot (28 L) of gas flowing through the meter, a digital pulse was generated. Every minute, the number of pulses was read out and stored together with date and time on a data logger. Gas flow meters were obtained from a distributor calibrated and equipped with temperature compensation and a pulse meter.

To determine the time-dependent volumetric flow rate $Q(t)$ of the gasoline vapor/air mixture through the vent pipe, the time series of measured flow volumes were integrated over an averaging period (15 or 60 min) and divided by the duration of that period. i.e., $Q(t)$ is given by the number of pulses registered by the gas flow meter in a time window multiplied by 1 cubic foot and divided by the averaging time. The 15-minute averaging time was chosen to visualize time-dependent data, while the 60-minute averaging time was chosen because air pollution simulations were performed at that resolution.

Gas pressure p in the ullage of the storage tank was measured to assess vent emission patterns. For instance, releases can occur when the pressure exceeds the cracking pressure of the P/V valve in the vent pipe (the dry gas flow meter was fitted with a P/V valve on the outlet). Pressure was measured with a differential pressure sensor (Cerabar PMC 41, Endress + Hauser) every 4 s, and 2-minute average values

were stored. The sensor range was scaled from −15 to +15 iwc (−37 to +37 hPa), with a full scale accuracy of 0.20%. We also obtained 15- and 60-minute averaged tank pressure data $p(t)$ where averages represent the means of the 2-minute average pressure measurements taken during each time window.

2.3. Descriptive analysis

For the 60-minute flow rate, we calculated medians and inter quartile ranges (IQRs). To illustrate diurnal fluctuations in vapor emissions, we created box plots for the 60-minute flow rate distribution that occurred during each hour of the day. Spearman correlation coefficients between the time series for pressure and flow rate were calculated to evaluate whether pressure can be used to infer vent emissions.

To estimate the mass flow rate of gasoline $\dot{m}_{\text{gas}}$ that is released through the vent pipe in the form of a mixture of gasoline vapors and fresh air, we assumed, following the protocol of a study by the California Air Pollution Control Officers Association (CAPCOA) that assessed risks from fuel emissions from gas station (Appendix D-2 (CAPCOA, 1997)), that the density of gasoline vapors in this mixture is given by $\rho_{\text{gas}}^{(v)} = 0.3 \times 65 \text{ lb} / 379 \text{ ft}^3 = 0.824 \text{ kg}/\text{m}^3$, i.e., the molar percentages of gasoline and air were 30% and 70%, respectively. Then the volumetric flow rate Q can be converted into a mass flow rate of the vaporized gasoline:

$$\dot{m}_{\text{gas}} = \rho_{\text{gas}}^{(v)} Q \quad (1)$$

To arrive at vent emission factors, we first calculated the mean volumetric flow rate $\bar{Q}$, and then the mean mass flow rate $\bar{\dot{m}}_{\text{gas}} = \rho_{\text{gas}}^{(v)} \bar{Q}$. From the latter, one can calculate the vent emission factor

$$\text{EF}_{\text{vent}} = \bar{\dot{m}}_{\text{gas}} / \dot{V}_{\text{sales}} \quad (2)$$

For EF_{vent} , CARB uses units of pounds of emitted gasoline vapors (also called total organic gases (TOG)) per 1000 gal dispensed, or more briefly lb/kgal where kgal stands for kilogallons.

As we were not able to measure benzene levels in the tank ullage, we assumed like the CAPCOA study (Section C) that the density of the mixture of gasoline vapors and fresh air was $\rho_{\text{mix}}^{(v)} = 1.05 \text{ lb}/\text{ft}^3 = 1.682 \text{ kg}/\text{m}^3$ and that the emitted gasoline vapor/air mixture contained 0.3% of benzene by weight (CAPCOA, 1997). Therefore, the mass flow rate of benzene through the vent pipe was estimated as follows:

$$\dot{m}_{\text{benz}} = 0.003 \rho_{\text{mix}}^{(v)} Q \quad (3)$$

2.4. Air pollution modeling

We used the AERMOD Modeling System developed by the US Environmental Protection Agency (EPA) to model the dispersion of benzene vapors released into the environment through vent pipes of fuel storage tanks and from other sources (Cimorelli et al., 2005). AERMOD simulates atmospheric pollutant transport at a 1-hour temporal resolution. 3D polar grids were created with the gas station in the origin and potential receptors at different radial distances (up to 170 m) and angles (10°

increments). The grids were placed at the ground level ($z = 0$ m), in the breathing zone ($z = 2$ m), and at the 2nd floor level ($z = 4$ m) where the vent pipe emissions were assumed to occur. The topography was simplified for modeling purposes consistent with the CAPCOA study (CAPCOA, 1997), i.e., the terrain was assumed to be flat with no buildings present. Vent pipe emissions were modeled as a capped point source. Chemical reactions of benzene were not modeled, as residence times of atmospheric benzene are on the order of hours or even days (ATSDR, 2007), i.e. much longer than the travel time of benzene vapors across the 340-m diameter model domain.

For the period of time when vent emission measurements were made, we obtained meteorological data at a 1-hour temporal resolution that are representative for the geographic locations of the two gas stations. Table SI-1 provides descriptive statistics of that data. The time series were used in AERMOD to model the transport of benzene in the temporally varying turbulent atmosphere. We also used the 1-hour average time series of benzene emission rates (Eq. (3)) as an input into AERMOD.

To evaluate at each grid point whether OEHHa's acute REL or AIHA's ERPG levels were exceeded at least once, we determined maximum 1-hour average benzene concentrations that were simulated for about three weeks. To evaluate how often the OEHHa REL was exceeded at each grid point in the breathing zone, we created plots indicating the number of exceedances and the day when the maximum benzene level was observed.

To facilitate comparison to published benzene measurements around gas stations, we determined for each simulated radial distance from a gas station the mean of the average concentrations simulated for each ten degree increment on the radius around the gas station.

3. Results: vent releases

3.1. Time series of tank pressure and flow rate

Fig. 2 shows the time-series data for the volumetric flow rate Q of the gasoline vapor/air mixture through the vent pipe and tank pressure p that we collected at the two gas stations. At GS-MW, little vapor was typically released in the late night and in the very early morning, while releases were generally much higher during the daytime and evenings, presumably when more fuel was dispensed (Fig. 2a). Occasionally, no vapor releases occurred for several hours. While we do not have access to time of fuel delivery records, field visits indicate that time periods with no releases coincide with fuel deliveries. For instance, fuel delivery likely occurred on January 6 at 7 pm (see Fig. 3a; an amplification of data shown in Fig. 2a). As a result, the UST pressure dropped by about 10 hPa, far below the cracking pressure of the P/V valve. The decreased gas pressure in the ullage increased until the cracking pressure of the P/V valve was reached. A very small vapor release (fuel delivery likely occurred on January 6 at 7 pm (see Fig. 3a, an amplification of data shown in Fig. 2a). As a result, the UST pressure dropped by about 10 hPa, far below the cracking pressure of the P/V valve. The decreased gas pressure in the ullage increased until the cracking pressure of the P/V valve was reached. A very small vapor release (~ 2 L/min) was observed briefly on the next day at 2 am. The vapor flow rate becomes relatively large again, ~ 12 L/min, only after 6 am, i.e., 11 h after fuel delivery.

Fig. 3b amplifies a major vapor release at GS-MW. The UST pressure significantly exceeded the cracking pressure of the P/V valve and rose rapidly up to 37 hPa, which coincides with vapors being released at a high flow rate (15-min average) of about 470 L/min.

At GS-NW, vapor releases followed a quite different pattern (Fig. 2b). Contrary to GS-MW, vapor releases occurred in a cyclical pattern, and tended to be higher in the late night and in the very early morning when the gas station was closed.

3.2. Statistics of vapor emissions

The average volumetric flow rate $\bar{Q}$ through the vent pipe for the entire period of time during which measurements were taken was $\bar{Q} = 7.9$ L/min for GS-MW and $\bar{Q} = 15.4$ L/min for GS-NW, which is

consistent with the higher sales volume $\dot{V}_{\text{sales}}$ of GS-NW. These emissions consist of a mixture of gasoline vapors and air. Using Eq. (1), the volumetric flow rates were converted into average mass flow rates of gasoline: $\bar{m}_{\text{gas}} = 0.39$ kg/h for GS-MW and $\bar{m}_{\text{gas}} = 0.76$ kg/h for GS-NW. Using Eq. (2), we determined a vent emission factor $\text{EF}_{\text{vent}} = 0.17$ kg per 1000 L = 1.4 lb/kgal for GS-MW and $\text{EF}_{\text{vent}} = 0.21$ kg per 1000 L = 1.7 lb/kgal for GS-NW.

The medians (IQRs) for the 60-minute averaged flow rate Q (L/min) were 6.1 (1.9, 10.9) for GS-MW and 16.0 (12.7, 18.4) for GS-NW. For GS-MW, the mean is larger than the median, indicating a more skewed distribution of flow rates when compared to GS-NW. Also the first quartile is much lower than the median for GS-MW, indicating that there are periods of time during which little emissions occurred. Conversely, GS-NW was releasing emissions more consistently.

Fig. 4a shows boxplots illustrating the distribution of flow rate Q for each hour of the day at GS-MW. Less vapor was released between 10 pm and 4 am, even though the gas station was in operation, albeit at lower activity levels. The flow rate Q at GS-NW (Fig. 4b) had fewer outliers, and the highest outlier was an order of magnitude lower than the highest one at GS-MW. Emissions were highest between 1 and 3 am, when the gas station was closed.

The Spearman correlation coefficients between tank pressure p and vent flow rate Q were $r = 0.58$ for GS-MW and $r = 0.85$ for GS-NW. Thus, vent releases are moderately and strongly correlated with tank pressure, respectively. Table 2 summarizes statistical properties of vent emissions at the two gas stations.

4. Results: air pollution modeling

4.1. Emission sources and rates

Vent pipe emissions of benzene were modeled at a 1-hour temporal resolution as described in Section 2.4. However, they are not the sole source of gasoline emissions at gas stations. Accidental spills from nozzles regularly occur near the dispensers, "refueling losses" can occur when gasoline vapors are released from the vehicle tank during refueling due to the rising liquid levels in the tanks, fuel vapors are released from permeable dispensing hoses, and "fugitive" or leakage emissions occur with driving force derived from storage tank pressure. In Section A of Supporting material, we detail how these other emission sources were modeled. Table 3 summarizes estimated mean emission rates. Note that the vent pipe losses are much greater than other losses.

4.2. Predicted benzene levels

Fig. 5 shows for both gas stations and at each grid point the maximum 1-hour average benzene concentration observed during the simulation.

4.2. Predicted benzene levels

Fig. 5 shows for both gas stations and at each grid point the maximum 1-hour average benzene concentration observed during the simulated periods in time. Benzene levels depend significantly on elevation within a 50-meter radius around the centers of the gas stations. Close to the centers of the gas stations, benzene levels are higher at the 4-m elevation and at ground level due to vent pipe emissions, which represent the largest emission source (Table 3). Further than 50 m away from the center, the vertical concentration differences become less obvious due to dispersion causing vertical mixing of benzene vapors.

At GS-MW, the 1-hour acute REL of $26 \mu\text{g}/\text{m}^3$ was exceeded 160 m away from the center of the gas station, at the location ($x = 158$ m, $y = 28$ m) both at ground level and in the breathing zone. At grid points with a distance >50 m from the center of the gas station, the REL was exceeded at most once (Fig. SI-1a). However, the exceedance at different grid points did not occur on the same day (Fig. SI-1b). Within the 20 days during the measurement campaign, exceedances occurred on the 4th and 13th of January.

At GS-NW, the furthest REL exceedance occurred at 50 m from the center of the gas station at the grid point ($x = -38$ m, $y = 32$ m) as

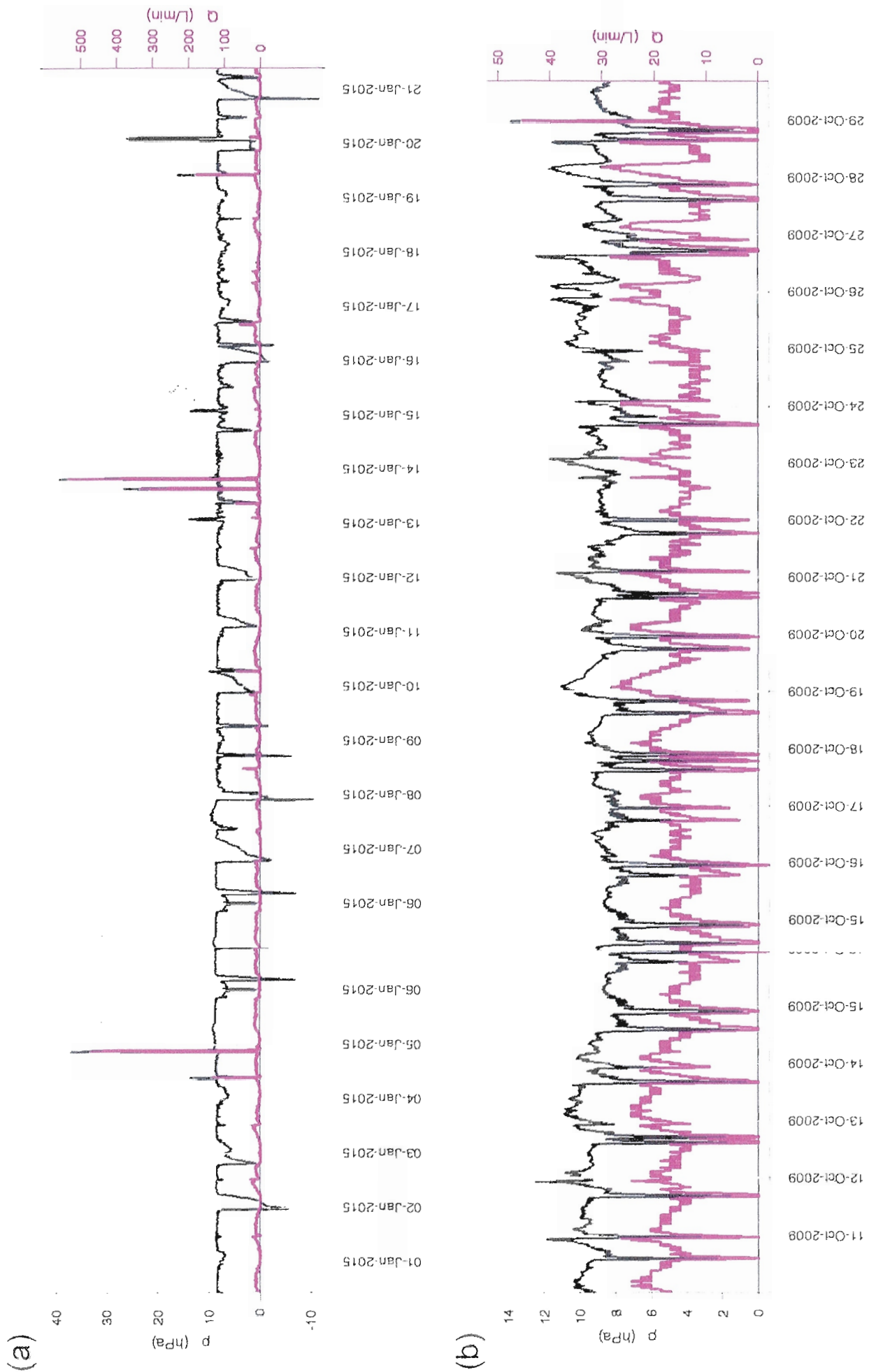


Fig. 2. Time series of ullage pressure p (left ordinate) and volumetric flow rate Q (right ordinate) for (a) GS-MW and (b) GS-NW. Horizontal tick marks indicate midnights. The vertical dashed and thick solid gray lines indicate weekends.

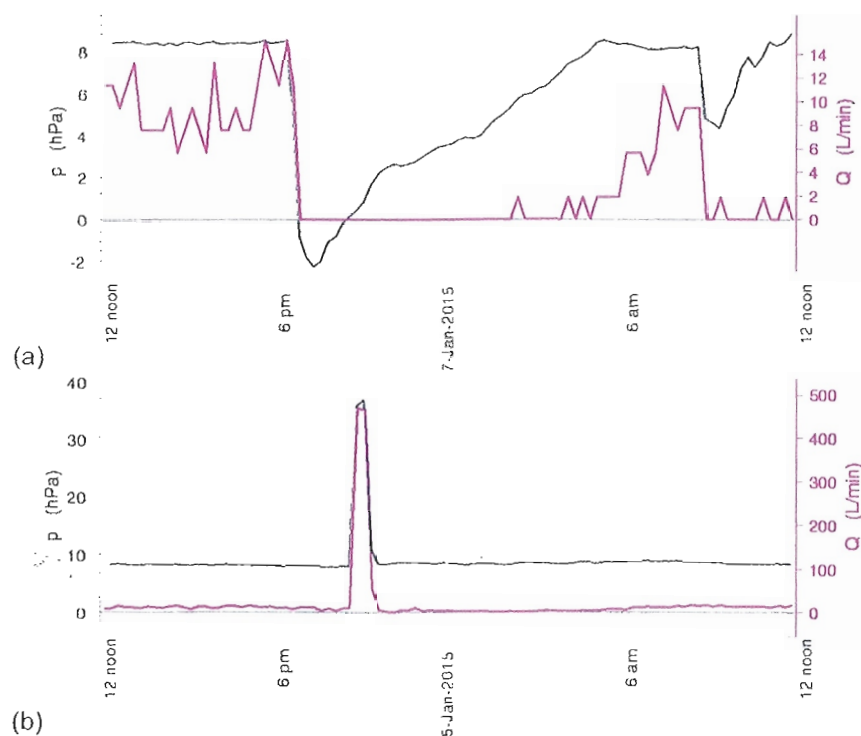


Fig. 3. Amplifications of time series data (15-minute averages) for GS-MW. (a) Tank pressure p became negative after fuel delivery. As a result, vent emission ceased for several hours. (b) A major vapor release (burst) likely occurred when the cracking pressure of the P/V valve was significantly exceeded at around 9 pm during a non-compliant bulk fuel delivery.

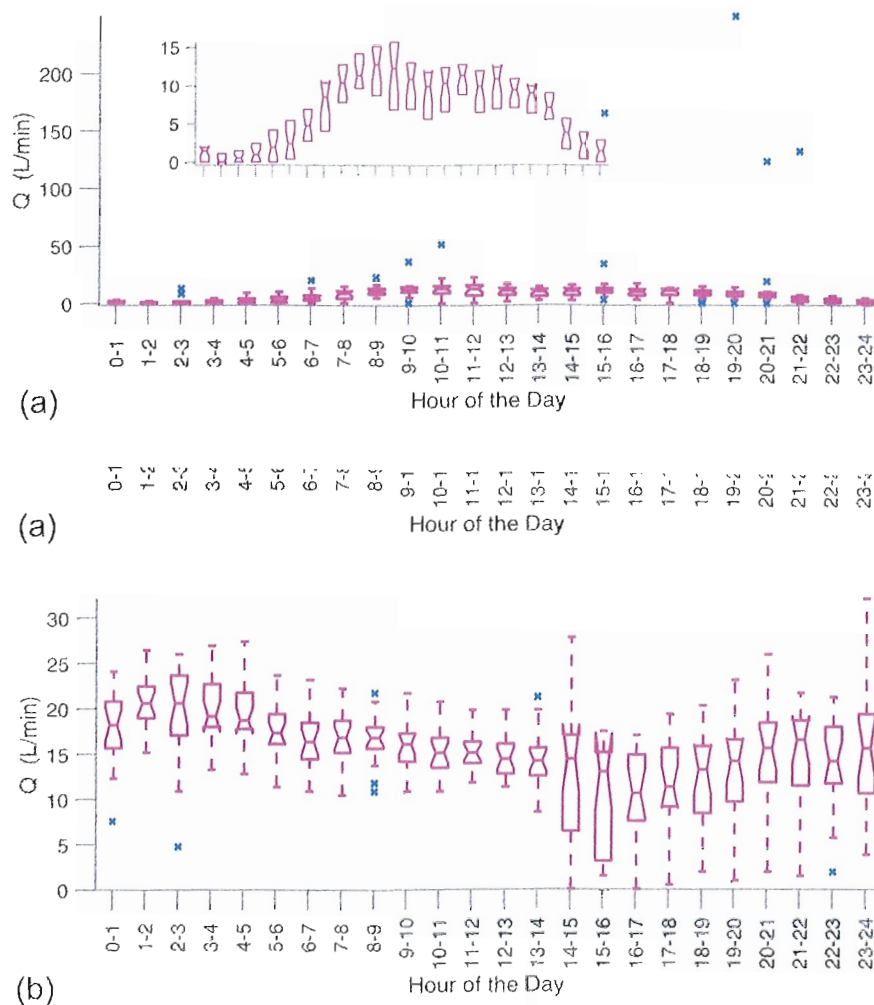


Fig. 4. Distribution of vent emissions Q observed for each hour of the day at (a) GS-MW [insert shows the IQRs of Q] and (b) GS-NW gas stations. In (a), outliers make it difficult to recognize variations in median hourly emissions. We therefore plotted in the inset only the IQRs. Boxes indicate median and IQR, whiskers values within 1.5 the IQR, and asterisks outliers.

Table 2
Summary of gas station characteristics and vent emissions.

	GS-MW	GS-NW	Units
Sales volume $\dot{V}_{\text{sales}}$	450,000	700,000	gal/month
Volumetric flow rates (of gasoline vapor/air mixture)			
Mean $\bar{Q}$	7.9	15.4	L/min
Median (IQR) of 60-min average	6.1 (1.9, 10.9)	16.0 (12.7, 18.4)	L/min
Maximum of 60-min average	250	32.1	L/min
Vent emission factor EF_{vent}	1.4	1.7	lb/kgal
Mass flow rates of gasoline (w/o air)			
Mean $\dot{m}_{\text{gas}}$	0.39	0.76	kg/h
Maximum of 60-min average	12.3	1.6	kg/h
Correlation coefficient Between Q and p	0.58	0.85	–

shown in Fig. SI-2a. At a distance of 40 m, the REL was exceeded three times at one grid point (260° angle), and at 35 m four times at two grid points (250° and 260° angles) (Fig. SI-2b). At a distance of 20 m, the REL was exceeded at 30 (out of 36) grid points, and on nine different days.

Average benzene levels are shown in Fig. 6 for both gas stations. The MRL is exceeded at the elevation of the vent pipe opening, $z = 4$ m, up to 7 m away from for GS-MW and up to 8 m from GS-NW. Fig. 7 shows the average benzene concentration as a function of distance at an elevation of 2 m. Close to the center, benzene levels first increase and then decrease.

5. Discussion

5.1. Vent emission factors

We present unique data on vent emissions from USTs at two gas stations. Emissions can be compared to vent losses assumed by CAPCOA (CAPCOA, 1997). For a gas station with Stage I and II vapor recovery technology and a P/V valve on the vent pipe of the UST (Scenario 6B), the CAPCOA study assumed loading losses of 0.084 and breathing losses of 0.025 lb/kgal dispensed. The total loss of gasoline through the vent pipe is the sum of the two and amounts to a vent emission factor $EF_{\text{vent}} = 0.109$ lb/kgal. Based on actual measurements in two fully functioning US gas stations, we obtained EF_{vent} values of 1.4 lb/kgal for GS-MW and 1.7 lb/kgal for GS-NW, more than one order of magnitude higher than the CAPCOA estimate. While the difference between our measurements and the CAPCOA estimates may appear surprising, it is important to consider that the CAPCOA estimates are based on relatively few measurements and some unsupported assumptions (Aerovironment, 1994), particularly with regard to uncontrolled emissions due to equipment failures or defects (Appendix A-5 (CAPCOA, 1997)). and the CAPCOA estimates may appear surprising, it is important to consider that the CAPCOA estimates are based on relatively few measurements and some unsupported assumptions (Aerovironment, 1994), particularly with regard to uncontrolled emissions due to equipment failures or defects (Appendix A-5 (CAPCOA, 1997)).

5.2. Pressure measurements

Tank ullage pressure p was moderately to strongly positively correlated with vent flow rate Q , likely because exceedance of the cracking pressure of the P/V valve causes a vent release. Thus pressure

Table 3
Mean benzene emission rates $\dot{m}_{\text{benz}}$ for the two gas stations.

Emission source	Benzene emissions (mg/s)	
Gas station	GS-MW	GS-NW
Vent pipe	0.80	1.55
Spillage	0.39	0.65
Refueling	0.41	0.69
Hose permeation	0.06	0.10
Total	1.67	2.90

measurements can be used to infer vent releases. Real-time detection of equipment failures and leaks via so-called in-station diagnostics systems is based on our observed correlations between p and Q .

5.3. Diurnal fluctuations in vent emissions

Diurnal vent emissions were quite different at the two gas stations. At GS-MW, a 24-hour operation, vent emissions were high during the daytime, presumably due to PWD. Emissions ceased at night, likely because less gasoline was dispensed and fuel deliveries with relatively cool product were frequent. Evaporative losses could also have been lower at night because the cooler delivered fuel would cause slight contraction of the liquid phase with corresponding growth in the ullage volume while at the same time lowering the vapor pressure of gasoline in the UST.

At GS-NW, vent pipe releases occurred most of the time, during the daytime when fuel was dispensed (PWD) and at night when the gas station was closed. Vent releases were higher when the gas station was closed, suggesting that during the day-time Stage II vapor recovery resulted in the injection of vapors into the storage tank that were not completely equilibrated with the liquid gasoline. During night-time, the gradual equilibration of unsaturated air in the ullage of the UST with gasoline vapors could then have caused exceedance of the cracking pressure of the P/V valve and consequently vapor release. It seems counterintuitive that less nighttime emissions occurred at the gas station where fuel was dispensed. However, while fuel is being dispensed, the outgoing liquid creates additional ullage volume, and depending on excess air ingestion rate, a negative pressure could result that lowers vent pipe emissions.

Dispensing fuel to customer vehicles and the associated Stage II vapor recovery system interact with vent emissions and can even cause vent emission during PWD, because the vacuum-assist method can negatively interfere with Onboard Refueling Vapor Recovery vent pipe emissions.

Dispensing fuel to customer vehicles and the associated Stage II vapor recovery system interact with vent emissions and can even cause vent emission during PWD, because the vacuum-assist method can negatively interfere with Onboard Refueling Vapor Recovery (ORVR) installed in customer vehicles (EPA, 2004). However, Stage II vapor recovery is not obsolete. It can be used in conjunction with ORVR to minimize exposure of gas station customers and workers to benzene due to working losses (Cruz-Nunez et al., 2003), particularly when customer vehicles are not equipped with ORVR (e.g., older vehicles, boats, motorcycles) or small volume gasoline containers are refueled. Enhanced Stage II vapor recovery technology can significantly reduce vapor emissions both at the nozzle and from UST vent pipes (CARB, 2013).

5.4. Fuel deliveries and accidental vent releases

Based on observations and interpretation of time series of the tank pressure data, it is likely that the peak vent emissions (e.g., Fig. 3b) were partly due to non-compliant bulk fuel drops where the Stage I vapor recovery system either was not correctly hooked up by the delivery driver or to hardware problems with piping and/or valves. This

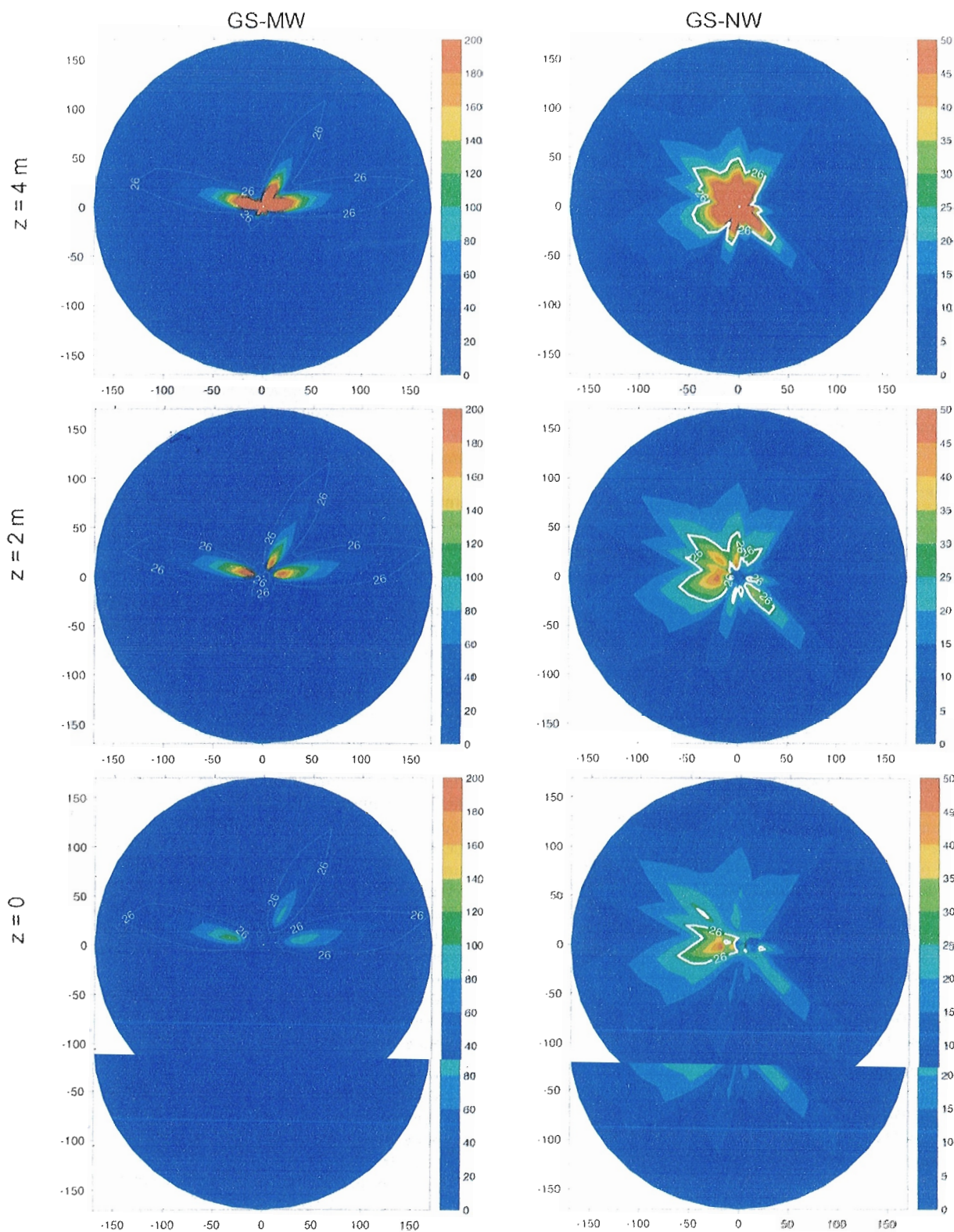


Fig. 5. Modeled maximum benzene concentrations for GS-MW and GS-NW at three different elevations z . The x - and y -axes indicate horizontal coordinates in meters. The color indicates benzene levels in units of $\mu\text{g}/\text{m}^3$. Left column: time series of benzene emission rates were used. Right column: average benzene emission rate was used in the modeling. The white isoline indicates OEHA's acute REL of $26 \mu\text{g}/\text{m}^3 = 8 \text{ ppb}$.

conjecture is consistent with typical US storage tank volumes (~10,000 to 30,000 gal). Assuming that Phase I vapor recovery did not work at all and that 10,000 gal (~38,000 L) of fuel were delivered, the working loss (volume of gasoline vapor/air mixture released to the atmosphere through the vent pipe) is 38,000 L. It is also reasonable to assume that delivery lasted less than 1 h. According to Table 2, the maximum hourly flow rate through the vent pipe was 250 L/min at GS-MW, which would result in a maximum cumulative vapor release of 15,000 L within this hour. The measured maximum cumulative release underestimates the

assumed working loss of 38,000 L. This could be due to a fuel delivery, which involved dropping fuel from multiple compartments of a tanker truck, with the vapor return hose not being correctly hooked up for only some of the emptied compartments.

At GS-MW, UST pressure decreased after fuel delivery (causing vent emissions to cease for several hours) during the climatic conditions prevalent during the observation period, behavior not observed at GS-NW. In practice, it is possible to observe both positive and negative pressure excursions, even during the same fuel delivery (when multiple fuel

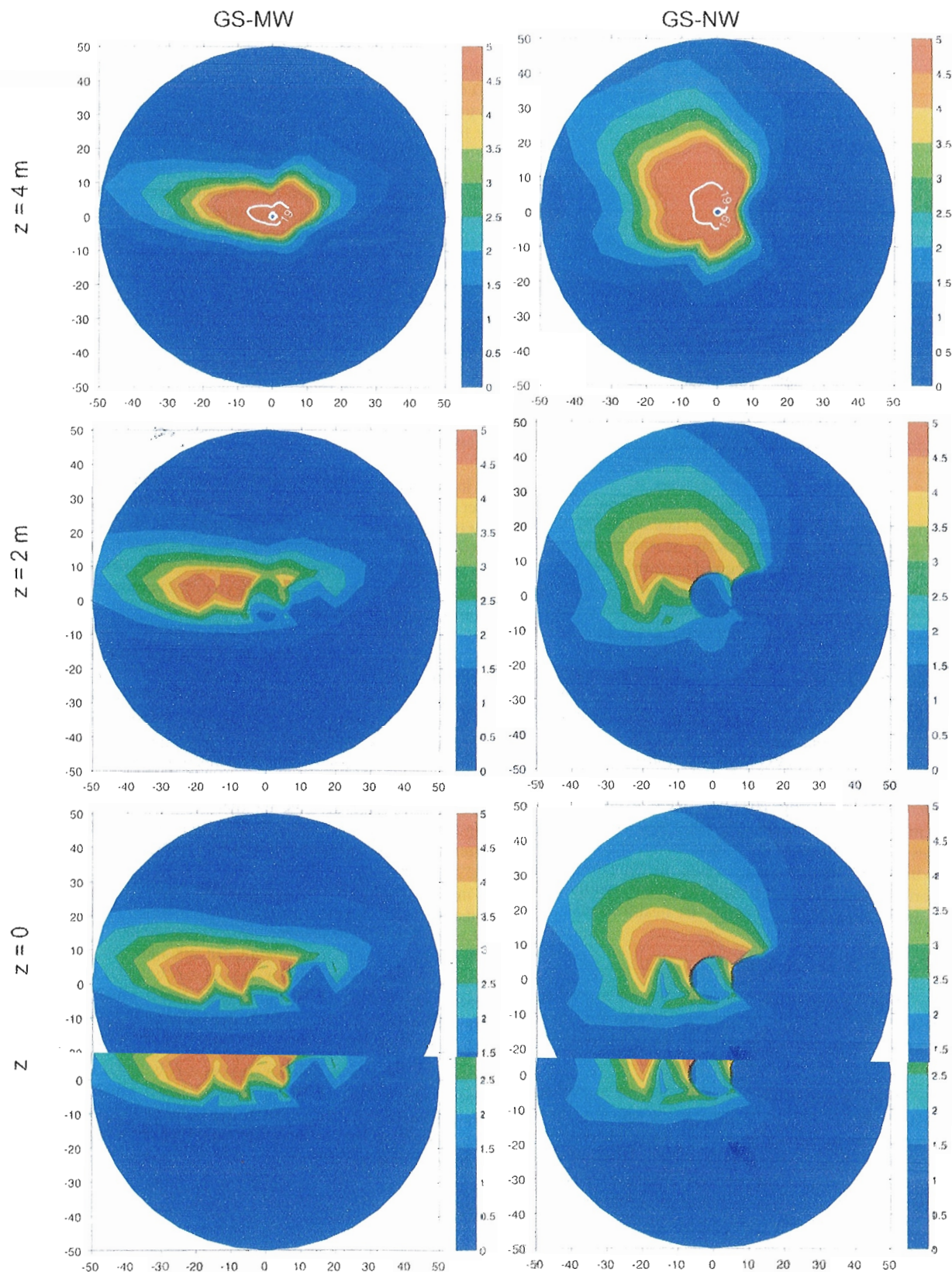


Fig. 6. Modeled average benzene concentrations for GS-MW and GS-NW at three different elevations z . The x - and y -axes indicate horizontal coordinates in meters. The color indicates benzene levels in $\mu\text{g}/\text{m}^3$ and the white isoline the MRL of $19 \mu\text{g}/\text{m}^3 = 6 \text{ ppb}$.

compartments of tanker trucks are unloaded), when Stage I vapor recovery is in place (personal observation by TT).

5.5. Exceedance of 1-hour exposure limits

AERMOD air pollution modeling suggests that at GS-MW the 1-hour acute REL was exceeded at one grid point 160 m (525 ft) from the center of the gas station once in 20 days (Fig. 5). This distance

is larger than the 300-ft (91 m) setback distance recommended by CARB for a large gasoline dispensing facility (CalEPA/CARB, 2005). Assuming the gas station's fence line is <225 ft (69 m) from its center (where the vent pipe was assumed to be located), our study shows that sensitive land uses at a distance further than 300 ft from the fence line of the gas station would represent a health concern despite compliance with the CARB guidelines because of non-compliance with the acute REL.

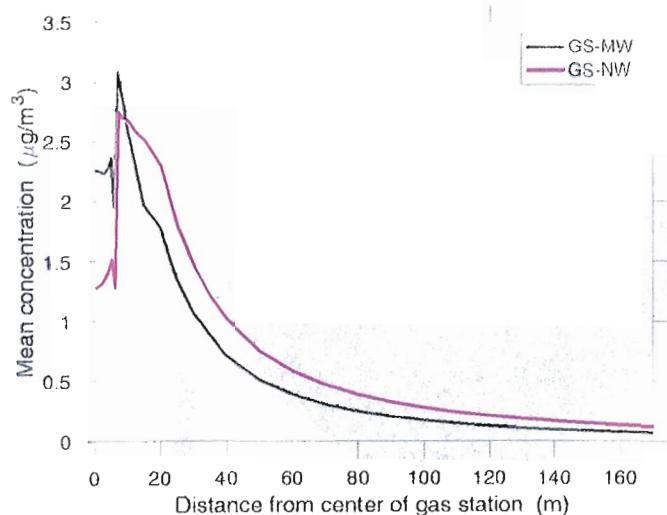


Fig. 7. Mean benzene concentrations as a function of distance from the center of the gas stations.

At any location further than 50 m from the gas station's center, the REL was exceeded at most once during the 20-day measurement campaign (Fig. SI-1a). However, exceedance occurred at several locations, and on two different days (Fig. SI-1b). E.g., at a distance of 120 m from the center, the REL was exceeded at three grid points, and the number of grid points increased with closer proximity to the gas station. This suggests that it was not just a single worst-case scenario or a single accidental vapor release that led to REL exceedance; rather exceedance may occur more frequently than is anticipated. Prevalent wind directions during the measurement campaign explained the directional patterns of exceedances (see the wind rose in Fig. SI-3a).

At GS-NW, despite its higher sales volume, the REL was exceeded only closer than 50 m from the gas station's center. However, exceedance occurred much more frequently (Fig. SI-2), likely because of the higher sales volume of GS-NW. Again, the wind rose for GS-NW (Fig. SI-3b) explains spatial patterns of REL exceedance.

None of AIHA's three ERPG levels were exceeded, meaning that individuals, except perhaps sensitive members of the public, would not have experienced more than mild, transient adverse health effects.

5.6. Average benzene levels

The initial increase in average benzene levels when moving away from the gas stations' centers (Fig. 7) is likely due to the vent emissions (at 4 m) which represent the largest benzene source, and which require

The initial increase in average benzene levels when moving away from the gas stations' centers (Fig. 7) is likely due to the vent emissions (at 4 m) which represent the largest benzene source, and which require a certain transport distance until they reach the 2-m level through dispersion. Further away from the gas station, benzene levels are higher for GS-NW than for GS-MW likely because of the higher sales volume of GS-NW. However, close to the center, benzene levels are higher at GS-MW. This can be attributed to the higher wind speeds at GS-NW (Table SI-1), which result in greater initial dilution of emitted pollutants in the incoming airstream and also in greater subsequent pollutant dispersion.

Modeled average benzene concentrations are generally lower ($\sim 10 \mu\text{g}/\text{m}^3$ or less) than those measured in the surroundings of gas stations, likely because our simulations do not account for traffic-related air pollution (TRAP). For instance, a study published by the Canadian petroleum industry found average benzene concentrations of 146 and 461 ppb (466 and $1473 \mu\text{g}/\text{m}^3$) at the gas station property boundary in summer and winter, respectively (Akland, 1993), values orders of magnitudes higher than ours. A South Korean study examined outdoor and indoor benzene concentrations at numerous residences within 30 m and between 60 and 100 m of gas stations and found median outdoor benzene concentrations of 9.9 and $6.0 \mu\text{g}/\text{m}^3$, respectively (Jo &

Moon, 1999), while we simulated benzene levels on the order of $1 \mu\text{g}/\text{m}^3$ (Fig. 7). In a study on atmospheric BTEX levels in an urban area in Iran, the three highest BTEX levels were measured near gas stations (~ 150 m away); the measured benzene levels (64 ± 36 , 31 ± 28 , $52 \pm 26 \mu\text{g}/\text{m}^3$) were again much higher than ours simulated at that distance, likely due to TRAP. Our modeled average benzene levels at a distance of about 50 m are on the same order as background benzene levels of $1.0 \mu\text{g}/\text{m}^3$ that were measured in 2010 in the National Air Toxics Trend Sites (NATTS) network of 27 stations located in most major urban areas in the US (Strum & Scheffe, 2016). However, our modeled levels at a distance of 170 m were 0.07 at GS-MW and 0.12 at GS-NW, a non-negligible addition to urban background levels.

At both gas stations, the MRL was exceeded at the level of the vent pipe opening in the vicinity of the gas stations, up to 7 m away from the vent pipe at GS-MW and 8 m at GS-NW. Therefore there might be an appreciable risk of adverse noncancer health effects for individuals living at the 2nd-floor level relatively close to high-volume gas stations such as GS-MW and GS-NW.

5.7. Limitations

A limitation of our study is that data were collected only in fall and winter. Results cannot be easily extrapolated to other seasons, because vent pipe emissions are seasonally dependent, e.g., due to seasonally dependent gasoline formulations and meteorological conditions. However, modeled exceedance of the OEHH acute REL in the winter season is already of concern, because that REL was developed for once per month or less exposures.

Another limitation is that we did not directly measure benzene levels in the vent pipe, and instead made assumptions about vapor composition that were also made in the CAPCOA study (CAPCOA, 1997) of gas station emissions. In practice it may be difficult to obtain permission from gas station owners to measure benzene levels directly.

In part because we did not want to reveal the locations of the gas stations, we did not use site-specific topography information in the air dispersion modeling and instead assumed flat terrain. While this simplification results in less accurate air pollution predictions for the two sites, using a "generic" gas station is perhaps more representative of other gas station sites, and is consistent with an approach used in a previous study (CAPCOA, 1997).

Finally, our study did not predict benzene levels in indoor environments. Even though indoor air pollution levels may substantially differ from outdoor levels due to indoor sources (e.g., smoking, photocopying) (El-Hashemy & Ali, 2018), our study can still inform exposure levels in indoor environments as outdoor sources may be the main contributors to indoor air pollution, e.g., in buildings situated in urban areas and close to industrial zones or streets with heavy traffic (Jones, 1999). This is relevant to workers and customers in C-stores or other fast-food/gasoline (El-Hashemy & Ali, 2018), but indoor air pollution may be the main contributors to indoor air pollution, e.g., in buildings situated in urban areas and close to industrial zones or streets with heavy traffic (Jones, 1999). This is relevant to workers and customers in C-stores or other fast-food/gasoline station combination facilities.

6. Conclusions

Our study is to the best of our knowledge the first one to (1) report hourly vent emission data for gasoline storage tanks in the peer-reviewed literature and (2) use these data in hourly simulations of atmospheric benzene vapor transport. This allowed us to examine potential exceedance of short-term exposure limits for benzene. Prior studies including CAPCOA's (CAPCOA, 1997) could not do so as average emission rates were used (only meteorological data was used at an hourly resolution).

Our findings support the need to revisit setback distances for gas stations, which are based on >2-decade old estimates of vent emissions (Aerovironment, 1994). Also, CARB setback distances are based on a binary decision, related to whether the gasoline sales volume V_{sales} is >3.6 million gal per year. Our data support, however, that setback

distances should be a continuous function of sales volume $\dot{V}_{\text{sales}}$ and also include the type of controls installed at the facility. Setback distances should also address health outcomes other than cancer. OEHHHA's acute REL for benzene could be used to inform setback distances as it accounts for non-cancer adverse health effects of benzene and its metabolites (Budroe, 2014). ATSDR's MRL could also be considered since it is a health-based limit.

We note that CARB recommended their setback distances in 2005, presumably assuming pollution prevention technology yielding a 90% reduction in benzene emissions (CalEPA/CARB, 2005). Since then, CARB further promoted use of second-generation vapor recovery technology (Enhanced Vapor Recovery, EVR) to reduce emissions further. EVR includes technology that is supposed to prevent fuel vapors in overpressurized tanks from being expelled into the atmosphere (CARB, 2017). To that end, "bladder tanks" have been proposed, into which the gasoline vapor/air mixture is directed as the pressure in the combined ullage space of the storage tank increases, and from which the mixture is redirected into the fuel storage tanks if the ullage pressure becomes negative (when fuel is dispensed). The challenge with such a system is to ensure that the bladder tank capacity is not exceeded by the fuel evaporation rate. Alternatively, fuel vapor release can be reduced by processing the fuel/air mixture through either a semi-permeable membrane which selectively exhausts clean air and returns enriched fuel vapor (Semenova, 2004) or an activated carbon filter which adsorbs hydrocarbons (and water vapor) and exhausts air into the atmosphere, or by combusting the fuel/air mixture which would otherwise be released through the P/V valve. Therefore, current CARB setback distances might be adequate for gas stations in California but less so for the other 49 US states, and other countries—depending on pollution prevention technology requirements.

The larger areal extent of modeled REL exceedance at GS-MW is due to "accidental" releases of gasoline vapors. Even though regulations appear generally not to be driven by accidental releases, at GS-NW such releases likely led on two different days to REL exceedances at distances beyond CARB's recommended setback distances. Policies should address accidental fuel vapor releases that depending on pollution prevention technology (here Stage I vapor recovery) and its proper functioning can occur on a frequent basis (twice at GS-MW within about three weeks).

In future work, potential exceedance of other shorter-term exposure limits should be examined, e.g., the 15-minute short-term exposure limits (STELs) and the 8-hour time-weighted averages (TWAs) used for occupational exposures.

Acknowledgements

This work was supported by NIH grant P30 ES009089 and the Environment, Energy, Sustainability and Health Institute at Johns Hopkins

Acknowledgements

This work was supported by NIH grant P30 ES009089 and the Environment, Energy, Sustainability and Health Institute at Johns Hopkins University.

Competing financial interest declaration

TT directs a company (ARID), which develops technologies for reducing fuel emissions from gasoline-handling operations. AMR, BAM and MH have no conflicts of interests to declare.

Appendix A. Supplementary data

Supplementary data to this article can be found online at <https://doi.org/10.1016/j.scitotenv.2018.09.303>.

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Police Department

Scott Whitney, Chief of Police

Date: February 14, 2019

To: Kathleen Mallory, Planning Division Manager
Veronica Ortiz-De Anda, Contract Planner

From: Denise Shadinger, Patrol Support Division Commander
Scott Swenson, Neighborhood Safety & Alcohol Compliance Specialist

Subject: 7-Eleven, 2900 Saviers Rd. – Alcohol SUP Review
PZ 18-500-12

Site Information:

The proposed site is currently a vacant four-story office building located at the southeast corner of Saviers Road and Channel Islands Blvd. The applicant has submitted plans to demolish the existing building and replace it with a one-story convenience store/gas station. The site is within the Blackstock North Neighborhood. Adjacent neighborhoods potentially impacted by the development include the Cal-Gisler, Kamala Park and Bryce Canyon North Neighborhoods. North, across Channel Islands Blvd is the Island Plaza shopping center, West, across Saviers Road is a Chevron gas station and Center for Family Care/Urgent Care. South, across Lark Street is a car-title loan business. East, across Samuel Street is a small shopping center which includes a mini-mart and a laundromat.

The existing 7-Eleven store at 3280 Saviers Road is 2465-square feet. The applicant's proposed store will be 3000-square feet.

Alcohol outlets located within 350 feet of the establishment include:

Alcohol outlets located within 350 feet of the establishment include:

BUSINESS NAME	LOCATION	LICENSE TYPE	LICENSE TITLE	LICENSE DESC.	ALCOHOL ALLOWED
1. El Super Market	2800 Saviers Rd.	Type-21	Off-Sale General	Grocery	Beer, Wine & Spirits
2. Keg's Liquor Cellar	150 W. Channel Islands Blvd.	Type-21	Off-Sale General	Liquor Store	Beer, Wine & Spirits

Alcohol outlets located more than 350 feet but less than 1000 feet of the establishment include:

BUSINESS NAME	LOCATION	LICENSE TYPE	LICENSE TITLE	LICENSE DESC.	ALCOHOL ALLOWED
1. Mariscos El Nayarita	3045 Saviers Rd.	Type-41	On-Sale Beer & Wine Eating Place	Restaurant	Beer & Wine
2. Carnitas El Rey #2	3021 Saviers Rd.	Type-41	On-Sale General Eating Place	Restaurant	Beer, Wine & Spirits
3. El Taco De Mexico	3101 Saviers Rd.	Type-41	On-Sale Beer & Wine Eating Place	Restaurant	Beer & Wine
4. Taqueria Hernandez	3105 Saviers Rd.	Type-41	On-Sale Beer & Wine Eating Place	Restaurant	Beer & Wine
5. Sam's Saloon	3129 Saviers Rd.	Type-41	On-Sale General Public Premises	Bar	Beer, Wine & Spirits
6. Fred's Gas & Food Mart	3211 Saviers Rd.	Type-20	Off-Sale Beer & Wine	Convenience Store & Gas Station	Beer & Wine
7. 7-Eleven	3280 Saviers Rd.	Type-20	Off-Sale Beer & Wine	Convenience Store	Beer & Wine

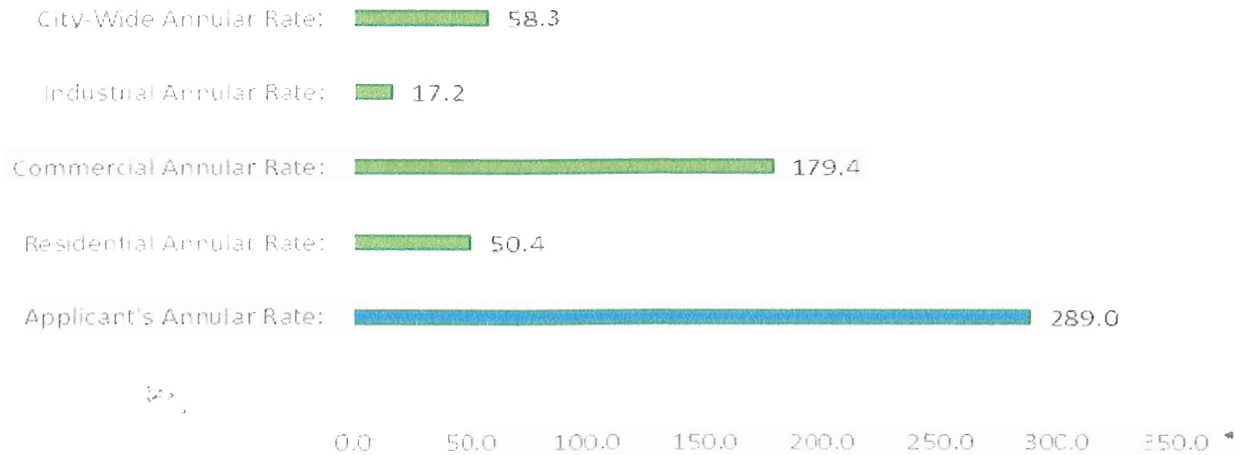
Crime Statistics Review:

For comparison purposes the Police Department calculates the average number of Part I and II crimes that occurred during a selected 12-month period. In the case of this report, all calculations are based on statistics from 2017. The city-wide, annular average of Part I and II crimes is 58.3.

The average number of Part I and II crimes in the applicant's 1000-foot annular area is 298 during the same 12-month time period. This is 4.9 times higher than the average crime rate citywide and 61% higher than the crime rate for commercially zoned properties citywide.

For reference, the category of Part I crimes include: murder, rape, robbery, theft, burglary, auto theft, assault, and arson. Part II crimes include: vandalism, weapons possession, sex offenses, drug abuse violations, driving under the influence, liquor laws, drunkenness, and disorderly conduct.

2017 Crime Rate Comparisons



Police Department Input:

The Beat Coordinator and District Coordinator, who are responsible for the day-to-day monitoring of activity and deployment of police resources for the surrounding area, both had similar concerns tied to the crime and homeless activity along the Saviers Road corridor. Although they recognize that the new site will provide the City the opportunity to condition the business through the Alcohol SUP Conditions, they believe that it may not improve problem issues in the area. Additionally, they shared the concern that placement of another gas station at the corner of Saviers and Channel Islands is likely to exacerbate current traffic problems. They also stated that the current 7-Eleven at 3280 Saviers Road is a site where subjects loiter and panhandle. Each officer regularly stop individuals who have purchased alcoholic beverages from this store who go to a nearby property or alley and consume the product in public. This is a frequent enough problem that the officers regularly conduct directed patrols to address it.

Concentration and Crime Issues

There is an undue concentration of retail alcohol businesses in the area of this proposed site. There are two other retail off-sale sites within 350 feet and an additional

Concentration and Crime Issues

There is an undue concentration of retail alcohol businesses in the area of this proposed site. There are two other retail off-sale sites within 350 feet and an additional six other retail establishment alcohol establishments that are between 350 feet and 1000 feet of the site. In this application, it is proposed to move ABC License from the 7-Eleven at 3280 Saviers Road to the new proposed location. If approved, this does not increase the undue concentration, but keeps it at a status quo.

Crime in the area is significantly above the City-wide average as well as the average for commercial areas. Homeless loitering, habitation, and drinking in public are the most visible elements of the crime and disorder issues in the area. Along the 4.75-mile length of Saviers Road, the half-mile section between Channel Islands Boulevard and Yucca Street has the highest concentration of crime and visible homeless issues. This half-mile portion of the Saviers Road business corridor has 13 retail alcohol outlets.

Community Input:

During community interviews, each party was informed the nature of the project including the proposed transfer of the 7-Eleven from 3280 Saviers Road to this new site, so there would not be an increase in the number of alcohol establishments in the area.

The Neighborhood Chairperson was contacted and shared concerns about the project due to traffic congestion indicating this project would add to existing traffic issues and would not be good for the neighborhood.

Nearby business operators were contacted concerning this proposed project. Generally, there were strong concerns that the project was a “bad idea” and would not be good for area businesses. Concerns were tied to the general crime problems in the area, homeless loitering, panhandling, and habitation which appears to be focused around off-sale retail alcohol sales sites. Several business operators also indicated that the addition of this project to the corner of Saviers and Channel Islands will have a negative impact on current traffic problems. Several business operators have submitted letters regarding their concerns which are attached as an addendum. Residents living near the project site were also contacted and echoed the same concerns as the business operators.

Conclusion:

The gas station and convenience store building plans have been submitted in addition to the application for the Alcohol Special Use Permit. These plans are being considered as part of the permit application for the sales of beer and wine in the proposed 3000-square foot convenience store. The existing vacant four-story office building and parking lot has become an eyesore and a place for homeless loitering and habitation. The submitted plans for this project will address common public safety concerns that accompany this type of use. The addition of a well-designed building will improve this parcel from its current condition. That being said, additional issues should be weighed.

The crime rate in the area of the proposed project is a significant concern. The Police Department as well as the Planning Commission has discouraged additional alcohol establishments in this area for a number of years. The Police Department has discouraged any expansion of sales or hours of sales. For that reason, the applicant was made aware of this concern. In order to address this concern, the applicant plans to close the current 7-Eleven Store at 3280 Saviers Road and move its operation to this new site. If approved, this will create no net gain of alcohol establishments in the area.

Another factor tied to undue concentration of area alcohol outlets is the crime rate and limiting growth of alcohol sales. The existing 7-Eleven store at 3280 Saviers Road is 2465-square feet. The proposed new site will have 3000-square feet and will offer more merchandise choices, including gasoline, at a busier intersection. It is only reasonable to consider this will increase the sales of alcoholic beverages compared to the store at 3280 Saviers Rd.

The current operators of the 7-Eleven at 3280 Saviers Road have struggled with controlling problems tied to homeless loitering and panhandling. Although officers working the area have stated the store operators work well with the police and make changes at their suggestion, the problems continue. Additionally, on October 12, 2018 a clerk at the store was cited for 22658(a) of the Business and Professions Code, sales of alcohol to a 19-year old.

While conducting the neighborhood survey, it was discovered that residents and area business operators were unsupportive of the project. Common concerns related to increased traffic problems, continuing and possibly adding to the homeless and alcohol issues in the area, as well as having an adverse impact on existing family-owned businesses nearby. No person interviewed was whole-heartedly in support of the project. The only positive comment came from a resident who stated, "Replacing that building will be an improvement over its current situation where homeless hang out". The tenor of most responses was that the placement of a 7-Eleven at the corner of Channel Islands and Saviers would make a bad situation worse.

The applicant's proposal to close one store and replace it with another more modern and better designed establishment to address the concentration and crime concerns is reasonable. Additionally, establishing the business at the new location will allow the City the opportunity to condition the business through the Alcohol SUP. The current 7-Eleven at 3280 Saviers Road is not conditioned by the City.

However, relocating the store at a busier intersection, in a larger facility with a broader range of products for sale, will undoubtedly expand customer traffic and the expansion of alcohol sales. This runs contrary to attempts to limit the expansion of alcohol sales in an area of the City which suffers from a significant crime rate, homeless issues, and alcohol related community problems.

Attached are proposed conditions should the project be approved as well as written statements submitted by community members as part of this review.

Addendum of Statements from the Community

Cindy's Mini Mart Inc.
156 E. Channel Islands Blvd.
Oxnard, CA 93033
Tel. (805) 487-0580
Fax. (805) 487-2566

December 19, 2018

Cindy's Mini Mart Inc. is a family owned business and we have been in business at this location for over 25 years. We have been part of this community for more than 40 years. We came to hear about a 7-11 with an alcohol license to open up in the near future in the corner of Channel Islands and Saviers. We believe it's not a good fit for our community for several reasons:

1. It will increase the number of homeless people to our neighborhood.
2. It will increase the amount of people asking for money.
3. It will increase the criminal activity in south Oxnard.
4. Saviers and Channel Island Blvd is a busy intersection already, opening the 7-11 will just increase the traffic in our area.
5. With more traffic, there is a higher probability of automobile accidents.
6. The school buses stop near the intersection of Saviers Road and Channel Island, there is no need to have minors close to a 7-11 selling alcohol.
7. There is a 7-11 on the intersection of Thomas Ave. and Saviers Road, we do not need more businesses with alcohol license in a family oriented community.

Please consider all the reasons provided above and help us preserve our family oriented community safe.

Thank you in advance for your time and consideration.

Best Regards,

Otilia Morales
Owner

Mr. Scott Swenson
City of Oxnard, Service Center
Attention: Planning Division
214 South C Street
Oxnard, CA 93030

Dear Mr. Swenson:

I started doing business as a Chevron gas station owner in February of 1985 at 4300 Saviers Road. In January of 1998 I purchased the Chevron gas station at 2901 Saviers Road, which I currently operate.

In 1999 I was approached by Chevron with an offer to sell the property at 4300 Saviers Road to me. I knew the City of Oxnard was interested to build a library at this location. Although I had the first right of refusal, I did not exercise that right. I told Chevron a library would serve this area better than a gas station as it was close to two schools and a college. I decided to close my gas station so the City of Oxnard could build the new library.

In 2004 Chevron again approached me with an offer to purchase the property at 2901 Saviers Road, where I currently do business, and I accepted their offer. I purchased the property.

In 2008 I remodeled my station from lube bays to a food mart. Additionally, in 2008 I applied for an Alcohol Special Use Permit with the City of Oxnard. The City of Oxnard denied my application due to having too many Alcohol Special Use Permits at this corner.

In 2012 Walmart located at 2701 Saviers Road applied for an Alcohol Special Use Permit with the City of Oxnard and was denied due to having too many Alcohol Special Use Permits at this corner.

I understand an out-of-state developer has found an opportunity to make some money at our expense. This out-of-state developer has purchased the property at 2900 Saviers Road and wants to build a 7-Eleven ("7-11") gas station with alcohol sales to a neighborhood that already has too many Alcohol Special Use Permits and operates 24 hours a day. A few things come to mind.

1) The out-of-state developer will make their money but they don't live or stay around this area. Additionally, they will not see or have to deal with what selling alcohol does to an already fragile neighborhood that has problems with the homeless population and crime.

2) The 7-11 store on Saviers Road and Thomas Avenue is already selling alcohol. I have been observing it since they opened and find there are many issues with the homeless population hanging around 24 hours a day. The problem has spilled over to the other businesses and areas as well. It has affected my business on a few occasions. I had to get a restraining order against a few homeless individuals that the judge considered dangerous to me, my family, and my employees who work at my business, as well as my customers. If 7-11 moves to a bigger location I foresee bigger problems, more alcohol sales, and more homeless population potentially causing more crime and nuisance calls for service in this area, which already has issues.

3) The existing 7-11 employees cannot handle and control the homeless situation at their current location of Saviers Road and Thomas Avenue. The employees do not ask the homeless population to

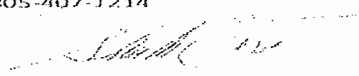
leave the area so they all hang around there 24 hours a day. I have videos and can provide pictures showing the loitering of homeless.

I have seen for the past 33 years doing business on Saviers Road the number of gas stations to serve the demand of gasoline has decreased. By having another gas station in this area would likely have an adverse impact on the existing gas stations that have been serving this area of local businesses and residents for a long time.

I hope you will consider not approving the new 7-11 gas station and sales of alcohol to be built at 2900 Saviers Road (southeast corner of Saviers Road and Channel Islands Boulevard) for the reasons I have stated. Your consideration to my request would be greatly appreciated. If you have any questions please do not hesitate to give me a call at 805-407-1214.

Sincerely,

Shaheen Shaheenazar
Chevron, Owner/Operator
2901 Saviers Road
Oxnard, CA 93033
805-407-1214

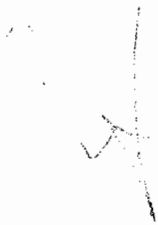


To whom it may concern:

It is my understanding that there will be a 7-11 that will be built on Channel Island and Saviers Rd. I want to ask you to take in consideration the area where this is planed to be built already has problems with transients. I work at the Centers for Family Health and I have witnessed on numerous occasions the problems they bring. We are constantly being harassed not to mention patient safety including children that have to witness transients walking around naked, talking to themselves, drunk etc. I feel that by building a 7-11 it would become a much worse atmosphere due to liquor being sold there. You have think of what kind of customers it would attract. We already have a liquor store near by and they all hang out behind it, in front of it and it is intimidating to walk by there. In the dark its super scary to even walk to my car. I hope you consider our petition and not let them build another source for transients to hang out.

Thank You,

Cointa Ortega

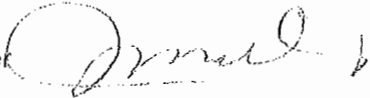
A handwritten signature in dark ink, appearing to be 'Cointa Ortega', written in a cursive style.

To whom it may concern,

I heard that Citi Bank on Saviers Rd and Channel Island Blvd is going to be turned into a 7-11 store. That would not be a good idea. Please reconsider that because stores like that bring a lot of homeless and drug addict people. We have so many homeless people here already and sometimes they can bring danger to us due to the fact that I work at the CMH Urgent care here on Channel Island Blvd and Saviers Rd. There has been times where we see them fighting, they harass us into buying things from them , and they ask us for money over and over. I would as that you please reconsider building a 7-11 in this area.

Thank you,

Josie Miller

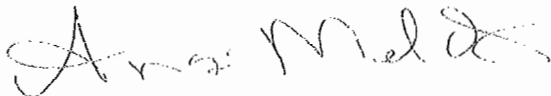


To Whom it may concern,

Please do not consider putting a 7-11 store on Saviers and Channel Island Blvd. That would not be a good idea at all. Stores like that attract a lot of homeless people and we already have a lot of homeless people in this area. We see them standing by the stores asking people for money all the time. I don't think that would be a good idea. Please reconsider putting a 7-11 on Saviers.

Thank you,

Angela Melendez

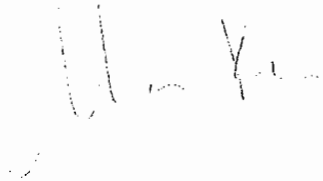


To Whom it may concern,

My name is Maria Renteria I work at CMH Urgent Care 2921 S Saviers Road, across from City Bank on Channel Islands. I heard that City Bank is going to be turned into a 7-11 store, that would not be a good idea please re-consider that because stores like 7-11 bring a lot of homeless and drug addict people. We have so many homeless people here already and sometimes they can be a danger to us. There has been plenty of times we see them fighting, not only that but they use our property as a place to go potty and as shelter. They beg for money most of the time including to our patients, so please! re-consider putting a 7-11 in this area.

Thank You

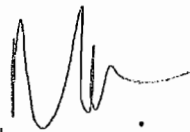
Sincerely, Maria R.



To whom it may concern,

Word has spread that the possibility of a seven eleven liquor store might be the next project here in Oxnard where the Citi Bank on Saviers Rd once was, as an Oxnard resident and employee who works across the street at the CMH urgent care, I ask that another seven eleven not be built in this area due to the homeless and drug addict population growing on this side of town , they tend to be attracted to and like to hangout outside of all these types of businesses which then causes them to enter my place of work and harass our patients, staff, and people who live around, which can potentially be a danger to the community. I ask that this project please be reconsidered.

Sincerely,

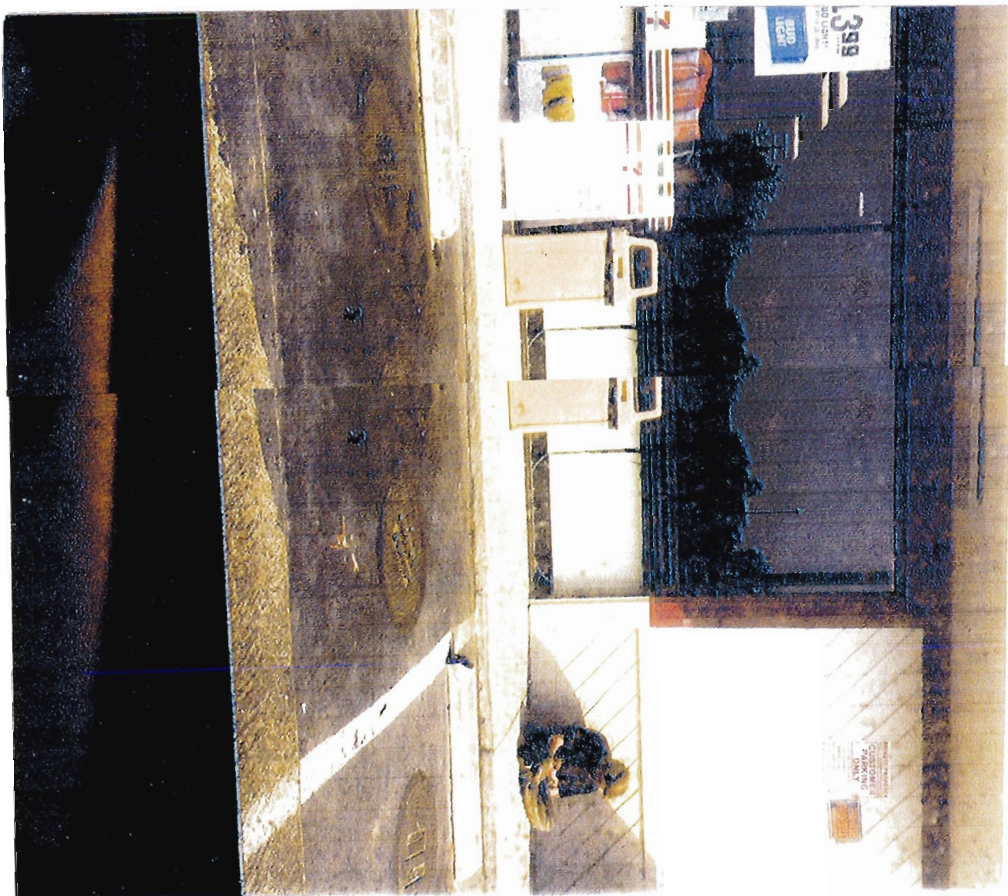


Maria Gallegos

Photographic examples of possible loitering at the 3280 Saviers Road 7-11, 5/11/2019.



Photographic examples of possible loitering at the 3280 Saviers Road 7-11, 5/11/2019.



Mrs Josie Serrano
3180 E Clinton Cir
Oxnard, CA 93033

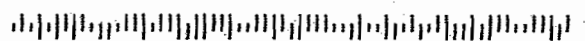
SANTA BARBARA CA 931

15 MAY 2019 PM 2 L



Planning Devetion %
Veranica Ortiz
214 So C. St
Oxnard Ca 93030

93030-571214



5-15-2019

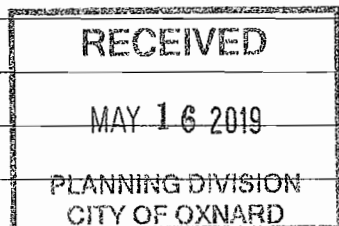
Hi Veronica Ortiz

I took to you about the Public Notice
we got in the mail.

It is sad to see that this building
is even going to be demolish to put a
Convenience Store (7-Eleven) to sell Beer
and wine when we already have a
gas station and liquor store and a
Shopping Center and a Market that
also sells Beer & Wine Really Do we need
one more?? How about a nice
Medical Center or a Dental office this
Building is not too old and it is VARRY
Nice good parking for a good Business

Mrs Josie Serrano

Thank You



LIQUOR
STORE

CHEVRON
GAS

SAVIER'S ROAD

to be Building @
demolish (No.) 2900
SAVIER Rd
SAVIER Rd

I DON'T THINK WE NEED
MORE

WINE & BEER

How About A Nice
Building FOR A.

CHANNEL ISLAND
PUB

CENTER POINT MOBILE
MAIL MART
SALES
WINE & BEER

MARKET
LIQUOR & WINE

POST OFFICE

RECEIVED

MAY 16 2019



Ortiz, Veronica <veronica.ortiz@oxnard.org>

Fwd: COMMUNITY WORKSHOP: Planning & Zoning Permit No. 18-500-12 (Special Use Permit) - 2019.05.06

2 messages

Spondello, Douglas <doug.spondello@oxnard.org>

Mon, May 6, 2019 at 1:49 PM

To: "Ortiz, Veronica" <veronica.ortiz@oxnard.org>, Scott Swenson <scott.swenson@oxnardpd.org>

FYI

Douglas Spondello, MPA | Principal Planner

Community Development Department

214 S C Street | Oxnard, CA 93030

O: 805-385-3919 | F: 805-385-7417

www.oxnard.org



----- Forwarded message -----

From: **Roy Prince** <prince@west.net>

Date: Mon, May 6, 2019 at 1:48 PM

Subject: COMMUNITY WORKSHOP: Planning & Zoning Permit No. 18-500-12 (Special Use Permit) - 2019.05.06

To: Roy Prince <prince@west.net>

A large, bold, handwritten signature in black ink that reads "Roy Prince". Below the signature, the word "ARCHITECT" is printed in a light, spaced-out, sans-serif font.

**COMMUNITY WORKSHOP: Planning & Zoning Permit No. 18-500-12 (Special Use Permit)
2019.05.06**

Letter sent to Oxnard City Council, City Manager, Community Development Director:

To: Vianey Lopez, Bryan A. MacDonald, Gabriela Basua

Cc: Alexander Nguyen, Jeffrey Lambert, Tim Flynn, Carmen Ramirez, Bert Perello, Oscar Madrigal

RE: COMMUNITY WORKSHOP: Planning & Zoning Permit No. 18-500-12 (Special Use Permit)

Dear Mr MacDonald, Ms Lopez, and Mrs Basua,

Word is out that a developer is planning to replace the disliked and unfriendly five-story building on the corner of Saviers Road and Channel Islands Blvd, with a gas station and 7-Eleven.

A link to the Community Workshop:

http://oxnard.granicus.com/DocumentViewer.php?file=oxnard_db4c000e5da38fbc74803b7e81cc5021.pdf&view=1

I am writing to you because you are the Oxnard City Council representatives for this area. While the property at issue is in Council Member Lopez's District 6, Councilman MacDonald represents the area just across the streets from the property in District 4. And I have included Council Member Basua (District 5) because it's a South Oxnard issue and Mrs Basua has demonstrated a superior understanding of urban design issues.

First, some very general background:

The Saviers Road - Channel Islands Blvd intersection is one of the most important nodes for potential neighborhood and housing development along Oxnard's main street north-south corridor. With US101 on the North and Ormond Beach at Hueneme Road on the South.

The nodes, as I see it from North to South, are:

Riverpark/The Collection, US101, and The Esplanade (the northern terminus of the axis or main street corridor)

Downtown Oxnard/5 Points

Saviers Road and Channel Islands Blvd

Saviers Road and Bard ~ Saviers Road and Pleasant Valley Road

Gateway to Ormond Beach ~ Saviers Road at Hueneme Road (the southern terminus of the axis or main street corridor)

Each of the nodes represents the potential for concentrating transit-oriented moderate-density mid-rise housing and small-scale locally oriented retail/commercial enterprises. Mixed-use neighborhoods located on Oxnard's main street corridor, in nodes of transit oriented higher densities, will encourage a viable public transportation system of great benefit to the City of Oxnard and the planet by reducing auto use and decreasing GHG's.

This is the kind development and urbanism that SB50 will encourage California cities to create.

Facts about Oxnard urban policy and planning:

The City of Oxnard has a long history of allowing developers to do whatever they want (the low quality Riverpark hotels are a recent example)

The City of Oxnard has no design review body to assure that only buildings of quality design be built in Oxnard (except for the emasculated Downtown Design Review Committee)

The City of Oxnard has not set policy or plan for transit oriented development or mixed-use urban design (there may be a new Downtown Code if the City Council passes it in June - but nothing for the City at large)

A few specifics of the proposal:

A largely disliked brutalist reverse pyramid 5 story building on the important node and intersection of Saviers Road and Channel Islands Blvd is proposed to be replaced by a gas station and 7-Eleven.

The current proposal is a low-density suburban strip mall development - rather than the transit-oriented moderate-density mixed-use solutions called for in SB50, and known to bring economic development and much needed housing into Oxnard. This is the worst possible development for Oxnard at this time.

One possible urban-based proposal:

This 1.04 AC property could potentially provide more than 100 affordable and market rate housing units, appropriate local retail and commercial at the street edge, and some onsite parking in an attractive traditionally designed package and all in under 8-10 stories.

In addition to being great placemaking, well done projects like this would be a model and set the stage for future transit-oriented mixed-use urban places that will kick-start a new more economically successful City of Oxnard.

This proposal with many possible variations is the future of cities, transit oriented urbanism and design, mixed-use and completely in line with SB50. It's the kind of housing and economic development that will help Oxnard prosper.

One way to look at economic development and land use (<4 minute video):
<https://www.youtube.com/watch?v=HVD01WUm0oA&t=1s>

Call to action:

Please advocate for and set policy to make Oxnard's main street corridors transit-oriented places with nodes (like the intersection of Saviers Road and Channel Islands Blvd) of transit-oriented moderate-density mixed-use multi-story housing with appropriate small-scale locally oriented retail/commercial districts.

Please do not allow this project as proposed to go forward. Instead of creating places for people, this proposal is creating and encouraging opportunities for, cars - exactly the opposite of what Oxnard and the planet needs today.

I am grateful for the opportunity to hear a speaker at a recent SCAG event strongly suggest that SoCal cities (but really cities everywhere) plan first for people, then bicycles, then public transportation, and finally and lastly, for cars. The current proposal puts cars at the head of the line. Is this good development for Oxnard? Is this the kind of development and land use that you as members of the Oxnard City Council seek to support?

Please set policy to allow transit-oriented places and nodes of moderate-density mixed-use multi-story housing with appropriate small-scale locally oriented retail/commercial districts to be developed and built along Oxnard main street corridors and nodes in the City of Oxnard.

Sincerely,
Roy Prince

--
Roy Prince R.A. Architect
CNU - California Chapter
PO Box 6838
Oxnard, CA 93031

805 448 0465
prince@west.net
RoyPrince.com



Resources:

www.CNU.org/publicsquare
www.StrongTowns.org
www.CityLab.com
www.OxnardRenaissance.org

More Resources:

ENABLING BETTER PLACES USERS' GUIDE TO ZONING REFORM
25 Great Ideas of New Urbanism

If you do not want to receive these emails just let me know.
Pass this on to others you think might also be interested. Thanks.

--
Roy Prince R.A. Architect

Mr. Scott Swenson
City of Oxnard, Service Center
Attention: Planning Division
214 South C Street
Oxnard, CA 93030

Dear Mr. Swenson:

I started doing business as a Chevron gas station owner in February of 1985 at 4300 Saviers Road. In January of 1998 I purchased the Chevron gas station at 2901 Saviers Road, which I currently operate.

In 1999 I was approached by Chevron with an offer to sell the property at 4300 Saviers Road to me. I knew the City of Oxnard was interested to build a library at this location. Although I had the first right of refusal, I did not exercise that right. I told Chevron a library would serve this area better than a gas station as it was close to two schools and a college. I decided to close my gas station so the City of Oxnard could build the new library.

In 2004 Chevron again approached me with an offer to purchase the property at 2901 Saviers Road, where I currently do business, and I accepted their offer. I purchased the property.

In 2008 I remodeled my station from lube bays to a food mart. Additionally, in 2008 I applied for an Alcohol Special Use Permit with the City of Oxnard. The City of Oxnard denied my application due to having too many Alcohol Special Use Permits at this corner.

In 2012 Walmart located at 2701 Saviers Road applied for an Alcohol Special Use Permit with the City of Oxnard and was denied due to having too many Alcohol Special Use Permits at this corner.

I understand an out-of-state developer has found an opportunity to make some money at our expense. This out-of-state developer has purchased the property at 2900 Saviers Road and wants to build a 7-Eleven ("7-11") gas station with alcohol sales to a neighborhood that already has too many Alcohol Special Use Permits and operates 24 hours a day. A few things come to mind.

1) The out-of-state developer will make their money but they don't live or stay around this area. Additionally, they will not see or have to deal with what selling alcohol does to an already fragile neighborhood that has problems with the homeless population and crime.

2) The 7-11 store on Saviers Road and Thomas Avenue is already selling alcohol. I have been observing it since they opened and find there are many issues with the homeless population hanging around 24 hours a day. The problem has spilled over to the other businesses and areas as well. It has affected my business on a few occasions. I had to get a restraining order against a few homeless individuals that the judge considered dangerous to me, my family, and my employees who work at my business, as well as my customers. If 7-11 moves to a bigger location I foresee bigger problems, more alcohol sales, and more homeless population potentially causing more crime and nuisance calls for service in this area, which already has issues.

3) The existing 7-11 employees cannot handle and control the homeless situation at their current location of Saviers Road and Thomas Avenue. The employees do not ask the homeless population to

leave the area so they all hang around there 24 hours a day. I have videos and can provide pictures showing the loitering of homeless.

I have seen for the past 33 years doing business on Saviers Road the number of gas stations to serve the demand of gasoline has decreased. By having another gas station in this area would likely have an adverse impact on the existing gas stations that have been serving this area of local businesses and residents for a long time.

I hope you will consider not approving the new 7-11 gas station and sales of alcohol to be built at 2900 Saviers Road (southeast corner of Saviers Road and Channel Islands Boulevard) for the reasons I have stated. Your consideration to my request would be greatly appreciated. If you have any questions please do not hesitate to give me a call at 805-407-1214.

Sincerely,

Shaheen Shaheenazar
Chevron, Owner/Operator
2901 Saviers Road
Oxnard, CA 93033
805-407-1214

A handwritten signature in black ink, appearing to read 'Shaheen', with a long, sweeping horizontal line extending to the right.

Recvd @ 12-31-2018

To whom it may concern,

Word has spread that the possibility of a seven eleven liquor store might be the next project here in Oxnard where the Citi Bank on Saviers Rd once was, as an Oxnard resident and employee who works across the street at the CMH urgent care, I ask that another seven eleven not be built in this area due to the homeless and drug addict population growing on this side of town , they tend to be attracted to and like to hangout outside of all these types of businesses which then causes them to enter my place of work and harass our patients, staff, and people who live around, which can potentially be a danger to the community. I ask that this project please be reconsidered.

Sincerely,

A handwritten signature in black ink, appearing to read 'Maria Gallegos', with a stylized, flowing script.

Maria Gallegos

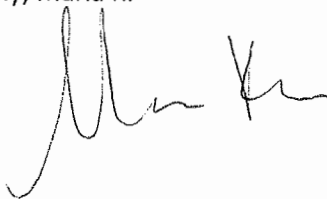
Rec'd 12-31-2018

To Whom it may concern,

My name is Maria Renteria I work at CMH Urgent Care 2921 S Saviers Road, across from City Bank on Channel Islands. I heard that City Bank is going to be turned into a 7-11 store, that would not be a good idea please re-consider that because stores like 7-11 bring a lot of homeless and drug addict people. We have so many homeless people here already and sometimes they can be a danger to us. There has been plenty of times we see them fighting, not only that but they use our property as a place to go potty and as shelter. They beg for money most of the time including to our patients, so please! re-consider putting a 7-11 in this area.

Thank You

Sincerely, Maria R.

A handwritten signature in black ink, appearing to read 'Maria Renteria', with a stylized, cursive script.

To Whom it may concern,

Recvd 12-31-2018

Please do not consider putting a 7-11 store on Saviers and Channel Island Blvd. That would not be a good idea at all. Stores like that attract a lot of homeless people and we already have a lot of homeless people in this area. We see them standing by the stores asking people for money all the time. I don't think that would be a good idea. Please reconsider putting a 7-11 on Saviers.

Thank you,

Angela Melendez

A handwritten signature in black ink, appearing to read "Angela Melendez". The signature is fluid and cursive, with the first name "Angela" written in a larger, more prominent script than the last name "Melendez".

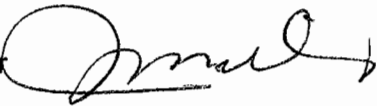
Rec'd 12-31-2018

To whom it may concern,

I heard that Citi Bank on Saviers Rd and Channel Island Blvd is going to be turned into a 7-11 store. That would not be a good idea. Please reconsider that because stores like that bring a lot of homeless and drug addict people. We have so many homeless people here already and sometimes they can bring danger to us due to the fact that I work at the CMH Urgent care here on Channel Island Blvd and Saviers Rd. There has been times where we see them fighting, they harass us into buying things from them , and they ask us for money over and over. I would as that you please reconsider building a 7-11 in this area.

Thank you,

Josie Miller

A handwritten signature in black ink, appearing to read 'Josie Miller', written over a horizontal line.

Rec'd 12-31-2018

To whom it may concern:

It is my understanding that there will be a 7-11 that will be built on Channel Island and Saviers Rd. I want to ask you to take in consideration the area where this is planed to be built already has problems with transients. I work at the Centers for Family Health and I have witnessed on numerous occasions the problems they bring. We are constantly being harassed not to mention patient safety including children that have to witness transients walking around naked, talking to themselves, drunk etc. I feel that by building a 7-11 it would become a much worse atmosphere due to liquor being sold there. You have think of what kind of customers it would attract. We already have a liquor store near by and they all hang out behind it, in front of it and it is intimidating to walk by there. In the dark its super scary to even walk to my car. I hope you consider our petition and not let them build another source for transients to hang out.

Thank You,

Cointa Ortega

A handwritten signature in black ink, appearing to be 'Cointa Ortega', with a stylized, cursive script.

Telephone Call notes

3/27/19 Spoke with Nancy "Pedersen"
over the telephone → Vice chair of Cal-Grisler
Neighborhood.

- Does not understand why the city is allowing this project, when the community came out to protest the alcohol license for Walmart, when that was applied for.
- A lot of community members ~~at~~ outside her neighborhood are attending her neighborhood council meetings asking about this project.
- Does not like the land use (7-Eleven), much less the (P) alcohol license.
- Doesn't understand why PD is taking a neutral position on this application when the crime statistics speak for themselves.
- The alcohol license at 2900 Sawyer is going to compound the (E) problem in the area with drunks walking around the neighborhood.
- Is firmly against this project.
- Is against the demolition of the (E) office bldg.
- What will be the community impacts ~~to the~~ during the demo process?

Telephone Call Notes.

P2 18-500-12, 2910 Sanies Rd.

5/9/2019

Use of site should be for a new police station. The neighborhood has too many gas stations, too many stores/businesses selling alcohol. I have been living at this location for 25 years, and crime has become worse. This project will bring more crime to the area and we don't want that.

- "Reynaldo".

ATTACHMENT “I”

Traffic Study Dated August 31, 2018

August 31, 2018

Mr. William Rothacker Jr.
Cadence Acquisition
8228 W. 3rd Street
Los Angeles, CA 90048

LLG Reference: 2.18.4012.1

Subject: **Focused Traffic Impact Assessment for the Proposed
2900 Saviers Road Project**
Oxnard, California

Dear Mr. Rothacker:

Linscott, Law & Greenspan, Engineers (LLG) is pleased to present the findings of the focused traffic impact assessment for the proposed 2900 Saviers Road Project (herein after referred to as “Project”) located on the block bounded by Saviers Road, East Channel Islands Boulevard, Samuel Avenue, and Lark Street in the City of Oxnard, California. The Project site is currently occupied with a vacant 26,392 square-foot (SF) four-story Citibank office building. The proposed Project will replace the existing bank building and will consist of a gasoline station with convenience store with 12 vehicle fueling positions. Access for the proposed Project will be provided via three proposed driveways; one on Channel Islands Boulevard, one on Samuel Avenue and one on Saviers Road.

The Traffic Impact Assessment for the proposed Project will satisfy the traffic impact requirements of the City of Oxnard. Please note that the Project is expected to add nominal net trips to the street system compared to the existing land use and thus a Traffic Impact Assessment is being conducted for the Project. Included in this traffic assessment are:

- 1) Existing traffic counts,
- 2) Estimated Project traffic generation/distribution/assignment,
- 3) AM and PM peak hour analyses for Existing plus Project traffic conditions,
- 4) AM and PM peak hour analyses for Year 2020 plus Project traffic conditions, and
- 5) Site Access and Internal Circulation Evaluation.

Philip M. Linscott, PE (1924-2000)
Jack M. Greenspan, PE (Ret.)
William A. Law, PE (Ret.)
Paul W. Wilkinson, PE
John P. Keating, PE
David S. Shender, PE
John A. Boorman, PE
Clare M. Look-Jaeger, PE
Richard E. Barretto, PE
Keil D. Maberry, PE

As discussed with City of Oxnard staff, the following key locations (i.e. Project Driveways) have been selected for evaluation in this analysis:

1. Project Driveway 1 at Channel Islands Boulevard
2. Samuel Avenue at Project Driveway 2
3. Saviers Road at Project Driveway 3

PROJECT DESCRIPTION

The proposed Project site is located on the block bounded by Saviers Road, East Channel Islands Boulevard, Samuel Avenue, and Lark Street in the City of Oxnard, California. The Project site is currently occupied with a vacant 26,392 SF four-story Citibank office building (i.e. 5,870 SF bank and 20,522 SF office). **Figure 1** presents a vicinity map which illustrates the general location of the Project and depicts the surrounding street system. **Figure 2** presents an aerial image of the existing site.

The proposed Project will replace the existing bank building and will consist of a gasoline station with convenience store with 12 vehicle fueling positions. Access for the proposed Project will be provided via three proposed stop-controlled driveways; one on Channel Islands Boulevard, one on Samuel Avenue and one on Saviers Road. The project driveway along Channel Islands Boulevard will be restricted to right-turn in/out only, the project driveway along Samuel Avenue will be full-access and the project driveway along Saviers Road will be restricted to right-turn in/out only. **Figure 3** presents the proposed site plan for the project provided by Cadence Capital Investments LLC.

EXISTING CONDITIONS

Existing Traffic Volumes

Three (3) Project driveways have been identified at which to evaluate existing and future traffic operating conditions. Daily 24-hour tube counts along Saviers Road, Channel Islands Boulevard and Samuel Avenue were collected by National Data Surveying Services (NDS) on August 21, 2018 in order to develop the baseline peak hour traffic volume data for the site access analysis.

Figure 4 depicts the existing AM and PM peak hour traffic volumes at the key project driveways.

Appendix A contains copies of the 24-hour traffic count sheets along Saviers Road, Channel Islands Boulevard and Samuel Avenue.

Intersection Peak Hour Level of Service Methodology

AM and PM peak hour operating conditions for the key unsignalized project driveways were evaluated using the *Highway Capacity Manual 6th Edition* (HCM 6) methodology for unsignalized intersections.

Highway Capacity Manual (HCM 6) Methodology (Unsignalized Intersections)

The HCM unsignalized methodology for stop-controlled intersections was utilized for the analysis of the unsignalized intersections. This methodology estimates the average control delay for each of the subject movements and determines the level of service for each movement. For all-way stop controlled intersections, the overall average control delay measured in seconds per vehicle, and level of service is then calculated for the entire intersection. For one-way and two-way stop-controlled (minor street stop-controlled) intersections, this methodology estimates the worst side street delay, measured in seconds per vehicle and determines the level of service for that approach. The HCM control delay value translates to a Level of Service (LOS) estimate, which is a relative measure of the intersection performance. The six qualitative categories of Level of Service have been defined along with the corresponding HCM control delay value range, as shown in **Table 1**.

Minimum LOS Thresholds and Significant Traffic Impact Criteria

The City of Oxnard considers LOS C to be the minimum acceptable condition that should be maintained during the AM and PM peak hours for all intersections.

TRAFFIC FORECASTING METHOD OF ANALYSIS

In order to estimate the traffic impact characteristics of the proposed Project, a multi-step process has been utilized. The first step is traffic generation, which estimates the total arriving and departing traffic on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the Project development tabulation.

The second step of the forecasting process is traffic distribution, which identifies the origins and destinations of inbound and outbound project traffic. These origins and destinations are typically based on demographics and existing/expected future travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of Project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment

allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and Project traffic assignments developed, the impact of the Project is isolated by comparing operational (LOS) conditions at selected key intersections and road segment using expected future traffic volumes with and without forecast Project traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated.

PROJECT TRAFFIC CHARACTERISTICS

Project Trip Generation

Trip generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation rates used in the traffic forecasting procedure are found in the Tenth Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2017].

Table 2 summarizes the trip generation rates used in forecasting the vehicular trips generated by the proposed Project for a "typical" weekday. For the existing development, trip generation information for ITE Land Use 710: General Office Building and ITE Land Use 912: Drive-in Bank average rates were used. For the proposed Project, trip generation information for ITE Land Use 945: Gasoline Service Station with Convenience Market average rates were used.

Review of *Table 2* shows that the proposed Project will generate 1,120 greater net daily trips (one half arriving and one half departing), with 7 less net trips (-15 inbound, 8 outbound) produced in the AM peak hour and 28 less net trips (-5 inbound, -23 outbound) produced in the PM peak hour on a "typical" weekday compared to the existing use.

It should be noted that since the existing land uses are currently vacant, the gross trip generation potential for the proposed Project without the existing trip credits were utilized in this focused traffic impact assessment to provide a conservative analysis at the Project Driveways. Review of *Table 2* indicates that the proposed Project without the existing trip credit will generate 2,464 gross daily trips (one half arrive and one half departing), with 150 gross trips (77 inbound, 73 outbound) produced in the AM peak hour and 168 gross trips (86 inbound, 82 outbound) produced in the PM peak hour. Furthermore, with the application of pass-by trip reductions, the proposed Project without the existing trip credit will generate 1,848 net daily trips (one half arrive and one half departing), with 57 net trips (29 inbound, 28 outbound) produced

in the AM peak hour and 74 net trips (38 inbound, 36 outbound) produced in the PM peak hour.

Project Trip Distribution and Assignment

The directional traffic distribution pattern is presented in **Figure 5** for the proposed Project. Project traffic volumes both entering and exiting the site will be distributed and assigned to the adjacent street system based on the following considerations:

- the site's proximity to major traffic carriers and regional access routes,
- expected localized traffic flow patterns based on adjacent street lane capacity, channelization, and presence of traffic signals,
- existing traffic volumes, and
- ingress/egress availability at the Project site.

The anticipated AM and PM peak hour Project traffic volumes associated with the proposed Project at the key project driveways are presented in **Figure 6**. The traffic volume assignments presented in **Figure 6** reflect the traffic distribution characteristics shown in **Figure 5** and the traffic generation forecast presented in **Table 2**.

FUTURE TRAFFIC CONDITIONS

Existing Plus Project Traffic Volumes

The Existing plus Project traffic conditions have been generated based upon existing conditions and the estimated Project traffic. These forecast traffic conditions have been prepared pursuant to the City's requirement, which requires that the potential impacts of a Project be evaluated upon the circulation system, as it currently exists. This traffic volume scenario and the related site access analysis will identify the roadway improvements necessary to mitigate the direct traffic impacts of the Project, if any.

Figure 7 presents the projected AM and PM peak hour traffic volumes at the key project driveways with the addition of the trips generated by the proposed Project to existing peak hour traffic volumes.

Year 2020 Plus Project Traffic Volumes

Horizon year, background traffic growth estimates have been calculated using an ambient growth factor. The ambient traffic growth factor is intended to include unknown and future cumulative projects in the study area, as well as account for regular growth in traffic volumes due to the development of projects outside the study area. The future growth in traffic volumes has been calculated at two percent (2.0%)

per year. Applied to existing Year 2018 traffic volumes results in a four percent (4.0%) growth in existing volumes to horizon year 2020.

Figure 8 presents the Year 2020 forecast AM and PM peak hour existing plus ambient growth traffic volumes, with the inclusion of the trips generated by the proposed Project.

EXISTING PLUS PROJECT CAPACITY ANALYSIS

Table 3 summarizes the Existing Plus Project peak hour Level of Service results at the key project driveways based on the HCM Method of Analysis for unsignalized intersections.

Review of **Table 3** shows that under Existing Plus Project traffic conditions, the key unsignalized project driveways are expected to operate at an acceptable LOS C or better when compared to the City's LOS criteria. Therefore, the proposed Project will not have any direct Project impacts at these locations.

Furthermore, since the key unsignalized driveways are not impacted by the Project directly under Existing Plus Project Traffic Conditions, no mitigation measures are recommended or required.

Appendix B contains the HCM Delay/LOS calculation worksheets for the key project driveways for the AM and PM peak hours.

YEAR 2020 PLUS PROJECT CAPACITY ANALYSIS

Table 4 summarizes the Year 2020 Plus Project peak hour Level of Service results at the key project driveways based on the HCM Method of Analysis for unsignalized intersections.

Review of **Table 4** shows that under Year 2020 Plus Project traffic conditions, the key unsignalized project driveways are expected to operate at an acceptable LOS C or better when compared to the City's LOS criteria. Therefore, the proposed Project will not have any cumulative Project impacts at these locations.

Furthermore, since the key unsignalized driveways are not impacted by the Project directly under Year 2020 Plus Project Traffic Conditions, no mitigation measures are recommended or required.

Appendix B contains the HCM Delay/LOS calculation worksheets for the key project driveways for the AM and PM peak hours.

SITE ACCESS AND INTERNAL CIRCULATION

Site Access

As previously presented, *Figure 3* shows that access for the proposed Project will be provided via three proposed driveways; one on Channel Islands Boulevard, one on Samuel Avenue and one on Saviers Road. The project driveway along Channel Islands Boulevard will be restricted to right-turn in/out only, the project driveway along Samuel Avenue will be full-access, and the project driveway along Saviers Road will be restricted to right-turn in/out only.

As shown in *Tables 3 and 4*, all three Project Driveways are forecast to operate at acceptable levels of service (i.e. LOS C or better) during the AM and PM peak hours under Existing Plus Project and Year 2020 Plus Project traffic conditions. As such, Project access will be adequate. Motorists entering and exiting the Project site will be able to do so comfortably, safely, and without undue congestion.

Internal Circulation

The on-site circulation was evaluated in terms of vehicle-vehicle and vehicle-pedestrian conflicts. Based on our review of the proposed site plan, the overall layout does not create any unsafe vehicle-pedestrian conflict points and the driveway throating is sufficient such that internal vehicle queuing/stacking will not block the adjacent intersections. Curb return radii have been confirmed and are generally adequate for passenger cars, emergency vehicles, and trash/gasoline delivery trucks.

CONCLUSIONS

- The proposed Project site is located on the block bounded by Saviers Road, East Channel Islands Boulevard, Samuel Avenue, and Lark Street in the City of Oxnard, California. The Project site is currently occupied with a vacant 26,392 SF four-story Citibank office building. The proposed Project will replace the existing bank building and will consist of a gasoline station with convenience store with 12 vehicle fueling positions. Access for the proposed Project will be provided via three proposed driveways; one on Channel Islands Boulevard, one on Samuel Avenue and one on Saviers Road. The project driveway along Channel Islands Boulevard will be restricted to right-turn in/out only, the project driveway along Samuel Avenue will be full-access and the project driveway along Saviers Road will be restricted to right-turn in/out only.
- The proposed Project will generate 1,120 greater net daily trips (one half arriving and one half departing), with 7 less net trips (-15 inbound, 8 outbound) produced in the AM peak hour and 28 less net trips (-5 inbound, -23 outbound) produced in the PM peak hour on a “typical” weekday

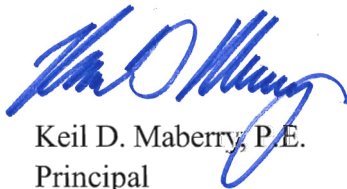
compared to the existing use. It should be noted that since the existing land uses are currently vacant, the gross trip generation potential for the proposed Project, without the existing trip credits were utilized in this focused traffic impact assessment to provide a conservative analysis. Review of *Table 2* indicates that the proposed Project without the existing trip credit will generate 1,848 daily trips (one half arrive and one half departing), with 57 trips (29 inbound, 28 outbound) produced in the AM peak hour and 74 trips (38 inbound, 36 outbound) produced in the PM peak hour.

- All three Project Driveways are forecast to operate at acceptable levels of service (i.e. LOS C or better) during the AM and PM peak hours under Existing Plus Project and Year 2020 Plus Project traffic conditions. As such, Project access will be adequate. Motorists entering and exiting the Project site will be able to do so comfortably, safely, and without undue congestion.

* * * * *

We appreciate the opportunity to provide this Traffic Impact Assessment report for the proposed 2900 Saviers Road Project. If you have any questions regarding this letter, please do not hesitate to call me at (949) 825-6175.

Sincerely,
Linscott, Law & Greenspan, Engineers

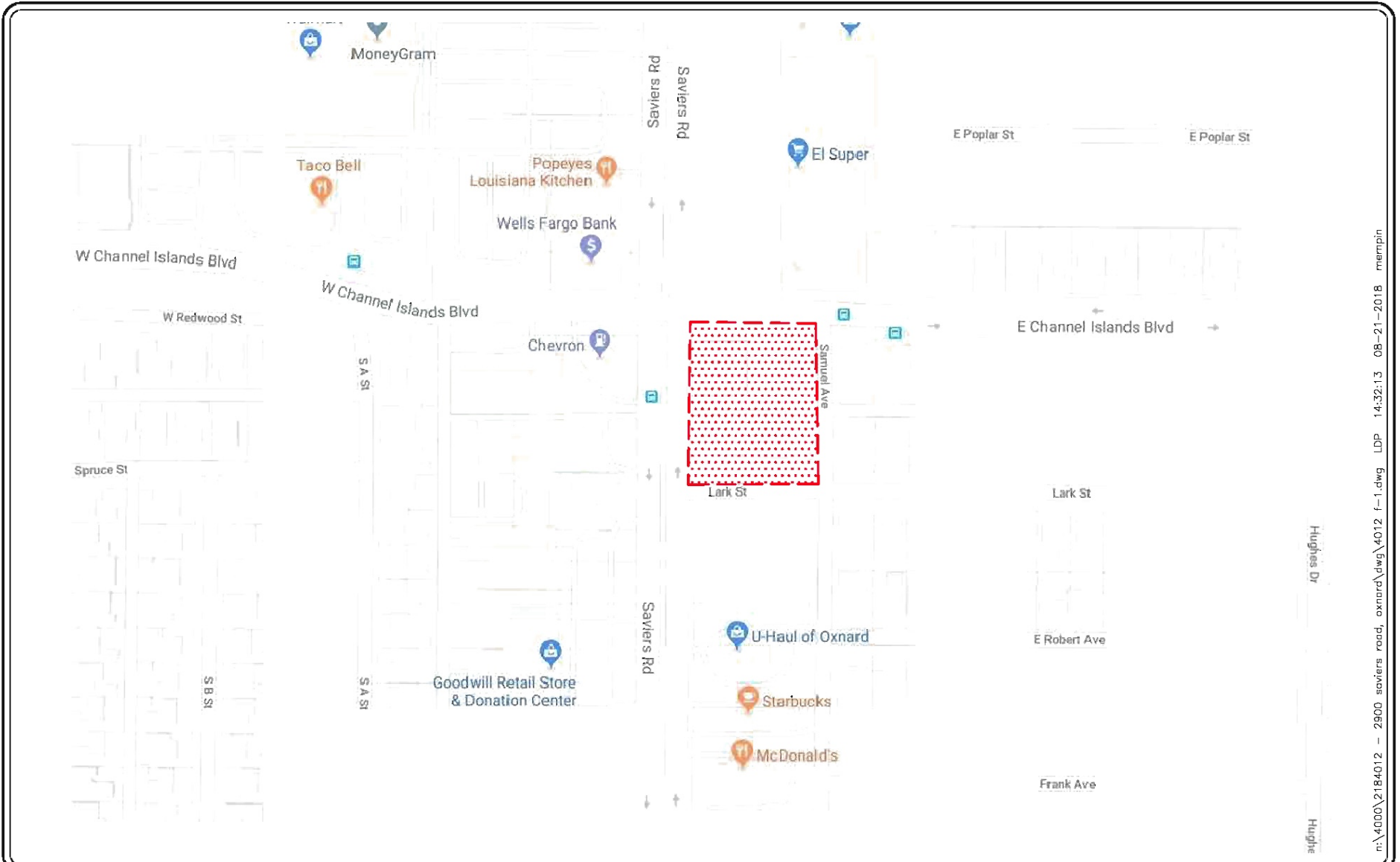

Keil D. Maberry, P.E.
Principal


Daniel. Kloos, P.E.
Senior Transportation Engineer

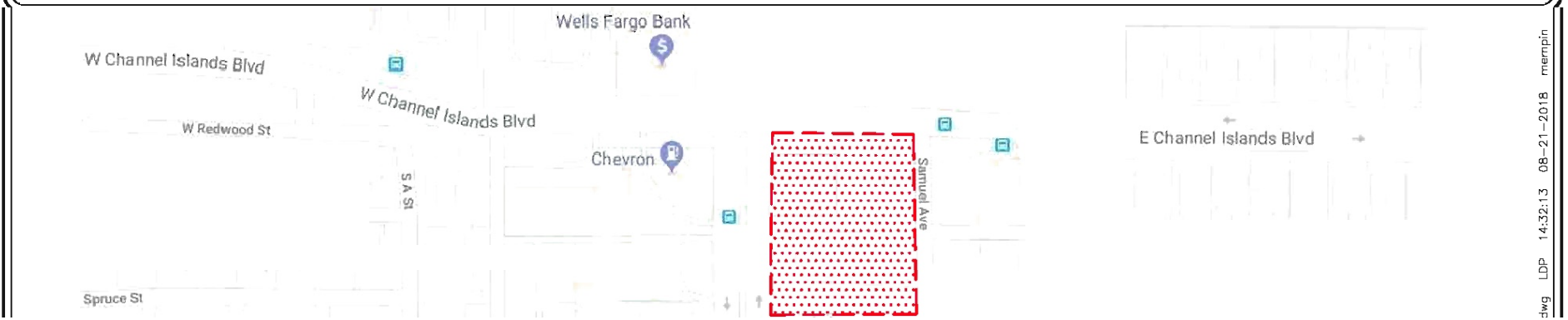
Attachments

cc: File

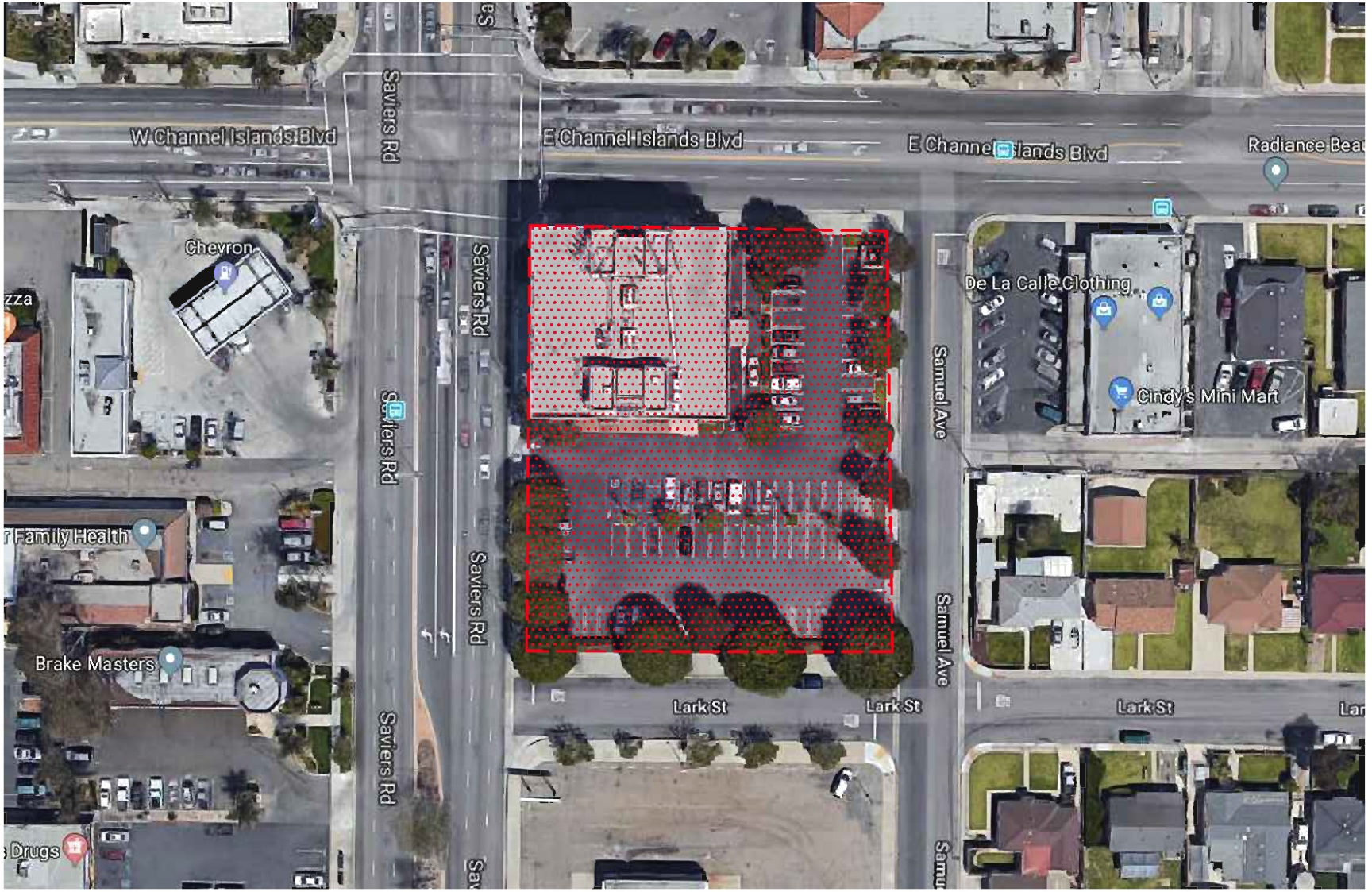




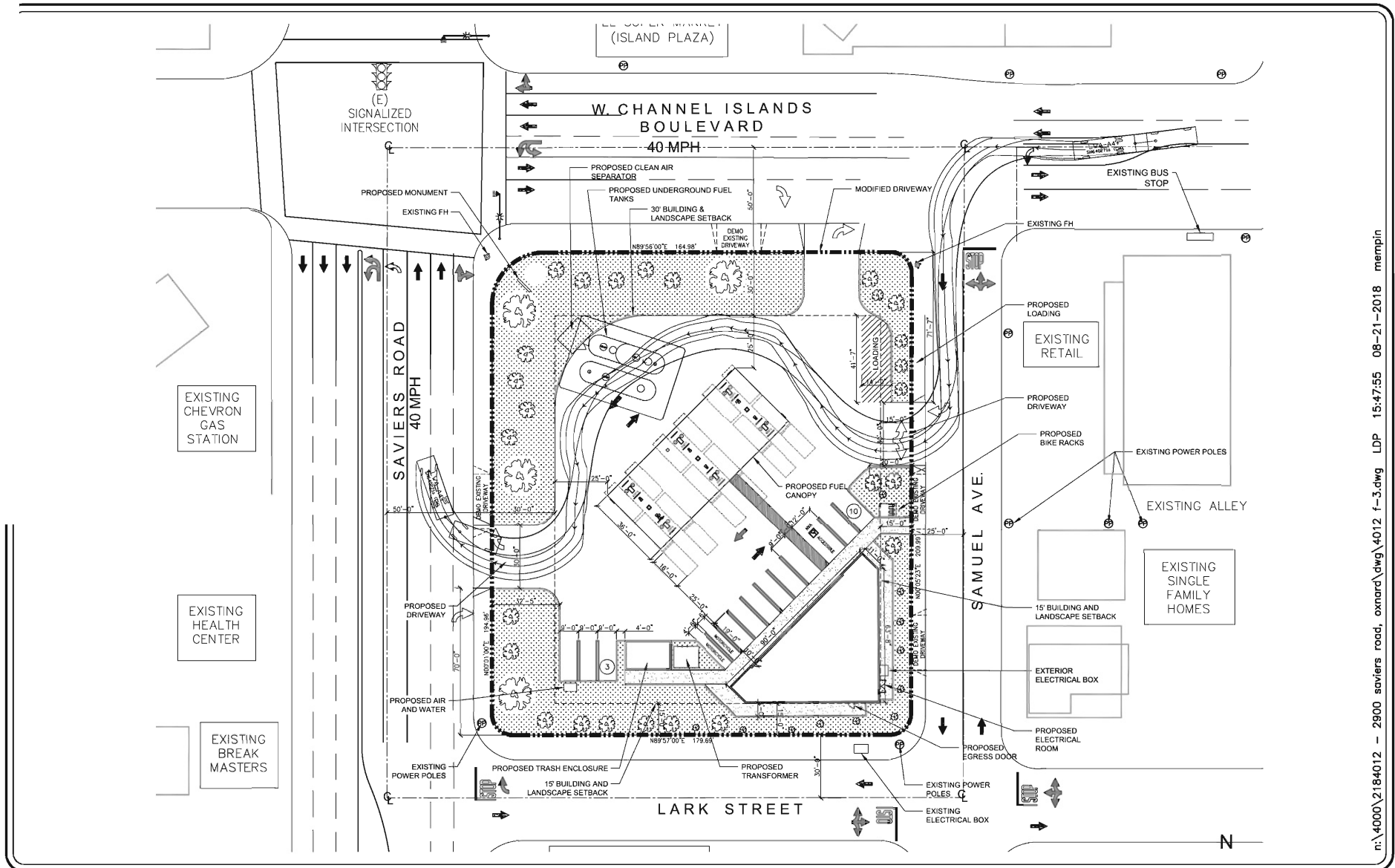
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dwg LDP 14:32:13 08-21-2018 mempin



SOURCE: GOOGLE



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GREENSPAN

engineers

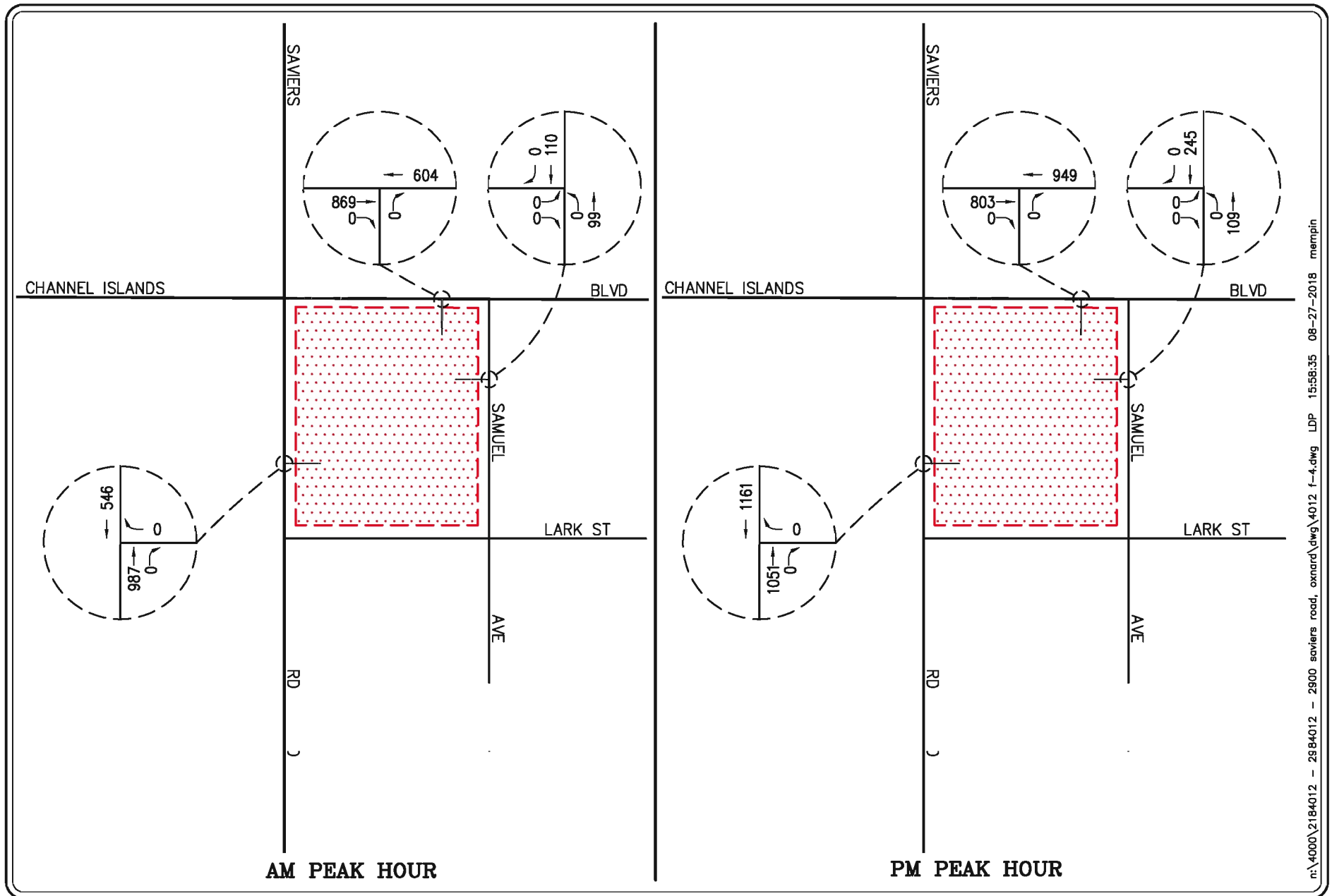


NO SCALE

SOURCE: CADENCE CAPITAL INVESTMENTS LLC

FIGURE 3

PROPOSED SITE PLAN
2900 SAVIERS ROAD, OXNARD



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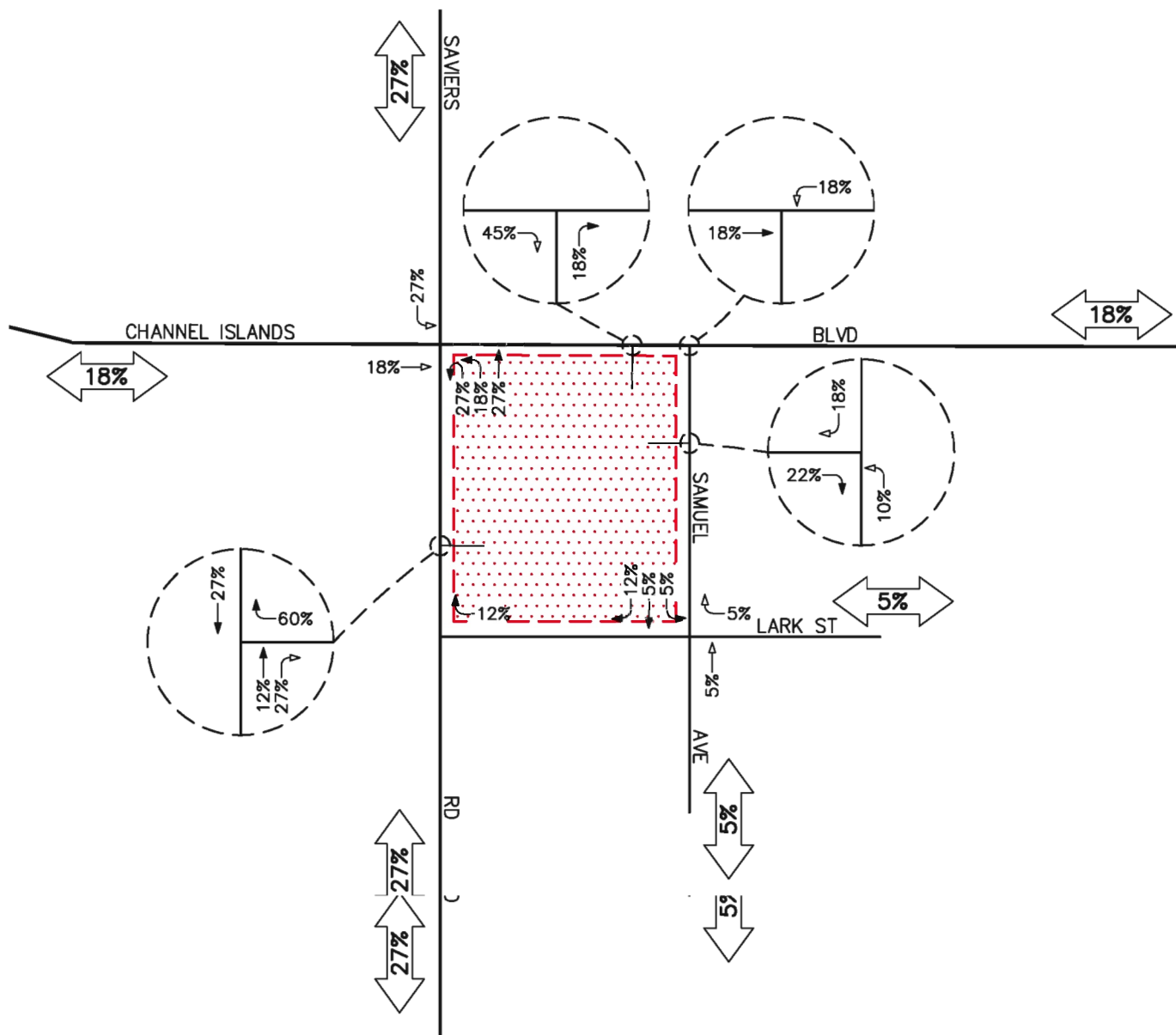
KEY

 = PROJECT SITE

FIGURE 4

EXISTING AM AND PM PEAK HOUR TRAFFIC VOLUMES

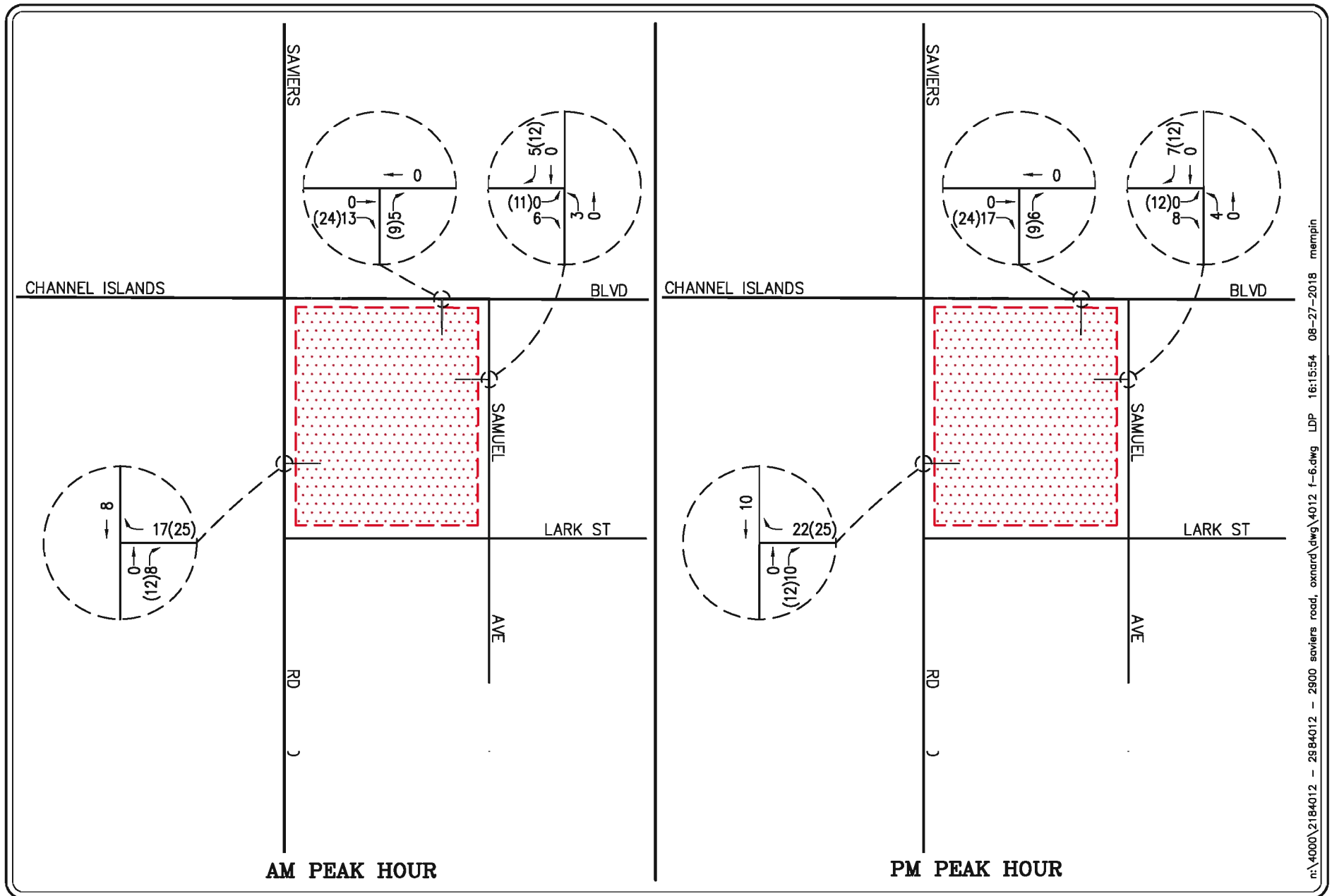
2900 SAVIERS ROAD, OXNARD



KEY

-  = STUDY INTERSECTION
-  = INBOUND PERCENTAGE
-  = OUTBOUND PERCENTAGE
-  = PROJECT SITE

FIGURE 5
PROJECT TRAFFIC
DISTRIBUTION PATTERN
2900 SAVIERS ROAD, OXNARD



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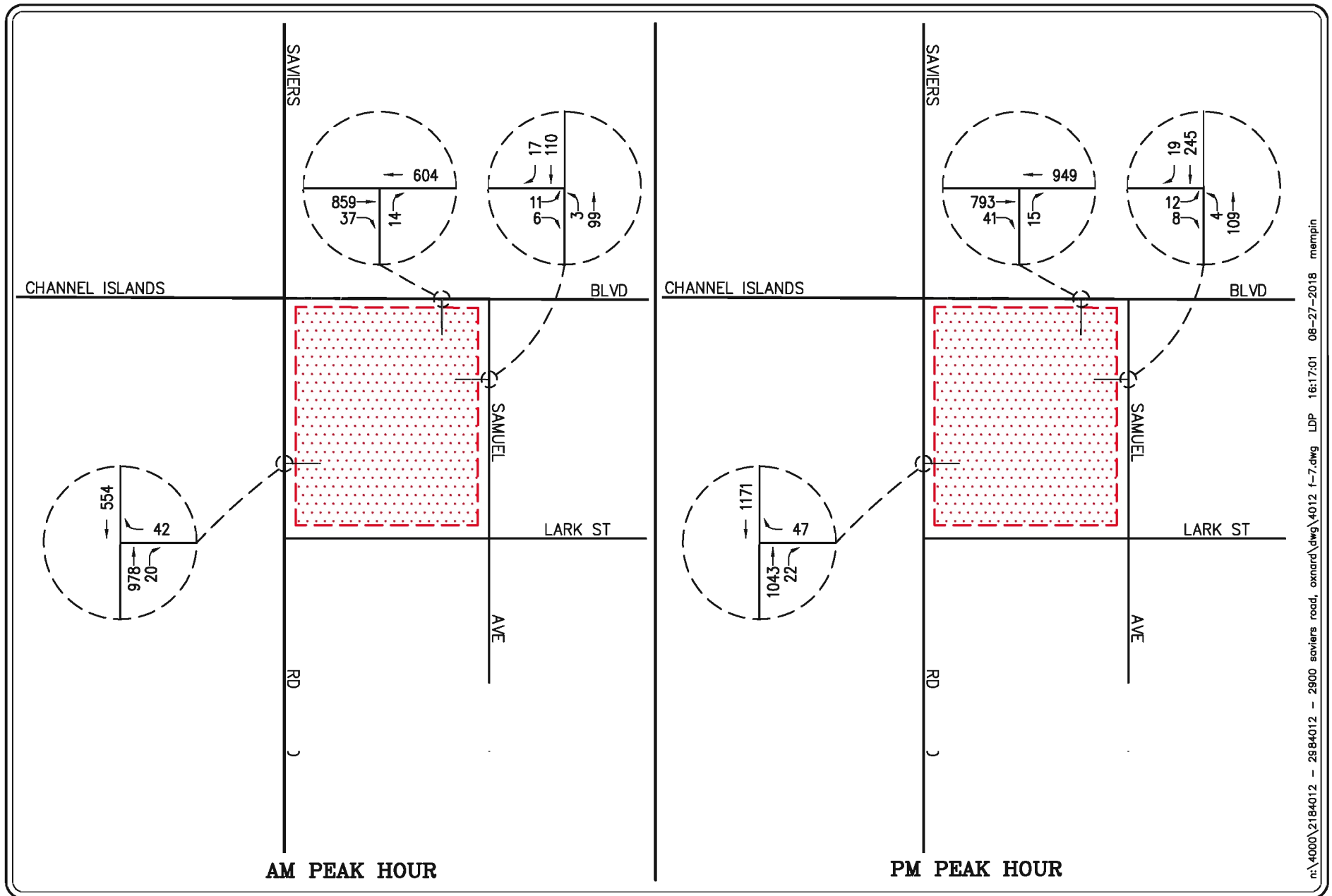


NO SCALE

engineers

FIGURE 6

AM AND PM PEAK HOUR
PROJECT ONLY TRAFFIC VOLUMES
2900 SAVIERS ROAD, OXNARD



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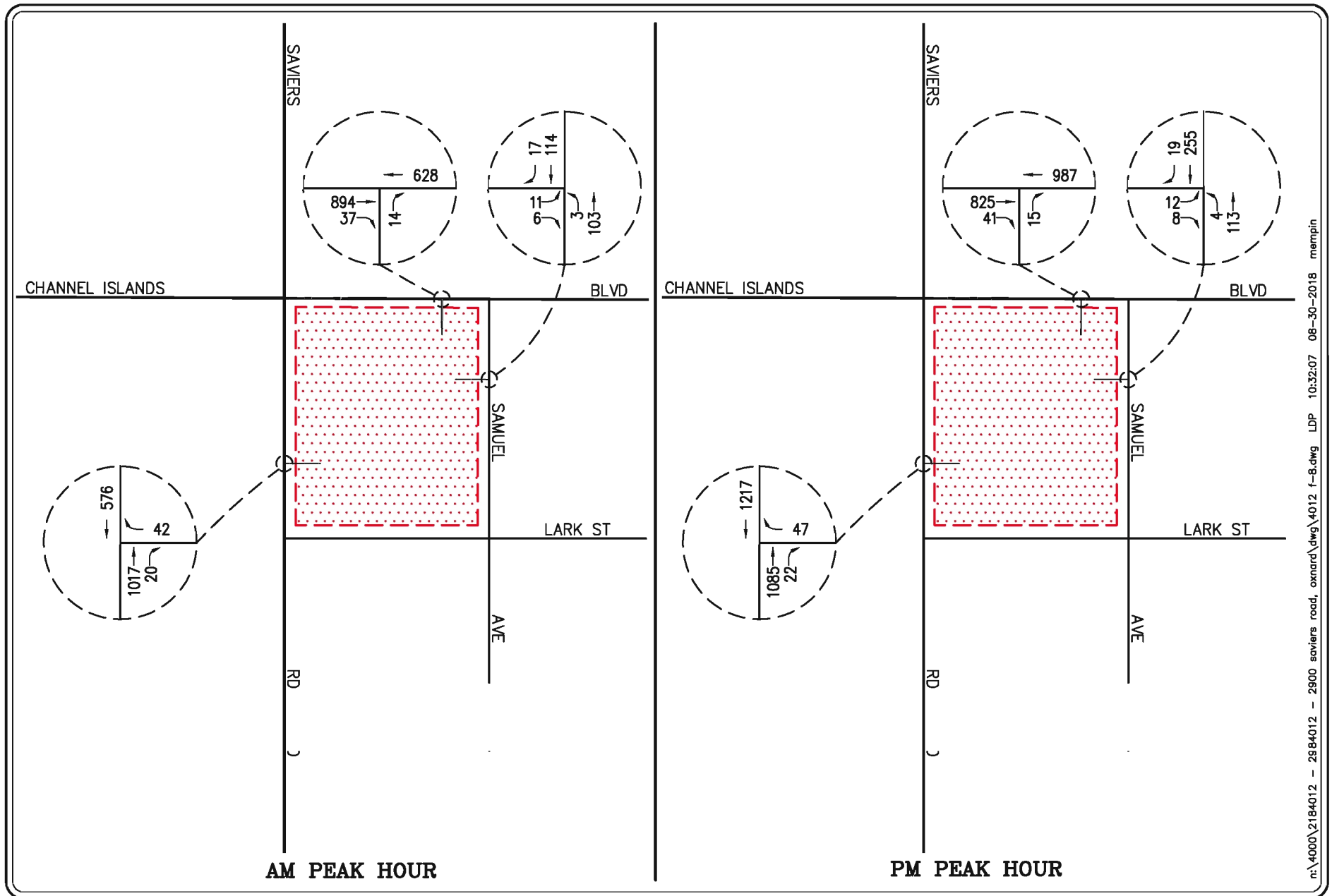
NO SCALE

KEY

 = PROJECT SITE

FIGURE 7

**EXISTING PLUS PROJECT
AM AND PM PEAK HOUR TRAFFIC VOLUMES**
2900 SAVIERS ROAD, OXNARD



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TABLE 1
LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS (HCM 6)¹

Level of Service (LOS)	Highway Capacity Manual Delay Value (sec/veh)	Level of Service Description
A	≤ 10.0	Little or no delay
B	> 10.0 and ≤ 15.0	Short traffic delays
C	> 15.0 and ≤ 25.0	Average traffic delays
D	> 25.0 and ≤ 35.0	Long traffic delays
E	> 35.0 and ≤ 50.0	Very long traffic delays
F	> 50.0	Severe congestion

¹ Source: *Highway Capacity Manual 6th Edition*, Chapter 20: Two-Way Stop-Controlled Intersections and Chapter 21: All-Way Stop-Controlled Intersections.

TABLE 2
PROJECT TRAFFIC GENERATION FORECAST²

ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Generation Rates:							
▪ ITE 710: General Office Building (TE/TSF)	9.74	86%	14%	1.16	16%	84%	1.15
▪ ITE 912: Drive-in Bank (TE/TSF)	100.03	58%	42%	9.50	50%	50%	20.45
▪ ITE 945: Gasoline Service Station with Convenience Market (TE/VFP)	205.36	51%	49%	12.47	51%	49%	13.99
Generation Forecasts:							
<u>Proposed Project</u>							
▪ Gas Station with Convenience Market (12 VFP)	2,464	77	73	150	86	82	168
Pass-By (Daily 25%, AM 62%, PM 56%) ³	<u>-616</u>	<u>-48</u>	<u>-45</u>	<u>-93</u>	<u>-48</u>	<u>-46</u>	<u>-94</u>
[A] – Proposed Project Subtotal	1,848	29	28	57	38	36	74
<u>Existing Land Use</u>							
▪ General Office Building (20,522 SF)	200	21	3	24	4	20	24
▪ Drive-In Bank (5,870 SF)	587	32	24	56	60	60	120
Pass-By (Daily 10%, AM 29%, PM 35%) ³	<u>-59</u>	<u>-9</u>	<u>-7</u>	<u>-16</u>	<u>-21</u>	<u>-21</u>	<u>-42</u>
[B] – Existing Land Use Subtotal	728	44	20	64	43	59	102
Total “Net Increase” Project Trip Generation: Proposed Project Minus Existing Land Use [A] – [B]	1,120	-15	8	-7	-5	-23	-28

Notes:

- TE/TSF = Trip End per Thousand Square Feet
- TE/VFP = Trip End per Vehicle Fueling Position

² Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, (ITE) [Washington, D.C. (2017)].

³ Source: *Trip Generation Handbook, 3rd Edition*, published by ITE (2017)

TABLE 3
EXISTING PLUS PROJECT PEAK HOUR INTERSECTION CAPACITY ANALYSIS

Key Intersection	Intersection Control	Time Period	Existing Plus Project Traffic Conditions	
			Delay (s/v)	LOS
1. Project Driveway 1 at Channel Islands Boulevard	One-Way Stop	AM	12.1	B
		PM	11.6	B
2. Samuel Avenue at Project Driveway 2	One-Way Stop	AM	9.6	A
		PM	10.9	B
3. Saviers Road at Project Driveway 3	One-Way Stop	AM	14.4	B
		PM	15.1	C

Notes:

- s/v = seconds per vehicle

TABLE 4
YEAR 2020 PLUS PROJECT PEAK HOUR INTERSECTION CAPACITY ANALYSIS

Key Intersection	Intersection Control	Time Period	Year 2020 Plus Project Traffic Conditions	
			Delay (s/v)	LOS
1. Project Driveway 1 at Channel Islands Boulevard	One-Way Stop	AM	12.4	B
		PM	11.8	B
2. Samuel Avenue at Project Driveway 2	One-Way Stop	AM	9.7	A
		PM	11.0	B
3. Saviers Road at Project Driveway 3	One-Way Stop	AM	14.7	B
		PM	15.5	C

Notes:

- s/v = seconds per vehicle

APPENDIX A

EXISTING TRAFFIC COUNT DATA

VOLUME

Channel Islands Blvd E/O Saviers Rd

Day: Tuesday
Date: 8/21/2018City: Oxnard
Project #: CA18_5540_001

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						12,486	11,480						23,966
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							TOTAL
00:00			39	30	69		12:00			186	176	362							
00:15			25	26	51		12:15			188	179	367							
00:30			19	16	35		12:30			148	185	333							
00:45			13	96	21	93	12:45			173	695	184	724	357	1419				
01:00			21	18	39		13:00			135	163	298							
01:15			10	15	25		13:15			180	158	338							
01:30			10	9	19		13:30			168	181	349							
01:45			8	49	13	55	13:45			172	655	196	698	368	1353				
02:00			13	15	28		14:00			175	180	355							
02:15			10	16	26		14:15			143	193	336							
02:30			18	11	29		14:30			178	216	394							
02:45			10	51	10	52	14:45			179	675	194	783	373	1458				
03:00			5	9	14		15:00			202	207	409							
03:15			18	12	30		15:15			199	163	362							
03:30			17	9	26		15:30			185	237	422							
03:45			22	62	7	37	15:45			186	772	257	864	443	1636				
04:00			27	13	40		16:00			205	227	432							
04:15			33	12	45		16:15			192	232	424							
04:30			58	28	86		16:30			161	225	386							
04:45			77	195	34	87	16:45			191	749	238	922	429	1671				
05:00			78	38	116		17:00			192	242	434							
05:15			144	42	186		17:15			205	218	423							
05:30			233	52	285		17:30			215	251	466							
05:45			176	631	74	206	17:45			182	794	227	938	409	1732				
06:00			197	57	254		18:00			246	232	478							
06:15			178	71	249		18:15			168	201	369							
06:30			204	82	286		18:30			221	185	406							
06:45			210	789	102	312	18:45			180	815	190	808	370	1623				
07:00			164	98	262		19:00			180	184	364							
07:15			182	89	271		19:15			166	163	329							
07:30			222	133	355		19:30			158	148	306							
07:45			235	803	172	492	19:45			182	686	140	635	322	1321				
08:00			209	166	375		20:00			165	159	324							
08:15			203	133	336		20:15			141	144	285							
08:30			169	134	303		20:30			145	141	286							
08:45			171	752	128	561	20:45			124	575	126	570	250	1145				
09:00			142	123	265		21:00			117	139	256							
09:15			163	141	304		21:15			109	119	228							
09:30			155	120	275		21:30			82	115	197							
09:45			116	576	142	526	21:45			90	398	73	446	163	844				
10:00			132	141	273		22:00			87	57	144							
10:15			132	145	277		22:15			62	68	130							
10:30			188	147	335		22:30			50	46	96							
10:45			190	642	191	624	22:45			40	239	54	225	94	464				
11:00			154	161	315		23:00			53	37	90							
11:15			150	168	318		23:15			29	38	67							
11:30			175	177	352		23:30			44	34	78							
11:45			160	639	167	673	23:45			22	148	40	149	62	297				
TOTALS			5285	3718	9003		TOTALS			7201	7762	14963							
SPLIT %			58.7%	41.3%	37.6%		SPLIT %			48.1%	51.9%	62.4%							

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						12,486	11,480						23,966
AM Peak Hour			07:30	11:45	07:30		PM Peak Hour			17:15	15:30	17:15							
AM Pk Volume			869	707	1473		PM Pk Volume			848	953	1776							
Pk Hr Factor			0.924	0.955	0.905		Pk Hr Factor			0.862	0.927	0.929							
7 - 9 Volume	0	0	1555	1053	2608		4 - 6 Volume	0	0	1543	1860	3403							
7 - 9 Peak Hour			07:30	07:45	07:30		4 - 6 Peak Hour			16:45	16:45	16:45							
7 - 9 Pk Volume	0	0	869	605	1473		4 - 6 Pk Volume	0	0	803	949	1752							
Pk Hr Factor	0.000	0.000	0.924	0.879	0.905		Pk Hr Factor	0.000	0.000	0.934	0.945	0.940							

VOLUME

Samuel Ave S/O Channel Islands Blvd

Day: Tuesday
Date: 8/21/2018City: Oxnard
Project #: CA18_5540_003

DAILY TOTALS					NB	SB						EB	WB	Total
					1,499	2,546						0	0	4,045
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00	2	4			6		12:00	25	38			63		
00:15	2	3			5		12:15	16	39			55		
00:30	2	7			9		12:30	21	31			52		
00:45	1	5	19		6	26	12:45	20	25	133		45	215	
01:00	1	6			7		13:00	23	31			54		
01:15	0	2			2		13:15	18	29			47		
01:30	0	5			5		13:30	27	43			70		
01:45	1	3	16		4	18	13:45	22	35	138		57	228	
02:00	0	1			1		14:00	33	28			61		
02:15	4	1			5		14:15	31	44			75		
02:30	1	1			2		14:30	20	44			64		
02:45	0	2	5		2	10	14:45	22	43	159		65	265	
03:00	1	1			2		15:00	30	49			79		
03:15	0	2			2		15:15	26	39			65		
03:30	2	2			4		15:30	26	60			86		
03:45	1	1	6		2	10	15:45	21	54	202		75	305	
04:00	2	2			4		16:00	25	57			82		
04:15	5	3			8		16:15	21	49			70		
04:30	7	1			8		16:30	19	61			80		
04:45	5	4	10		9	29	16:45	21	61	228		82	314	
05:00	11	9			20		17:00	24	47			71		
05:15	19	2			21		17:15	23	68			91		
05:30	33	11			44		17:30	23	78			101		
05:45	22	10	32		32	117	17:45	39	52	245		91	354	
06:00	21	15			36		18:00	24	48			72		
06:15	22	16			38		18:15	26	46			72		
06:30	16	14			30		18:30	18	39			57		
06:45	16	17	62		33	137	18:45	24	35	168		59	260	
07:00	15	18			33		19:00	22	53			75		
07:15	32	11			43		19:15	24	60			84		
07:30	33	19			52		19:30	14	47			61		
07:45	23	32	80		55	183	19:45	23	57	217		80	300	
08:00	19	39			58		20:00	20	45			65		
08:15	24	20			44		20:15	15	34			49		
08:30	19	20			39		20:30	22	37			59		
08:45	10	27	106		37	178	20:45	13	38	154		51	224	
09:00	12	21			33		21:00	14	40			54		
09:15	17	23			40		21:15	16	24			40		
09:30	24	19			43		21:30	9	36			45		
09:45	18	32	95		50	166	21:45	9	26	126		35	174	
10:00	14	15			29		22:00	6	17			23		
10:15	14	28			42		22:15	10	17			27		
10:30	24	33			57		22:30	9	19			28		
10:45	16	29	105		45	173	22:45	8	14	67		22	100	
11:00	14	35			49		23:00	4	14			18		
11:15	15	22			37		23:15	6	12			18		
11:30	20	33			53		23:30	2	18			20		
11:45	20	28	118		48	187	23:45	5	11	55		16	72	
TOTALS	580	654			1234		TOTALS	919	1892			2811		
SPLIT %	47.0%	53.0%			30.5%		SPLIT %	32.7%	67.3%			69.5%		

DAILY TOTALS			NB		SB		EB		WB		Total	
			1,499		2,546		0		0		4,045	
AM Peak Hour	07:15	11:30	11:30			PM Peak Hour	13:30	16:45	17:15			
AM Pk Volume	107	138	219			PM Pk Volume	113	254	355			
Pk Hr Factor	0.811	0.885	0.869			Pk Hr Factor	0.856	0.814	0.879			
7 - 9 Volume	175	186	0	0	361	4 - 6 Volume	195	473	0	0	668	
7 - 9 Peak Hour	07:15	07:45	07:30			4 - 6 Peak Hour	17:00	16:45	17:00			
7 - 9 Pk Volume	107	111	0	0	209	4 - 6 Pk Volume	109	254	0	0	354	
Pk Hr Factor	0.811	0.712	0.000	0.000	0.901	Pk Hr Factor	0.699	0.814	0.000	0.000	0.876	

VOLUME

Saviers Rd S/O Channel Islands Blvd

Day: Tuesday
Date: 8/21/2018City: Oxnard
Project #: CA18_5540_002

DAILY TOTALS					NB	SB	EB					WB	Total
					15,441	14,012						0	0
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00	35	37			72		12:00	250	244			494	
00:15	13	30			43		12:15	228	232			460	
00:30	23	28			51		12:30	223	208			431	
00:45	16	87	22	117	38	204	12:45	227	928	178	862	405	1790
01:00	23	18			41		13:00	222	223			445	
01:15	11	13			24		13:15	224	204			428	
01:30	14	22			36		13:30	212	214			426	
01:45	14	62	20	73	34	135	13:45	238	896	193	834	431	1730
02:00	15	18			33		14:00	220	184			404	
02:15	8	15			23		14:15	219	214			433	
02:30	15	15			30		14:30	239	248			487	
02:45	10	48	12	60	22	108	14:45	211	889	266	912	477	1801
03:00	7	5			12		15:00	220	233			453	
03:15	7	9			16		15:15	216	201			417	
03:30	22	6			28		15:30	242	267			509	
03:45	31	67	12	32	43	99	15:45	274	952	267	968	541	1920
04:00	24	19			43		16:00	246	244			490	
04:15	30	12			42		16:15	237	286			523	
04:30	64	17			81		16:30	250	280			530	
04:45	83	201	26	74	109	275	16:45	265	998	266	1076	531	2074
05:00	99	38			137		17:00	280	279			559	
05:15	138	44			182		17:15	261	316			577	
05:30	200	53			253		17:30	249	270			519	
05:45	180	617	74	209	254	826	17:45	261	1051	296	1161	557	2212
06:00	185	72			257		18:00	260	260			520	
06:15	159	69			228		18:15	269	282			551	
06:30	191	94			285		18:30	240	234			474	
06:45	175	710	81	316	256	1026	18:45	234	1003	243	1019	477	2022
07:00	169	85			254		19:00	242	233			475	
07:15	215	109			324		19:15	234	249			483	
07:30	280	121			401		19:30	222	255			477	
07:45	263	927	138	453	401	1380	19:45	206	904	223	960	429	1864
08:00	224	156			380		20:00	219	220			439	
08:15	220	131			351		20:15	187	241			428	
08:30	186	167			353		20:30	181	215			396	
08:45	215	845	142	596	357	1441	20:45	133	720	184	860	317	1580
09:00	170	154			324		21:00	144	207			351	
09:15	196	153			349		21:15	123	161			284	
09:30	219	157			376		21:30	139	168			307	
09:45	204	789	162	626	366	1415	21:45	115	521	123	659	238	1180
10:00	225	185			410		22:00	86	117			203	
10:15	196	185			381		22:15	88	109			197	
10:30	225	170			395		22:30	72	79			151	
10:45	223	869	179	719	402	1588	22:45	48	294	68	373	116	667
11:00	221	199			420		23:00	45	62			107	
11:15	227	211			438		23:15	47	51			98	
11:30	217	211			428		23:30	34	51			85	
11:45	240	905	220	841	460	1746	23:45	32	158	48	212	80	370
TOTALS	6127	4116			10243		TOTALS	9314	9896			19210	
SPLIT %	59.8%	40.2%			34.8%		SPLIT %	48.5%	51.5%			65.2%	

DAILY TOTALS			NB		SB		EB			WB			Total												
			15,441		14,012								0		0		29,453								
AM Peak Hour			07:30		11:30				11:45		PM Peak Hour			16:30		17:00									
AM Pk Volume			987		907				1845		PM Pk Volume			1056		1161									
Pk Hr Factor			0.881		0.929				0.934		Pk Hr Factor			0.943		0.919									
7 - 9 Volume			1772		1049		0		0		2821		4 - 6 Volume			2049		2237		0		0		4286	
7 - 9 Peak Hour			07:30		08:00				07:30		4 - 6 Peak Hour			16:30		17:00								17:00	
7 - 9 Pk Volume			987		596		0		0		1533		4 - 6 Pk Volume			1056		1161		0		0		2212	
Pk Hr Factor			0.881		0.892		0.000		0.000		0.956		Pk Hr Factor			0.943		0.919		0.000		0.000		0.958	

APPENDIX B

DRIVEWAY LEVEL OF SERVICE CALCULATION WORKSHEETS

APPENDIX B-1

**EXISTING PLUS PROJECT
TRAFFIC CONDITIONS**

Intersection Level Of Service Report**Intersection 1: Project Driveway 1 at Channel Islands Boulevard**

Control Type:	Two-way stop	Delay (sec / veh):	12.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.029

Intersection Setup

Name	Project Dwy 1		Channel Island Blvd		Channel Island Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Dwy 1		Channel Island Blvd		Channel Island Blvd	
Base Volume Input [veh/h]	0	14	859	37	0	604
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	14	859	37	0	604
Peak Hour Factor	1.0000	0.9050	0.9050	0.9050	1.0000	0.9050
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	237	10	0	167
Total Analysis Volume [veh/h]	0	15	949	41	0	667
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	12.13	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.09	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	2.22	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.13		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.11					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 2: Samuel Avenue at Project Driveway 2

Control Type:	Two-way stop	Delay (sec / veh):	10.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	Samuel Ave		Samuel Ave		Project Dwy 2	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Samuel Ave		Samuel Ave		Project Dwy 2	
Base Volume Input [veh/h]	3	99	110	17	11	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	99	110	17	11	6
Peak Hour Factor	0.9010	0.9010	0.9010	0.9010	0.9010	0.9010
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	27	31	5	3	2
Total Analysis Volume [veh/h]	3	110	122	19	12	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.02	0.01
d_M, Delay for Movement [s/veh]	7.50	0.00	0.00	0.00	9.98	9.03
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.07	0.07
95th-Percentile Queue Length [ft/ln]	0.16	0.16	0.00	0.00	1.83	1.83
d_A, Approach Delay [s/veh]	0.20		0.00		9.63	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.75					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 3: Saviers Road at Project Driveway 3

Control Type:	Two-way stop	Delay (sec / veh):	14.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.103

Intersection Setup

Name	Saviers Rd		Saviers Rd		Project Dwy 3	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Saviers Rd		Saviers Rd		Project Dwy 3	
Base Volume Input [veh/h]	978	20	0	554	0	42
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	978	20	0	554	0	42
Peak Hour Factor	0.9560	0.9560	1.0000	0.9560	1.0000	0.9560
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	256	5	0	145	0	11
Total Analysis Volume [veh/h]	1023	21	0	579	0	44
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.10
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	14.38
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.34
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	8.54
d_A, Approach Delay [s/veh]	0.00		0.00		14.38	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.38					
Intersection LOS	B					

Intersection Level Of Service Report**Intersection 1: Project Driveway 1 at Channel Islands Boulevard**

Control Type:	Two-way stop	Delay (sec / veh):	11.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.028

Intersection Setup

Name	Project Dwy 1		Channel Island Blvd		Channel Island Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Dwy 1		Channel Island Blvd		Channel Island Blvd	
Base Volume Input [veh/h]	0	15	793	41	0	949
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	15	793	41	0	949
Peak Hour Factor	1.0000	0.9400	0.9400	0.9400	1.0000	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	211	11	0	252
Total Analysis Volume [veh/h]	0	16	844	44	0	1010
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	11.60	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.09	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	2.20	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.60		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.10					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 2: Samuel Avenue at Project Driveway 2

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.024

Intersection Setup

Name	Samuel Ave		Samuel Ave		Project Dwy 2	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Samuel Ave		Samuel Ave		Project Dwy 2	
Base Volume Input [veh/h]	4	109	245	19	12	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	109	245	19	12	8
Peak Hour Factor	0.8760	0.8760	0.8760	0.8760	0.8760	0.8760
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	31	70	5	3	2
Total Analysis Volume [veh/h]	5	124	280	22	14	9
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.02	0.01
d_M, Delay for Movement [s/veh]	7.87	0.00	0.00	0.00	11.38	10.02
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.11	0.11
95th-Percentile Queue Length [ft/ln]	0.24	0.24	0.00	0.00	2.80	2.80
d_A, Approach Delay [s/veh]	0.31		0.00		10.85	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.64					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 3: Saviers Road at Project Driveway 3

Control Type:	Two-way stop	Delay (sec / veh):	15.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.121

Intersection Setup

Name	Saviers Rd		Saviers Rd		Project Dwy 3	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Saviers Rd		Saviers Rd		Project Dwy 3	
Base Volume Input [veh/h]	1043	22	0	1171	0	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1043	22	0	1171	0	47
Peak Hour Factor	0.9580	0.9580	1.0000	0.9580	1.0000	0.9580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	272	6	0	306	0	12
Total Analysis Volume [veh/h]	1089	23	0	1222	0	49
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.12
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	15.07
Movement LOS	A	A		A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.41
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	10.19
d_A, Approach Delay [s/veh]	0.00		0.00		15.07	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.31					
Intersection LOS	C					

APPENDIX B-II

**YEAR 2020 PLUS PROJECT
TRAFFIC CONDITIONS**

Intersection Level Of Service Report**Intersection 1: Project Driveway 1 at Channel Islands Boulevard**

Control Type:	Two-way stop	Delay (sec / veh):	12.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.030

Intersection Setup

Name	Project Dwy 1		Channel Island Blvd		Channel Island Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Dwy 1		Channel Island Blvd		Channel Island Blvd	
Base Volume Input [veh/h]	0	14	894	37	0	628
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	14	894	37	0	628
Peak Hour Factor	1.0000	0.9050	0.9050	0.9050	1.0000	0.9050
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	247	10	0	173
Total Analysis Volume [veh/h]	0	15	988	41	0	694
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	12.35	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.09	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	2.29	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.35		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.11					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 2: Samuel Avenue at Project Driveway 2

Control Type:	Two-way stop	Delay (sec / veh):	10.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	Samuel Ave		Samuel Ave		Project Dwy 2	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Samuel Ave		Samuel Ave		Project Dwy 2	
Base Volume Input [veh/h]	3	103	114	17	11	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	103	114	17	11	6
Peak Hour Factor	0.9010	0.9010	0.9010	0.9010	0.9010	0.9010
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	29	32	5	3	2
Total Analysis Volume [veh/h]	3	114	127	19	12	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.02	0.01
d_M, Delay for Movement [s/veh]	7.51	0.00	0.00	0.00	10.04	9.06
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.07	0.07
95th-Percentile Queue Length [ft/ln]	0.16	0.16	0.00	0.00	1.85	1.85
d_A, Approach Delay [s/veh]	0.19		0.00		9.68	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.73					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 3: Saviers Road at Project Driveway 3

Control Type:	Two-way stop	Delay (sec / veh):	14.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.106

Intersection Setup

Name	Saviers Rd		Saviers Rd		Project Dwy 3	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Saviers Rd		Saviers Rd		Project Dwy 3	
Base Volume Input [veh/h]	1017	20	0	576	0	42
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1017	20	0	576	0	42
Peak Hour Factor	0.9560	0.9560	1.0000	0.9560	1.0000	0.9560
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	266	5	0	151	0	11
Total Analysis Volume [veh/h]	1064	21	0	603	0	44
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.11
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	14.71
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.35
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	8.84
d_A, Approach Delay [s/veh]	0.00		0.00		14.71	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.37					
Intersection LOS	B					

Intersection Level Of Service Report**Intersection 1: Project Driveway 1 at Channel Islands Boulevard**

Control Type:	Two-way stop	Delay (sec / veh):	11.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.029

Intersection Setup

Name	Project Dwy 1		Channel Island Blvd		Channel Island Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Dwy 1		Channel Island Blvd		Channel Island Blvd	
Base Volume Input [veh/h]	0	15	825	41	0	987
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	15	825	41	0	987
Peak Hour Factor	1.0000	0.9400	0.9400	0.9400	1.0000	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	219	11	0	263
Total Analysis Volume [veh/h]	0	16	878	44	0	1050
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	11.78	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.09	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	2.26	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.78		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.09					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 2: Samuel Avenue at Project Driveway 2

Control Type:	Two-way stop	Delay (sec / veh):	11.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.025

Intersection Setup

Name	Samuel Ave		Samuel Ave		Project Dwy 2	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Samuel Ave		Samuel Ave		Project Dwy 2	
Base Volume Input [veh/h]	4	113	255	19	12	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	113	255	19	12	8
Peak Hour Factor	0.8760	0.8760	0.8760	0.8760	0.8760	0.8760
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	32	73	5	3	2
Total Analysis Volume [veh/h]	5	129	291	22	14	9
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.02	0.01
d_M, Delay for Movement [s/veh]	7.90	0.00	0.00	0.00	11.52	10.10
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.11	0.11
95th-Percentile Queue Length [ft/ln]	0.24	0.24	0.00	0.00	2.85	2.85
d_A, Approach Delay [s/veh]	0.29		0.00		10.96	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.62					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 3: Saviers Road at Project Driveway 3

Control Type:	Two-way stop	Delay (sec / veh):	15.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.125

Intersection Setup

Name	Saviers Rd		Saviers Rd		Project Dwy 3	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Saviers Rd		Saviers Rd		Project Dwy 3	
Base Volume Input [veh/h]	1085	22	0	1217	0	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1085	22	0	1217	0	47
Peak Hour Factor	0.9580	0.9580	1.0000	0.9580	1.0000	0.9580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	283	6	0	318	0	12
Total Analysis Volume [veh/h]	1133	23	0	1270	0	49
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.12
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	15.45
Movement LOS	A	A		A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.42
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	10.57
d_A, Approach Delay [s/veh]	0.00		0.00		15.45	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.31					
Intersection LOS	C					

ATTACHMENT “J”

Arborist Report Dated April 17, 2019

**ARBORIST REPORT FOR
2900 SAVIERS ROAD PROJECT
CITY OF OXNARD, CALIFORNIA**



Prepared for

**CDPC LANDSCAPE ARCHITECTURE
3195-C Airport Loop Drive Costa
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Prepared by

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Inspection date December 15, 2018

Report date April 17, 2019

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SCOPE OF WORK:

The scope of this assignment is to give a comprehensive overall report of the existing trees located at 2900 Saviers Road in the City of Oxnard using guidelines established by the International Society of Arboriculture and the City of Oxnard as follows:

- On-site Property visit and visual inspection of twenty eight (28) existing trees growing at the project site.
- Identify the trees with common and botanical names.
- Provide general specifications: caliper, approximate height and width. Provide site map with approximate tree locations.
- Provide comments as to current health and condition of the existing trees surveyed.
- Provide a 'Tree Tabulation Chart' listing all trees on site, with the economic value of each tree to be removed.

FINDINGS

On Saturday December 15, 2018 an inspection was conducted to survey the location and conditions of the existing trees on the Property located at the 2900 Saviers Road project in the City of Oxnard, California.

The site at the time of my inspection the site has large established trees growing in small parking lot planters. The trees consist of Indian Laurel Fig and White Paperbark trees with a few Evergreen Pear trees in the landscape. The trees are quite large with caliper sizes up to thirty (30) inches. Most of the White Paperbark trees multiple trunks with each trunk being measured for an overall caliper size.

CONCLUSION

The majority of trees are very large with sizes up to forty (40) feet tall with very large calipers or trunk sizes. The tree planters are very small causing the trees to have large surface roots and breaking the curbs of the planters. Other reasons for the surface rooting is shallow watering. When the trees are not deep watered roots will grow up to the surface to access the moisture.

All in all with my visual inspection the trees appear to be healthy and growing in the urban environment even though water and soil areas for the trees to grow is very restricted.

TREE MITIGATION

This plan will comply the requirements as requested by the city of Oxnard for tree mitigation for project trees being removed.

Total Arborist estimated tree values.....**\$29,750.00**

Opinion of value for proposed trees (less value of 24'' box tree = \$350.00)

1 - Queen Palm 12' brown trunk = \$1,605.00	total = \$1,605.00
5 - Queen palm 16' brown trunk = \$1,985.00	total = \$9,925.00
2 - White Paperbark 48" box = \$3,320.00	total = \$6,640.00
4 - Arbutus 'Marina' 48" box = \$3,320.00	total = \$13,280.00
	\$31,450.00

LETTER GRADES FOR TREE CONDITION AND ASTHETIC QUALITY

The tree list include tree height, width and caliper, and a letter grading system. The grading system utilizes letters A to F to indicate the trees current health and aesthetic quality with a comments for each tree as necessary. Following is a description of each grade:

- A: Tree in outstanding condition. A tree with an "A" grade will have an excellent trunk and branch structure, vigorous new growth and healthy leaf color.
- B: Tree in good condition. A tree with a "B" grade will have good trunk and branch structure with some slight defects that may not adversely impact the trees long term condition. Leaf color and general health are good.
- C: Tree in average condition. Most trees growing in a landscape setting are in average condition. Trees may have branching and trunk defects from improper ongoing pruning and maintenance practices. In general, letter "C" grade trees are healthy and will continue to grow in the landscape.
- D: Tree in below average condition. A tree with a "D" grade will have a poor trunk and branch structure, limb and leaf die back with stunted growth and overall plant stress.
- E: Tree in severe decline should be removed. Some grade "E" trees may look healthy from a distance but may have major trunk or structural defects warranting removal.

**2900 Saviers Road
Tree Tabulation Chart**

ID #	SPECIES	COMMON NAME	HEIGHT FEET	SPREAD FEET	CALIPER INCHES	HEALTH GRADE	AESTHETIC GRADE	APPRAISED VALUE	REMOVE	COMMENTS
1	<i>Pyrus kawakamii</i>	EVERGREEN PEAR	15	12	9	C	D	\$780.00	YES	Average to poor condition for species and location.
2	<i>Pyrus kawakamii</i>	EVERGREEN PEAR	12	11	4	D	D	\$325.00	YES	Poor condition and health. Trunk damage from tree tie.
3	<i>Pyrus kawakamii</i>	EVERGREEN PEAR	12	8	3.5	D	D	\$210.00	YES	Poor condition and health.
4	<i>Pyrus kawakamii</i>	EVERGREEN PEAR	0	0	0	E	E	(\$500.00)	YES	Dead
5	<i>Pyrus kawakamii</i>	EVERGREEN PEAR	28	20	15	C	C		NA	Average to good condition for species and location.
6	<i>Pyrus kawakamii</i>	EVERGREEN PEAR	29	21	15.5	C	C		NA	Average to good condition for location and species.
7	<i>Melaleuca leucadendra</i>	WHITE PAPERBARK	33	18	22	D	C	\$3,200.00	YES	Root bound condition. Large girdled surface roots.
8	<i>Melaleuca leucadendra</i>	WHITE PAPERBARK	40	20	29	C	C	\$3,630.00	YES	Average health and condition. Large surface roots.
9	<i>Melaleuca leucadendra</i>	WHITE PAPERBARK	40	35	20/14	C	C	\$3,680.00	YES	Average to good condition for species and location.
10	<i>Melaleuca leucadendra</i>	WHITE PAPERBARK	42	18	16/10	C	C	\$3,460.00	YES	Trunk growing at low angle due to group planting.
11	<i>Pyrus kawakamii</i>	EVERGREEN PEAR	17	11	7	C-D	C-D	\$375.00	YES	Poor condition from growing under large Paperbark.
12	<i>Melaleuca leucadendra</i>	WHITE PAPERBARK	32	28	19/20/9	C	C		NA	Average to good condition. Large surface roots.
13	<i>Pyrus kawakamii</i>	EVERGREEN PEAR	22	20	10	C	C	\$810.00	YES	Average to good condition for location and species.
14	<i>Melaleuca leucadendra</i>	WHITE PAPERBARK	40	25	27	C	C		NA	Average to good condition.
15	<i>Melaleuca leucadendra</i>	WHITE PAPERBARK	40	25	24	E	E		NA	Average to good condition.
16	<i>Ficus nitida</i>	INDIAN LAUREL	35	30	33	C	C		NA	Average to good condition. Large surface roots.
17	<i>Ficus nitida</i>	INDIAN LAUREL	35	30	30	C	C		NA	Average to good condition. Large surface roots.
18	<i>Melaleuca leucadendra</i>	WHITE PAPERBARK	30	18	24	C	C	\$3,520.00	YES	Average to good condition for location and species.
19	<i>Ficus nitida</i>	INDIAN LAUREL	30	30	27	C	C		NA	Average to good condition. Heavily pruned.
20	<i>Ficus nitida</i>	INDIAN LAUREL	30	25	34	C	C		NA	Good health and condition for species and location.

**2900 Saviers Road
Tree Tabulation Chart**

ID #	SPECIES	COMMON NAME	HEIGHT FEET	SPREAD FEET	CALIPER INCHES	HEALTH GRADE	AESTHETIC GRADE	APPRAISED VALUE	REMOVE	COMMENTS
21	<i>Ficus nitida</i>	INDIAN LAUREL	30	25	22	C	C		NA	Average to good condition.
22	<i>Ficus nitida</i>	INDIAN LAUREL	30	25	26	C	C		NA	Average to good condition.
23	<i>Ficus nitida</i>	INDIAN LAUREL	30	25	25	C	C	\$3,700.00	YES	Average to good condition.
24	<i>Melaleuca leucadendra</i>	WHITE PAPERBARK	30	15	21	C	C	\$3,520.00	YES	Average to good condition for location and species.
25	<i>Melaleuca leucadendra</i>	WHITE PAPERBARK	25	20	14/14.5	C	C		NA	Average health and condition, Has slight trunk lean.
26	<i>Melaleuca leucadendra</i>	WHITE PAPERBARK	28	25	16/12	C	C		NA	Average to good condition for location and species.
27	<i>Melaleuca leucadendra</i>	WHITE PAPERBARK	33	25	19/13/9	C-D	C-D	\$1,440.00	YES	Large trunk injury. Main trunk heavily leaning.
28	<i>Melaleuca leucadendra</i>	WHITE PAPERBARK	30	8	9.5	C	C	\$1,600.00	YES	Average to good condition. Large surface roots.
Total Appraised Value								\$29,750.00		

LETTER GRADE LEGEND:

A – Outstanding condition: Trees will have excellent trunk & branch structure, vigorous new growth & healthy leaf color.

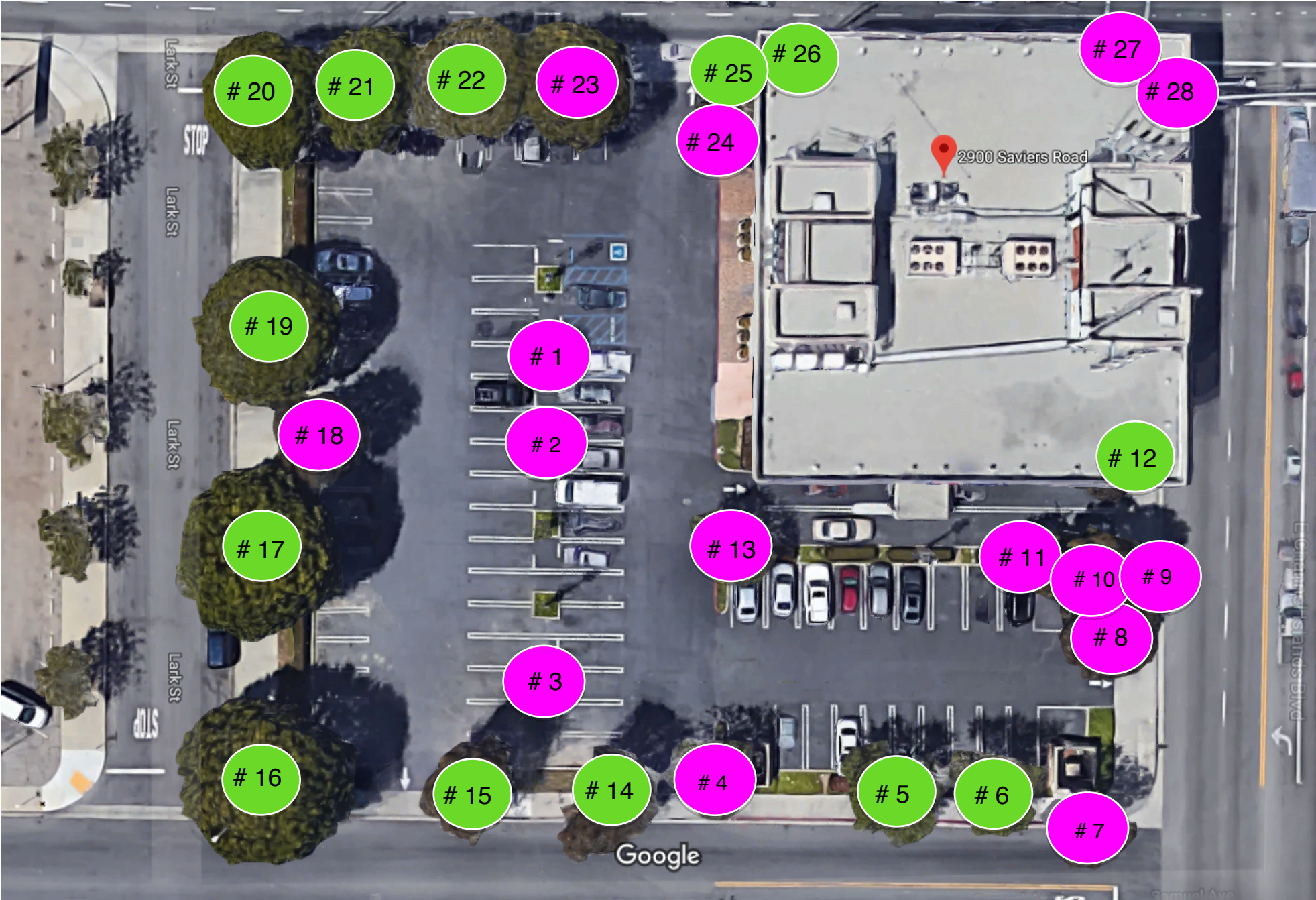
B – Good condition: Trees will have good trunk and branch structure with some slight defects that will not adversely affect the tree long term condition. Leaf color & general health are good.

C – Average condition: Most trees growing in a landscape setting will be in average condition. Trees may have branching & trunk defects from improper pruning & maintenance. In general, trees are healthy & will continue to grow in the landscape.

D – Below average condition: Tree will have poor trunk & branch structure, limb & leaf die back with stunted growth & overall plant stress.

E – Severe decline that should be removed: Trees may look healthy from a distance but will have major trunk or structural defects warranting removal.

Google map and tree locations by Steve F Andresen / Arborist Services December 15, 2018
Trees marked in Pink are to be removed. Trees marked in green are to remain.





Large White Paperbark trees in parking lot perimeter planter.



White Paperbark trees at entrance of building.



Large Indian Laurel tree along Saviers Road planter bed.



Large Indian Laurel growing along parking lot planters.

QUALIFICATIONS AND LIMITING CONDITIONS

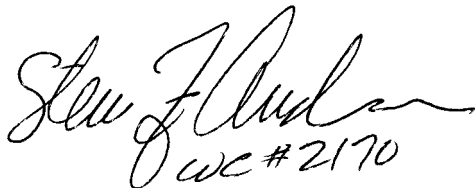
I am a certified arborist in California # WE-2170A with the International Society of Arboriculture and qualified to make this report.

My inspection was a visual examination and based on the condition of the trees at the time of inspection.

QUESTIONS AND COMMENTS

Questions or comments can be directed to:

Steve F. Andresen / Arborist Services
5516 Inspiration Drive
Riverside, CA 92506
ISA WE-2170A (951) 288-3798
sa.arboristservices@gmail.com



Steve F. Andresen

Date: April 17, 2019

ATTACHMENT “K”

Resolution and Conditions of Approval

RESOLUTION NO. 2019-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD APPROVING PLANNING AND ZONING PERMIT NO. 18-500-12 (SPECIAL USE PERMIT) TO DEMOLISH AN EXISTING FOUR-STORY 27,450 SQUARE-FOOT OFFICE BUILDING AND CONSTRUCT A GAS FUELING FACILITY WITH SIX FUEL DISPENSER STATIONS AND 12 PUMPS; CONSTRUCT A 3,000 SQUARE-FOOT ONE-STORY CONVENIENCE STORE (7-ELEVEN) OPERATING 24-HOURS A DAY; PERMIT A TYPE 20 ALCOHOL LICENSE FOR THE SALE OF BEER AND WINE FOR OFF-SITE CONSUMPTION DURING THE HOURS OF 7:00 A.M. THROUGH 12:00 A.M.; STREET DEDICATION OF 3.5 FEET ALONG SAVIERS ROAD; STREET DEDICATION OF 1.5 FEET ALONG CHANNEL ISLAND BOULEVARD ; AND CONSTRUCT ASSOCIATED PARKING AND LANDSCAPING IMPROVEMENTS ON A 1.05 ACRE (45,738 SQUARE FEET) SITE LOCATED AT 2900 SAVIERS ROAD (A.P.N. 219-0-018-035), SUBJECT TO CERTAIN FINDINGS AND CONDITIONS. FILED BY GREG FICK OF TAIT AND ASSOCIATES, ON BEHALF OF BV OXNARD LLC, PROPERTY OWNER, 6400 SOUTH FIDDLERS GREEN CIRCLE, SUITE 1820, GREENWOOD VILLAGE, CO 80111.

WHEREAS, on September 6, 2018, Greg Fick, (the **“Applicant”**), submitted a request to demolish a four-story 27,450 square-foot office building and construct a 6 station gas fuel facility with 12 fuel pumps and a 3,000 square-foot, 24-hour convenience store with a type 20 alcohol license allowing the sale of beer and wine for off-site consumption, and associated on-site improvements; and

WHEREAS, on September 19, 2019, the Planning Commission of the City of Oxnard (**“Planning Commission”**) conducted a duly noticed public hearing to consider an application for Planning and Zoning Permit No. 18-500-12 (Special Use Permit) in accordance with Section 16-530 through 16-553 of the Oxnard City Code and City Council Resolution No. 11,896;

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 32, “In-Fill Development” 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 General Plan and other adopted standards.**

The subject site is zoned General Commercial and has a 2030 General Plan designation of Commercial General. The proposed commercial use is consistent with the zoning and the General Plan. The proposed ancillary sales of alcoholic beverage is an allowed use in this zone subject to approval of a Special Use Permit pursuant to Sections 16-123 (A), 16-136 (A) (1), (A) (8) of the Oxnard City Code (OCC). Therefore, the project is in conformance with the 2030 General Plan and the elements thereof and other adopted standards.

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

The Project as designed and conditioned will be architecturally compatible with the surrounding area and will enhance and improve the existing conditions of the site and neighborhood. The Project includes an ancillary use of alcohol sales. The Project will allow the sale of beer wine for off-site consumption during the hours of 7:00 a.m. and 12:00 a.m. As conditioned, the Project will not aggravate policing issues when properly regulated through the imposition of and compliance with the conditions of approval. Additionally, the Applicant is required to obtain all applicable building permits and adhere to all applicable Fire Department requirements, building codes, and Planning Division requirements. Therefore, as conditioned the Project is not expected to significantly impact the adjacent properties or the public health, safety, or general welfare.

- (3) **The site that is subject to the special use permit shall be 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 as designed and conditioned meets all applicable development standards of the C-2 zone, such as but not limited to lot coverage, parking, building height, and landscaping discussed in greater detail in Sections 6 (c) through 6 (h) and Section 7 of the Planning Commission Staff Report.

- (4) **The site that is subject to the special use permit shall 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 minimal impact of traffic on streets and highways as determined by the City Traffic Engineer and studied in the traffic impact assessment report dated January 3, 2019, prepared by Linscott, Law, and Greenspan Engineers.

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

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

- (6) **The proposed use will not result in or add to an undue concentration of off-site consumption establishments selling alcohol beverages within 350 feet of the subject location.**

The proposed Project is a relocation of an existing alcohol outlet in the neighborhood. The existing convenience store located at 3280 Saviers Road operates a Type 20 license for the sale of beer and wine for off-site consumption without a SUP. This business is owned by this Applicant. The Applicant proposes to close the convenience store and transfer the alcohol license at that location and relocate the business to the subject site. While the report prepared by the City's Police Department states that this area presently has an undue concentration of alcohol outlets, the proposed Project will not add a new license to this area. To ensure that this requirement is fulfilled, the City has imposed Condition No. 123 requiring the Applicant to provide evidence of the termination of the alcohol license at 3280 Saviers Road prior to the issuance of building permits for the Project site.

- (7) **The proposed use is not likely to create or significantly aggravate police problems within 1,000 feet of the location for which the special use permit is applied.**

The Project will not create, or significantly aggravate police problems within 1,000 feet of the location for which the special use permit is requested as discussed in detail in Section 6 (a) of the Staff Report and Oxnard Police Department Report dated February 14, 2019, Attachment D of the Staff Report. The alcohol use will be regulated by the conditions contained within this Resolution and through the imposition and compliance of these conditions, police problems are not expected to become aggravated.

SECTION 2. The Planning Commission, in accordance with CEQA Guidelines, §15332, determines the project qualifies as a Class 32 categorical exemption (Infill Development). This section pertains to infill development within urbanized areas subject to specific conditions:

- (a) The project is consistent with the applicable General Plan designation and all applicable General Plan policies as well as with applicable zoning designation and regulations, because the site has a General Plan designation of Commercial General which is consistent with the zoning, General Commercial. The zone allows the proposed Project with approval of Special Use Permit.
- (b) The proposed development occurs within city limits on a project site of no more than five acres in size substantially surrounded by urban uses. The Project site is within the City of Oxnard limits and is surrounded by commercial and residential development. The size of the lot is approximately 1.05 acres in size.
- (c) The project site has no value as habitat for endangered, rare, or threatened species, because the site was previously developed with a multi-story commercial office building along with parking lot and landscaping improvements.
- (d) Approval of the project would not result in any significant effects relating to species. Approval and implementation of the project would not impact any species on the site or nearby, because presently the site does not have any endangered, rare, or threatened species of any type and the site is surrounded by urban development.
- (e) The site can be adequately served by all required utilities and public services, because the site was previously developed and all required public services, including utilities, are in place.

The Planning and Environmental Services Manager 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 18-500-12 (Special Use Permit), subject to the attached conditions of approval.

SECTION 4. The decision of the Planning Commission shall be final unless an appeal of the action is filed in accordance with the provisions of Section 16-545 of the Oxnard City Code.

SECTION 5. The Secretary shall certify the adoption of this Resolution.

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-I*) 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)
2. This permit is granted for the plans dated 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)
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)
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)
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)

6. 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)
7. Developer shall complete the “Notice of Land Use Restrictions and Conditions” form, using the form provided by the City, for recording with the Ventura County Recorder. Before the City issues building permits, the Developer shall submit the original completed, signed and notarized document, together with the required fees to the Planning Manager. (PL)
8. Before placing or constructing any signs on the project property, the 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)
9. Developer shall obtain a building permit for any new construction or modifications to structures, including interior modifications, authorized by this permit. (B)
10. Developer shall not permit any combustible refuse or other flammable materials to be burned on the project property. (FD)
11. 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)
12. 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)

LANDSCAPE STANDARD CONDITIONS

13. 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*)
14. 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*)
15. Prior to issuance of a certificate of occupancy, the Developer shall install landscape and automatic irrigation systems that have been approved by Parks and Facilities Superintendent. (PK, *PK-3*)
16. Developer shall properly maintain landscape planting and all irrigation systems as required by the City Code and as specified by this permit. Failure of the Developer to do so may result in revocation of this permit and initiation of legal proceedings against Developer to ensure compliance (PK, *PK-4*)

17. Prior to the issuance of a Certificate of Occupancy, the Developer shall provide a watering schedule to the building owner or manager and to the Planning Division or designee. The irrigation system shall include automatic rain shut-off devices, or instructions on how to override the irrigation system during rainy periods. (PK, PK-5)
18. All trees planted or placed on the property by the Developer shall be at least 36-inch-box size. All shrubs and vines shall be at least five-gallon size, except as otherwise specified by this permit. (PK, PK-6)
19. Developer shall install an irrigation system that includes a water sensor shut off device as a water conservation measure. (PK, PK-22)
20. 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)
21. 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)
22. Plant list to be shown on landscape plan submitted at plancheck with species, WUCOLS designation, size, and quantity.
23. Irrigation plan submitted at plancheck must include water use calculations and water budget calculations. A "City Statement of Compliance" signed by a California licensed Landscape Architect is required. Planting hydrozones must be confirmed.

FIRE DEPARTMENT STANDARD CONDITIONS

24. Developer shall construct all vehicle access driveways on the project property to be at least 26 feet wide, exclusive of shoulders. Developer shall mark curbs adjacent to designated fire lanes in parking lots to prohibit stopping and parking in the fire lanes. Developer shall mark all designated fire lanes in accordance with the California Vehicle Code. (FD/B, F-1)
25. 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)
26. Before the City issues building permits, the 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)

27. 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*)
28. 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*)
29. The project shall meet the minimum requirements of the "Fire Protection Planning Guide" published by the Fire Department. (FD, *F-6*)
30. At all times during construction, the Developer shall maintain paved surfaces capable of handling loads of 76,000 pounds which will provide access for firefighting apparatus to all parts of the project property. (FD/DS, *F-7*)
31. Developer shall identify all hydrants, standpipes and other fire protection equipment on the project property as required by the Fire Chief. (FD, *F-8*)
32. The turning radius of all project property driveways and turnaround areas used for emergency access shall be approved by the City Traffic Engineering Department. (FD, *F-11*)
33. 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. This will be a separate submittal. (FD, *F-12*)
34. 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 water flow monitoring and allows the central station monitor to inform the Fire Department. (FD, *F-13*)
35. All signalized intersections shall be equipped with pre-emption equipment. (FD/TR *F15*)
36. Developer shall comply with Certified Unified Program Agency (CUPA) requirements regarding the storage, handling and generation of hazardous materials or waste. Prior to the issuance of building permits, Developer shall contact the CUPA division of the Fire Department to ensure that such requirements are followed. (FD, *F-16*)

FIRE DEPARTMENT SPECIAL CONDITIONS

37. Areas designated by the Fire Marshal as Fire Lanes shall be identified by a red curb and signage per the California Department of Motor Vehicles.

38. An additional fire hydrant is needed for this Project. Construction plans submitted at plancheck must show the location of the new hydrant for review and approval by Fire Marshall.
39. Before the city issues a Certificate of Occupancy, the developer shall install a Knox Key Vault at a location determined by the Fire Department. Developer shall contact the Fire Department prior to installation of the Knox Key Vault.
40. The trash enclosure shall have fire sprinklers unless the structure is built with non-combustable material in which case the Fire Marshall shall review for approval.
41. All landscaped areas on the property will coordinate with the fire protection features so as to prevent access problems to fire protection features.

POLICE DEPARTMENT CONDITIONS

42. 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 one 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.
43. Activities and events shall not disrupt or disturb neighboring uses by excessive noise, overcrowding, illegal or unauthorized parking, or any other nuisance behavior. (PD)
44. 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.
45. Lighting instruments shall be installed so that light does not directly illuminate property outside the project site. Instruments shall not create glare for motorists or pedestrians.

46. Landscape elements shall be arranged to provide clear lines of sight and eliminate potential places of concealment.
47. Parking areas shall be illuminated dusk to dawn.

ALCOHOL RELATED CONDITIONS

48. All sellers and managers shall complete a course in Responsible Beverage Service (RBS) within sixty days of license granting and/or date of employment. Applicant/store management can contact the Oxnard Police Department Special Projects Unit via email at: specialprojects@oxnardpd.org to inquire about RBS course schedules. (PL/PD)
49. The Police Chief or designee may immediately suspend operation of the uses approved by this permit pending a hearing on the revocation of this permit if the Chief finds that there have been significant violations of the use permit conditions and/or a permit issued by the California Department of Alcoholic Beverage Control ("ABC"), or there is a single serious violent crime or single significant incident to which multiple police units or multiple police jurisdictions respond associated with the operation of this use, which the Chief determines is detrimental to the public safety or health. The Chief shall immediately inform the Planning and Environmental Services Manager of the suspension and the manager shall schedule a hearing on the revocation of the permit by the Development Services Director to be held no more than 30 days after the suspension begins. (PD)
50. There shall be no advertising of alcoholic beverages visible from the outside, including advertising directed to the exterior from within, promoting or indicating the availability of alcoholic beverages. (PL/PD)
51. Windows shall remain clear of signage, posters, advertisements or any other item that interferes with clear sightlines into the business. No display or other object near or adjacent to the windows shall appear above the height of the window sill.
52. Sales of alcohol may only occur between the hours of 7:00 A.M. and 12 Midnight. (PL/PD)
53. Refrigerators containing alcoholic beverages shall have locking mechanisms securing the contents from customer access between the hours between Midnight and 7 A.M.
54. Refrigerators for alcoholic beverage shall be limited to five 30" wide units or a total of 170" width if refrigerators are a size other than 30' wide. Other than non-refrigerated wines, there shall be no other displays in the business storing or showing alcoholic beverages to the customers.
55. Refrigerators or displays containing alcoholic beverages shall be positioned so as to allow maximum visibility to cashiers from the cashier station. Alcohol displays shall not be positioned near customer entry/exit doors, nor shall they be in a location that allows for an easy and unobstructed path to any entry or exit. It is recommended that the alcohol display

or coolers be positioned where employees have a clear view from their cashier stations.
(PD)

56. Other than specialty beers and micro brews, beer, malt beverages and wine coolers, in containers of 40oz in volume or less, cannot be sold by single containers, but must be sold in manufacturer pre-packaged multi-unit quantities. The sale of mass-produced, low priced beer or malt liquor in single servings is prohibited. (PD)
57. To reduce the potential for theft all non-refrigerated wines shall be displayed in clear view of each cashier's station. The non-refrigerated wine display shall not exceed a total of 30" of shelf width space.
58. No wine shall be sold with an alcoholic content greater than 15% by volume except for "Dinner Wines which have been aged two years or more and maintained in corked bottles (Port, Sherry, Saki, Marsala, Madiera, Muscat, and Vermouth are permitted). (PD)
59. There shall be no self-service display of any type of tobacco or vaping products.
60. There shall be no amusement machines or video devices maintained on the premises at any time.
61. Permittee shall have drop safes installed or established other responsible cash handling procedures to allow employees to deposit daily receipts throughout the day as the amounts exceed allowable levels in the register (typically \$50 – 200).
62. Permittee shall install height gauges at all exit doors.
63. Permittee shall equip each point of sale with a silent robbery alarm that complies with the City of Oxnard Alarm Ordinance.
64. In the areas outside the business, not otherwise licensed by the Department of Alcoholic Beverage Control allowing the service of alcohol, Permittee shall post prominent, permanent signs indicating that loitering, open containers and the consumption of alcoholic beverages is prohibited. This includes the parking lot, walkways and other adjacent areas under Permittee's reasonable control. (PD)
65. Prominent signs shall be posted throughout the business, in effect, "No persons under 21 will be sold alcoholic beverages" and "Valid ID is required to purchase or possess alcoholic beverages". (PD)
66. Employees involved in the sale of alcoholic beverages shall not be allowed to consume alcoholic beverages at any time during their shift. Employees shall not report to work with evidence of having consumed any intoxicants such as alcohol, illegal drugs or controlled substances. (PD)

67. The subject Alcoholic Beverage Control License shall not be exchanged for any other type of Alcoholic Beverage Control License without City review and approval by the Police Chief or designee and the Community Development Director. (PD)
68. If the business is ever deemed a nuisance as defined in the Oxnard City Code, a review of the existing Special Use Permit shall be initiated and conditions may be added or removed as appropriate to mitigate existing or potential problems. (PD)
69. Any graffiti painted or marked upon the premises or on any adjacent area under the control of Permittee shall be removed or painted over within twenty-four (24) hours of being applied. (PL/PD)
70. The permittee shall maintain the property free of litter. (PL/PD)
71. The area surrounding premises under the reasonable control of permittee (including the rear of the business) shall be equipped with lighting of sufficient power to illuminate and make easily discernable the appearance and conduct of all persons in or about the area. (PL/PD)
72. No pay phone shall be located on the exterior of the premises. Any pay phones installed inside shall be blocked from incoming calls. (PL/PD)
73. Permittee shall regularly police the area under Permittee's control and shall not permit the loitering of persons about the premises. (PL/PD)
74. Any rear door of the premises shall be equipped on the inside with an automatic locking device, shall be closed at all times, and shall not be used as a means of access by patrons to and from the licensed premises. Temporary use of these doors for delivery of supplies does not constitute a violation. (PD)
75. The permittee shall establish responsible cash handling procedures to reduce the likelihood of robberies and thefts. (PD)
76. The permittee shall bolt down or otherwise secure all cash registers to service counters in order to prevent the entire device from being stolen during a burglary or robbery. (PD)
77. Outdoor lighting shall be active at all times the public has access to the property. However, when the property is closed to the public, the staff of the facility may determine the best combination of exterior lighting that serves the safety staff and nighttime operation of security cameras.
78. The permittee shall install a video surveillance system that shall be maintained at a reasonable industry standard and shall, at a minimum, and be used 24 hours a day to monitor the entrances/exits, and exterior areas. (PD)
Any video system installed shall meet the below 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. Exterior cameras shall have low light capability.
- d. Interior cameras shall be placed so that captured images are of high enough quality so that persons conducting transactions or entering the business are identifiable.
- e. The video system shall utilize a Digital Video Recorder (DVR). VHS and other formats are prohibited.
- f. The video system shall allow recording, live viewing and playback of recorded video for a period of a period of at least 30 days.
- g. Recorded images shall bear a date and time stamp that cannot be altered.
- h. A camera shall be mounted no higher than 7-feet above the floor to capture images of persons entering the business. This camera shall have a feedback monitor in close proximity showing images of persons entering the business.
- i. A monitor shall be located in the counter area to allow staff to monitor activity on the cameras outside the business.

POLICE DEPARTMENT SPECIAL CONDITIONS

- 79. The permittee shall participate, when requested and reasonable, in programs and efforts by the Oxnard Police Department to educate patrons on dangers of driving under the influence of alcohol or drugs.
- 80. The permittee shall develop a policy and training for store employees on how to manage subjects loitering on the premises, subjects who harass customers and employees, and subjects who qualify as “habitual drunks” as described in Section 25602 of the Business and Professions Code. This policy shall be available for review by the Oxnard Police Department.
- 81. Any site or internet presence reasonably controlled by the permittee for this site shall be consistent with these conditions. The permittee shall not advertise or illustrate circumstances or activities that run contrary to the provisions set forth through their ABC license or this Special Use Permit.
- 82. In the event of a crime or other police investigation the permittee or managing/supervising employee shall provide to the Oxnard Police Department, in a timely manner, any video recording documenting activity within and around this business relative to any event when it involves:
 - a) The service or sales of alcohol beverages under the scope of this permit.
 - b) The investigation of any crime, any violation of the Alcohol Beverage Control Act, or any violation of any City Ordinance or Conditions of this Special Use Permit.
- 83. A copy of these conditions and a log of employees who have completed Responsible Beverage Service training must be maintained on the premises and made available upon the demand of by any representative of the Oxnard Police Department.

84. There shall be at a minimum of two employees on-duty during the hours authorized for alcohol sales.
85. In order to promote public safety, if an employee is subpoenaed to testify in court regarding a matter that arises from an investigation and prosecution related a crime or event while the employee is on duty, the business shall pay that employee's wages during the time required to testify and also provide the necessary time off (if needed) to testify.
86. Any questions concerning this Special Use Permit for sales of alcoholic beverages should be sent to: specialprojects@oxnardpd.org.
87. This permit may be modified by submitting for a minor modification, paying appropriate fees, and receiving joint administrative approval from the Director of Development Services and the Chief of Police.

PLANNING DIVISION STANDARD CONDITIONS

88. 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)
89. Any application for a minor modification requires a minor modification permit and payment of applicable processing fees. (PL, PL-2)
90. Before the City issues building permits, the 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)
91. Before the City issues building permits, the 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)
92. 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)
93. 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 or architect 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)

94. Prior to issuance of building permits, the 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.
95. 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*)
96. Developer shall provide for dust control at all times during project property preparation and construction activities. (B/DS, *PL-13*)
97. 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*)
98. 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*)
99. Prior to issuance of building permits, the 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*).
100. 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*)
101. 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*)
102. Exterior utility meter panels shall be located to take advantage of screening (e.g. landscaping or other building elements) so as not to be visible from public right-of-ways, to the maximum extent feasible. (PL, *PL-43*)
103. Prior to issuance of a certificate of occupancy, Developer shall remove all construction materials and vehicles from the subject property. (PL/B, *PL-47*)

PLANNING DIVISION SPECIAL CONDITIONS

104. 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 (anticipated to be \$29,750). (PL)
105. Developer shall install toilets that have automatic flush sensors in all restrooms. Such toilets shall be included on the plans submitted for a building permit and shall be maintained in working order at all times. (PL)
106. Developer shall install individual mirrors above each sink in a public restroom to the satisfaction of the Planning Division Manager. The details of such mirrors shall be approved prior to issuance of a building permit. Developer shall remove graffiti from the mirrors or replace the mirrors within 24 hours of graffiti appearance. (PL)
107. 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)
108. Before the City issues building permits, the 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)
109. Developer shall ensure that all construction equipment is maintained and tuned to recommended manufacturer's specifications. (MND, C-1)
110. At all times during construction activities, the Developer shall minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust. (MND, C-2)
111. During construction, the 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)
112. During construction, the 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)
- 113. During construction, the 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)
- 114. 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)
- 115. 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)
- 116. Prior to issuance of demolition permits for any structure on the site, the Developer shall provide evidence of notification to 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)
- 117. 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)
- 118. Prior to grading permit approval, the Developer shall include on the grading plans a reproduction of all conditions of this permit pertaining to dust control requirements. (PL)
- 119. Prior to issuance of building permits, contact the Post Office at 805-278-7640 for mailbox locations and type.
- 120. Other than during the construction period outdoor storage of any supplies or equipment of any kind is prohibited.
- 121. The site must be maintained clean of trash, litter, and debris at all times.
- 122. Other than directional signs to direct traffic in the parking lot all business signs are subject to a separate sign permit with the Planning Division.
- 123. Prior to issuance of building permits at 2900 Saviers Road, the Applicant shall cease the sale of alcoholic products at the existing business located at 3280 Saviers Road for a

continuous period of six months and one day to discontinue the non-conforming use at said location. The Applicant shall request an inspection from the City Police Department and Planning Division on the first day of this time period to verify the abandonment of the non-conforming use.

124. Prior to plancheck submittal for the convenience store, Developer shall coordinate with the Planning Division staff to revise the building elevations fronting Samuel Street and Lark Street to add wall décor, such as decorative tile art or other building design articulation so as to enhance the building facades of the two building frontages. Final enhancements shall be to the satisfaction of the Planning Manager.
125. Prior to plancheck submittal for civil site improvements, including grading permits, Developer shall work with the Planning Division to reduce the number of freestanding light poles and/or wall light fixtures so as to retain only those fixtures that will not cause unwanted glare to drivers passing by the site and to ensure that unwanted light does not impact the residents across Samuel Avenue.
126. This permit shall become null and void 36 months from the date of issuance, unless Developer has received from the State Department of Alcoholic Beverages Control a license to sell alcoholic beverages on the project property. (PL)

ENVIRONMENTAL RESOURCES DIVISION

127. 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.
128. 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, the 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, the 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.

129. 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.
130. 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.
131. 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

132. 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)
133. 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)
134. 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)
135. 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)

136. Developer shall protect building pads from inundation during a 1% chance (100-year) storm. (DS-5)
137. 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)
138. Developer's site improvement plans shall include an on-site sewer plan. (DS-10)
139. 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)
140. 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)
141. 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)
142. 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)
143. 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)

144. Developer shall process permanent master planned improvements that are eligible for reimbursement in accordance with City policies, resolutions, and ordinances in effect at the time of recordation of the final map or parcel map or if there is no map, then at the time of public improvement plan approval. (DS-17)
145. Developer shall provide all necessary easements for streets, highways, alleys, sidewalks, parkways, landscaping, utilities, drainage facilities, or other improvements as required by City. If such easements cannot be obtained from the property owner by negotiation, City may acquire them at the expense of Developer by exercise of the power of eminent domain. Developer shall bear all costs of eminent domain proceedings, including appraisal, acquisition, attorney's fees, and court costs. Before City issues a site improvement permit, Developer shall dedicate all required easements to City. (DS-19)
146. 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)
147. 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)
148. Developer shall pay the cost of all inspections of on-site and off-site improvements. (DS-22)
149. Developer shall be responsible for all project-related actions of Developer's employees, contractors, subcontractors, and agents until City accepts the improvements. (DS-23)
150. 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)
151. "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, the Developer shall comply with and conform to any and all upgraded, additional or revised specifications, plans, ordinances, policies and standards. (DS-27)

152. 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)
153. 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)
154. 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)
155. Developer shall dispose of sewage and solid waste from the project by City's wastewater and solid waste systems in a manner approved by the City Engineer. (DS-38)
156. Developer shall install water mains, fire hydrants and water services in conformance with City standard plates, design criteria and specifications as directed by the City Engineer. (DS-41)
157. Developer shall install City approved backflow prevention devices for water connections if so ordered by the City Engineer. (DS-45)
158. Prior to designing the water system for the project, Developer shall have a certified fire flow test performed to determine existing water pressure and flow characteristics. The water system shall be designed to allow for a 10psi 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)
159. Street and road improvements shall conform to City standard plates, design criteria and policies. Improvements shall include upgrading of existing pavement along the project frontage to City standards by removing and replacing or overlaying, as directed by the City Engineer. (DS-51)
160. Developer shall submit a landscape irrigation plan prepared by a licensed professional, showing proper water meter size, backflow prevention devices, and cross-connection control. (DS-59)
161. Developer shall be responsible for and bear the cost of replacement of all existing survey monumentation (e.g., property corners) disturbed or destroyed during construction, and shall file appropriate records with the Ventura County Surveyor's Office. (DS-64)
162. 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)

163. Developer shall ensure adequate vehicle line of sight distance exists to safely exit the property. (TR-71)
164. Developer shall install bike racks in accordance with City standards at locations approved in the Plans. (TR-73)

STORMWATER QUALITY CONDITIONS

165. Developer shall design project to minimize degradation of stormwater quality by complying with the applicable sections of the Los Angeles Regional Water Quality Control Board's municipal separate storm sewer system ("MS4") permit (Order R4-2010-0108 including all revisions) for new development and redevelopment projects. Developer shall submit stormwater quality calculations and associated construction plans demonstrating compliance with the MS4 permit. Calculations shall generally be organized to follow the steps outlined in Chapter 2 of the 2011 Technical Guidance Manual for Stormwater Control Measures ("2011 TGM"). (DS-78)
166. Developer shall construct single-bin trash enclosures with a solid non-combustible roof (8-foot minimum clearance) that prevents stormwater from entering the refuse bin. 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)
167. Developer's stormwater quality calculations shall include site specific analysis and recommendations from a geotechnical engineer, and if applicable, a landscape architect for design and implementation of stormwater treatment and infiltration devices. Geotechnical Engineering analysis and recommendations shall include, but not necessarily be limited to, determination of site specific soil infiltration rates, depth to permeable soil layers, methods to reach permeable soil layers, appropriate compaction rates, recommendations to enhance infiltration, and other requirements of the 2011 TGM. Landscape architectural recommendations shall include, but not necessarily be limited to, suggestions regarding appropriate vegetation and soil amendments for vegetated infiltration devices. Project plans shall implement approved design recommendations. (DS-81)
168. Using forms provided by the Development Services Division, the Developer shall submit a stormwater quality control measures maintenance and operations plan ("the Plan") for this project. If the BMPs implemented with this project include proprietary products that require regular replacement and/or cleaning, Developer shall provide proof of a contract with an entity qualified to provide such periodic maintenance. The property owner is responsible for the long-term maintenance and operation of all BMPs included in the project design. Upon request by the City, property owner shall provide written proof of ongoing BMP maintenance operations. No grading or building permit shall be issued until

the 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)

169. Developer's stormwater quality control measures maintenance and operations plan shall include: 1) Requirement to clean on-site storm drains at least twice a year; once immediately before the first of October (the beginning of the rainy season) and once in January. The City Engineer may require additional cleaning; 2) Requirement to maintain parking lots free of litter and debris. Developer shall sweep sidewalks, drive aisles, and parking lots regularly to prevent the accumulation of litter and debris. When swept or cleaned, debris must be trapped and collected to prevent entry into the storm drain system. Developer may not discharge any cleaning agent into the storm drain system; 3) Requirement to label all on-site storm drain inlets with the message "Don't Dump - Drains to Ocean" in accordance with City standards. (DS-83)
170. Developer's engineer shall submit written confirmation that the project landscape drawings comply with the landscape requirements of the Technical Guidance Manual for Stormwater Quality Control Measures for all landscape based stormwater quality best management practices. (DS-84)
171. Developer shall 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)
172. 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)
173. 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)

174. 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)

DEVELOPMENT SERVICES DIVISION SPECIAL CONDITIONS

175. 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 2011 Stormwater Quality Technical Guidance Manual (TGM). (DS)
176. 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)
177. Developer shall design fueling area (gas station) in compliance with Chapter 5 of the TGM. These requirements include, but are not limited to: 1) Fuel dispensing area (as defined in the TGM) must be paved with concrete; 2) Fuel dispensing area must be covered by a solid canopy; 3) Fuel dispensing area must be designed to prevent storm drain flow through; 4) Canopy downspouts must not drain onto the fuel dispensing area; 5) Fueling area must be graded to drain towards a dead-end sump. (DS)
178. Owner shall maintain fuel dispensing areas using dry cleanup methods such as sweeping for removal of litter and debris or use of rags and absorbents for leaks and spills. Owner shall “spot clean” leaks and drips routinely. Leaks are not considered cleaned up until the absorbent is picked up and disposed of properly. Fueling areas shall never be washed down unless the wash water is collected and disposed of properly. This requirement shall be included in the project stormwater quality control measures maintenance and operations plan (DS).
179. Developer shall redesign the proposed water system to provide an independent onsite public (easement required) water lateral solely serving the fire hydrant. The onsite fire sprinkler service shall be provided via a separate tap in the public main and a private onsite conveyance system protected by a private backflow device. The final design is subject to approval of the Development Services Manager. (DS)
180. Developer shall properly abandon all existing service laterals (water, wastewater, etc.) to the properties that are not proposed for use by the project. Abandonment requirements shall be clearly indicated on the civil site improvement plans. (DS)

181. Developer shall dedicate additional right-of-way (approximately 3.5 feet) along the Saviers Road frontage of the project sufficient to extend the right-of-way to the back of a 10-foot wide sidewalk as measured from the existing curb face. (DS)
182. Developer shall dedicate additional right-of-way (approximately 1.35 feet) along the Channel Islands Boulevard frontage of the project sufficient to locate the new southerly right-of-way line to a point 84 feet south of the existing northerly Channel Islands Boulevard curb face. Dedication shall include sufficient right-of-way to construct a 20-foot radius curb return at the Samuel Avenue/Channel Islands Boulevard intersection and a 35-foot radius curb return at the Saviers Road/Channel Islands Boulevard intersection. (DS)
183. Developer shall remove all existing driveways that will no longer be used by the project and replace them with standard curb, gutter, and sidewalk. Final design is subject to approval of the Development Services Manager. (DS)
184. Developer shall install, and permanently maintain, “right-turn only” sign and associated pavement markings at the Channel Islands Boulevard driveway. The final location of design of signage and striping is subject to approval by the City Traffic Engineer. (TR)
185. Developer shall relocate the existing speed limit sign along the Samuel Avenue frontage of the project to a location complying with current ADA clearance standards. Location to be approved by the City Traffic Engineer. (TR)
186. Developer acknowledges that future widening of Channel Islands Boulevard may result in modifications to the proposed Channel Islands Boulevard driveway. Developer does not object to future modifications that maintain right-in and right-out access to the site. (DS)
187. The City accepts the Developer’s offer to furnish four (4) LED safety lights to retrofit the existing intersection lighting at the Channel Islands Boulevard/Saviers Road traffic signal. City staff will utilize the lights to replace the existing cobra head High Pressure Sodium Vapor Lights. (TR)
188. Prior to issuance of a demolition permit, Developer shall submit for review and approval a demolition plan, showing areas for staging, any street traffic controls, temporary storage area for debris, truck hauling route, and timeline.

*Resolution No. 2019-XX
PZ 18-500-12 (SUP)
September 19, 2019*

PASSED, APPROVED, AND ADOPTED by the Planning Commission of the City of Oxnard
on this 19th day of September, 2019.

Deidre Frank, 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 19th day of September, 2019, and
carried by the following vote:

AYES: Commissioner(s):

NOES: Commissioner(s):

ABSENT: Commissioner(s):

ABSTAIN: Commissioner(s):

ATTEST:

Scott Kolwitz, Secretary