

May 21, 2020
Planning Commission
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Agenda



This meeting is held pursuant to the State Emergency Services Act, the Governor's Emergency Declaration, and Governor's Executive Order N-29-20 to allow members of the City Council or staff to participate via teleconference.

Pursuant to the Ventura County Public Health Official's order and Governor's Executive Order N-33-20, all city buildings are temporarily closed to the public. The public is encouraged to view the meeting from home on the City's website at Oxnard.org/city-meetings, Spectrum channel 10, Frontier channel 35, or YouTube at Youtube.com/oxnardnews. Video recordings are typically available online immediately following the meeting.

The public may provide comments to the Planning Commission via email at planning@oxnard.org no later than 3:00 p.m. on the day of the meeting. Please identify the meeting date and agenda item in the Subject line.

A telephone option for public comments is also available at this time due to the State of California "Stay At Home" order. Requests to speak must be submitted no later than 3:00 p.m. on the day of the meeting. Use the form on the city's website to submit your request: Oxnard.org/city-meetings, or call the Planning office at (805) 385-7878, or email your request to planning@oxnard.org. (identify the agenda item in the Subject line).

CITY OF OXNARD PLANNING COMMISSION AGENDA

REGULAR MEETING

Council Chambers, 305 West Third Street
Thursday, May 21, 2020, 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 – May 7, 2020

E. EX PARTE DECLARATIONS FOR PUBLIC HEARING ITEMS

F. PUBLIC HEARING

1. **Project Name: Sakioka Farms Business Park Tentative Tract Map & Development Agreement;** Planning and Zoning Permit Nos. PZ 20-67-01 (Development Agreement), 20-300-01 (Tentative Subdivision Map for Tract No. 5996), and 20-650-01 (Road Naming). The Development Agreement provides benefits to the City and the applicant including the generation of significant employment opportunities for the City, development of public infrastructure, funding for fire personnel, and provision of development certainty

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.

for orderly development of the property. The Tentative Subdivision Map would subdivide a 430-acre agricultural area into 129 individual lots with public roads, utilities, landscaping and improvements consistent with the approved 2012 Sakioka Farms Business Park Specific Plan. The names of roads to be constructed with the Project are included in the Tentative Subdivision Map. The project site is located in the Sakioka Farms Business Park Specific Plan area south of US 101, east of Rice Avenue, north of Latigo Avenue, and coterminous with the City's eastern boundary (APNs 216-0-030-105, 216-0-030-145, 216-0-030-155, 216-0-030-075) within the Business & Research Park (BRP) and Limited Manufacturing Planned Development (M-1-PD) zones. Filed by Scott Uhles, Delane Engineering, Inc., 400 West Ventura Boulevard, Suite 265, Camarillo, CA 93010.

Project Planners: Scott Kolwitz, Planning and Environmental Services Manager, and Sarah LeJeune, Contract Planner.

Recommendation: That the Planning Commission:

- A. Find the Project is not subject to additional environmental review pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15168 (Consistency Evaluation);
- B. Adopt Resolution 2020-XX recommending that the City Council approve PZ Permit No. 20-67-01, the Development Agreement between the City of Oxnard, Sakioka Farms and AMS Craig, LLC, subject to certain findings and conditions; and
- C. Adopt Resolution 2020-XX recommending that the City Council approve Planning and Zoning Permit Nos. 20-300-01 (Tentative Subdivision Map for Tract No. 5996) and 20-650-01 (Road Naming), subject to certain findings and conditions.

G. STUDY SESSION/REPORTS

H. PLANNING COMMISSION BUSINESS

I. COMMUNITY DEVELOPMENT STAFF UPDATES

J. ADJOURNMENT

FUTURE MEETINGS

Thursday, June 4, 2020, 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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Draft Minutes



MINUTES
OXNARD PLANNING COMMISSION
REGULAR MEETING
May 7, 2020
DRAFT

A. ROLL CALL

1. At 6:02 p.m., the regular meeting of the Oxnard Planning Commission convened in the Council Chambers. Chair Frank announced pursuant to Governor Newsom's Executive Order N-29-20, members of the Planning Commission or staff may participate in meetings via teleconference.
2. Chair Frank (via videoconference), Vice Chair Sanchez (via teleconference), Commissioners Chavez (via videoconference), Dozier (via videoconference) and Meyer (via videoconference) were present. Commissioner Fuhring was absent.
3. Scott Kolwitz, Planning & Environmental Services Manager, announced the resignation of Commissioner Chua from the Planning Commission, effective immediately.
4. Staff members present were: Jeffrey Lambert, Community Development Department Director; Scott Kolwitz, Planning & Environmental Services Manager; Ken Rozell, Chief Assistant City Attorney; Rosemarie Gaglione, Public Works Department Director; Tatiana Arnaout, City Engineer; Michelle Travis, Recording Secretary.
5. Chair Frank presided and called the meeting to order.

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

1. Commissioner Chavez led the pledge of allegiance.

C. PUBLIC COMMENTS - On Items Not On The Agenda

1. Irene Rauschenberger (Oxnard) emailed a comment regarding the Coastal Land Use Plan (CLUP) (February 1982), Item #5, The LCP Land Use Map for McGrath/Mandalay Beach, Map No. 1 is amended to designate the North Shore at Mandalay Bay project site for Resource Protection Area, and Planned Unit Development Residential. Her email was read into the record. In summary she wrote that this "residential" location is at the north east corner of Harbor Boulevard and Fifth Street. This is the last remaining sensitive sand dune area and should be protected from residential development.

D. CONSENT AGENDA

1. APPROVAL OF MINUTES - February 20, 2020

MOTION: Chair Frank moved and Vice Chair Sanchez seconded a motion to approve the minutes of February 20, 2020, as submitted.

VOTE: Chair Frank, Vice Chair Sanchez, Commissioner Meyer, voted in favor. Commissioners Chavez and Dozier abstained. The motion carried 3:0:1:2:0.

2. APPROVAL OF MINUTES - March 19, 2020

MOTION: Commissioner Chavez moved and Commissioner Meyer seconded a motion to approve the minutes of March 19, 2020, as submitted.

VOTE: Chair Frank, Commissioners Chavez, Dozier and Meyer, voted in favor. The motion carried 5:0:1:0:0¹

E. EX PARTE DECLARATIONS FOR PUBLIC HEARING ITEMS

1. The Planning Commissioners did not have any ex parte communications to report for Item F-1.

F. PUBLIC HEARING

1. **Project Name:** 2030 General Plan and Local Coastal Plan Conformity Determination for the City of Oxnard Capital Improvement Program (CIP) Fiscal Years (FY) 2020-2025

Project Planners: Scott Kolwitz, Planning and Environmental Services Manager and Tatitana Arnaout, City Engineer.

Recommendation:

That the Planning Commission approve Resolution 2020-08 finding that the proposed Capital Improvement Program projects for FY 2020-2025 are in conformance with the City of Oxnard 2030 General Plan and relevant Coastal Land Use Plan policies pursuant to Section 65401 of the Government Code.

The Planning Commissioners did not have any ex parte communications to report for Item F-1.

City Engineer, Tatiana Arnaout, provided a PowerPoint presentation outlining the request.

Rosemarie Gaglione, Public Works Department Director introduced the presentation and was available for questions.

Chair Frank opened the public comments portion of the public hearing.

No public verbal comments were received in support or against Item F-1.

No public written comments were received in support of or against Item F-1.

¹ In Favor: Against: Absent: Abstain: Recused

Chair Frank closed the public comments portion of the public hearing.

Discussion ensued among the Commissioners and staff.

MOTION: Commissioner Chavez moved and Chair Frank seconded a motion to adopt a Resolution finding that the proposed **Capital Improvement Program projects for Fiscal Years (FY) 2020-2025 are in conformance with the City of Oxnard 2030 General Plan and relevant Coastal Land Use Plan** policies pursuant to Section 65401 of the Government Code.

VOTE: Chair Frank, Vice Chair Sanchez, and Commissioners Chavez, Dozier and Meyer voted in favor. The motion carried 5:0:1:0:0².

G. STUDY SESSION/REPORTS

1. None

H. PLANNING COMMISSION BUSINESS

1. Planning Commissioner Presentations on Lessons Learned at the League of California Cities Planning Commissioner Academy March 4-6 in Sacramento:
 - i. Commissioner Chavez provided a presentation on “Conducting a Public Meeting and Hearing.”
 - ii. Commissioner Meyer provided a presentation on “Improv Community.”

I. COMMUNITY DEVELOPMENT STAFF UPDATES

1. Jeffrey Lambert, Community Development Department Director announced:
 - i. The Community Development Department continues to maintain regular business functions and comparable workloads while the COVID-19 Local Emergency has been declared. A summary of Governor Newsom’s Resilience Roadmap, including the implementation of “Stage 2: Lower-Risk Workplaces” beginning on Friday, May 8, 2020, was provided.
 - ii. On May 5, 2020, the City Council adopted a Fiber Master Plan.
 - iii. On May 19, 2020, the City Council is scheduled to receive a presentation and public comments regarding proposed new fees and revisions to existing Development Impact Fees.
2. Scott Kolwitz, Planning & Environmental Services Manager announced:
 - i. Sakioka Farms Business Park Specific Plan for Development Agreement, Tentative Map and Road Naming project will be the Planning Commissions only item before the Planning Commission at their next meeting.
 - ii. The next Planning Commission meeting will be May 21, 2020 in City Council Chambers.

² In Favor: Against: Absent: Abstain: Recused

J. ADJOURNMENT

1. At 7:25 p.m., the Planning Commission concurred to adjourn.

FUTURE MEETINGS

Thursday, May 21, 2020, 6:00 p.m., City Council Chambers

Deirdre Frank,
Chair

ATTEST _____
Scott Kolwitz,
Planning & Environmental Services Manager

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Staff Report

Sakioka Farms Business Park Tentative Tract Map
&
Development Agreement





PLANNING COMMISSION STAFF REPORT

TO: Planning Commission

FROM: Sarah Lejeune, Contract Planner; and Scott Kolwitz, Planning and Environmental Services Manager

DATE: May 21, 2020

SUBJECT: **Project Name: Sakioka Farms Business Park Tentative Tract Map & Development Agreement;** Planning and Zoning Permit Nos. PZ 20-67-01 (Development Agreement), 20-300-01 (Tentative Subdivision Map for Tract No. 5996), and 20-650-01 (Road Naming), located in the Sakioka Farms Business Park Specific Plan area south of US 101, east of Rice Avenue, north of Latigo Avenue, and coterminous with the City's eastern boundary.

Recommendation: That the Planning Commission:

- a) Find the Project is not subject to additional environmental review pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15168 (Consistency Evaluation);
 - b) Adopt Resolution 2020-XX recommending that the City Council approve PZ Permit No. 20-67-01, the Development Agreement between the City of Oxnard, Sakioka Farms and AMS Craig, LLC, subject to certain findings and conditions; and
 - c) Adopt Resolution 2020-XX recommending that the City Council approve Planning and Zoning Permit Nos. 20-300-01 (Tentative Subdivision Map for Tract No. 5996) and 20-650-01 (Road Naming), subject to certain findings and conditions.
- 2) **Project Description and Applicant:** The project consists of several actions that serve the public interest. The applicant requests:
- a) Approval of a Development Agreement between the City of Oxnard, Sakioka Farms and AMS Craig, LLC, that provides benefits to the City and the applicant including the generation of significant employment opportunities for the City, development of public infrastructure, funding for fire personnel, and provision of development certainty for orderly development of the property.
 - b) Approval of a Tentative Tract Map to subdivide a 430-acre agricultural area within the Business & Research Park (BRP) and Limited Manufacturing Planned Development (M-1-PD) zones, consisting of four lots (APNs 216-0-030-105, 216-0-030-145, 216-0-030-155, 216-0-030-075) (Attachment A) into 129 individual lots with public utilities, landscaping and improvements consistent with the approved 2012 Sakioka Farms Business Park Specific Plan (Specific Plan) (Attachment B). The subdivision of

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these four lots into individual parcels requires the development of public infrastructure to support the new lots. The Specific Plan defined a master planning concept that includes the phased development of circulation, roads, public utilities, stormwater management, and landscaping to support light manufacturing, light industrial and business park uses that would serve the City's economic development with an integrated system of roadways, sidewalks and landscaping with mature trees and ground cover designed to define the public space. The public improvements associated with this phase of the TTM, Planning Area 5 will build four roads. Staff requests approval of the names of five roads, of which four roads are to be constructed with the first phase of public improvements envisioned by the Specific Plan. Five names were chosen by the Road Naming Committee on May 5, 2020 in accordance with the City's adopted road naming conventions consistent with the requirements of City Council Resolution No. 13,448, and depicted in Attachment C.

- c) The proposed project is not subject to additional environmental review pursuant to CEQA Guidelines Section 15168 (Consistency Evaluation).

For the purposes of this staff report, the foregoing project shall be referred to as "the Project." Filed by Scott Uhles, Delane Engineering, Inc., 400 West Ventura Boulevard, Suite 265, Camarillo, CA 93010.

- 3) **Existing & Surrounding Land Uses:** The project site is in northeastern Oxnard. The rectangular, 430 acre, flat agricultural site is located directly south of the 101 Freeway, between Rice Avenue and slightly east of Del Norte Boulevard to the City boundary, and north of Latigo Avenue. Del Norte Boulevard bisects the easternmost part of the site. Gonzalez Road terminates along the western perimeter of the site.

The project is not located within or adjacent to a General Plan designated neighborhood. The northern portion of the eastern property line is adjacent to the Camino Real Business Park Specific Plan site, and the eastern boundary corresponds to the eastern boundary of the City's municipal boundary, the City's Sphere of Influence, and the western boundary of the Camarillo-Oxnard Greenbelt. The Sphere of Influence line establishes the ultimate boundary for Oxnard. Attachment A contains illustrations that show regional context mapping, an Oxnard General Plan and zoning designation map, and an aerial photograph of the site.

The following table provides City General Plan designations, City zoning which governs the area. Additionally, the table identifies a general summary of existing land uses.

LOCATION	ZONING	GENERAL PLAN	EXISTING LAND USE
Project Site	Business Research Park (BRP) and Limited Manufacturing Planned Development (M-1-PD)	Business Research Park (BRP) and Light Industrial (ILT)	Agriculture

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North	US 101, General Commercial Planned Development (C-2 / C-2-PD), County	Commercial General (CG) and Residential Low (RL)	US 101 and then mixed-use residential / commercial development
South	Limited Manufacturing Planned Development (M-1-PD)	Industrial Light (ILT)	Light Industry including Procter & Gamble Paper Products Company and a Ventura County Fire Department support complex
East	Ventura County Agriculture	Ventura County Agriculture	Ventura County Agriculture
West	Business Research Park (BRP) Limited Manufacturing (ML) Light Manufacturing (M-1)	Business Research Park (BRP) Industrial Limited (ILM) Industrial Light (ILT)	Hotels, Offices, Light Industry

4) Background Information:

During the 1980's, the City of Oxnard anticipated future development uses of large agricultural areas with a series of planning efforts. The Sakioka Farms site was included in the Northeast Industrial Area of approximately 1,400 acres. identified for light and limited industrial and business and research park uses. The total area is governed by several different area plans and has been developing in phases since 1985.

Adopted in 2012, the Sakioka Farms Business Park Specific Plan (Specific Plan), envisions a development concept which provides a large master industrial and business park complex within the City boundaries, and allows for flexibility, design quality with distinct clusters of activities. The Specific Plan establishes the planning concept, design theme, development regulations and administrative procedures necessary to achieve orderly development of the project area with high quality design to achieve distinct sub-area characteristics that contribute to an area-wide intent.

In order to analyze potential impacts for the Specific Plan, the City of Oxnard (City) prepared an Environmental Impact Report (EIR), an Adaptive Management Mitigation Monitoring and Reporting Program, and a Statement of Overriding Consideration for the Specific Plan project (State Clearinghouse No. 2002071070) pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000, et seq.). The Notice of Determination was filed with the State on June 18, 2012

The Specific Plan structure includes a Master Plan Concept to address the vision associated with developing agricultural land at a key City gateway with well placed access from the 101

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Freeway, Rice Avenue and Del Norte Boulevard. The Master Plan Concept addresses eight distinct focus areas:

- *Development Concept*- Identifies location and vision for the four land-use types: 1) Business Research, 2) Office, 3) Industrial and 4) Commercial. Generally, Business Research is adjacent to the 101 Freeway, a mix of Business Research and Light Industrial is between the extension of Gonzales road and the East/West Road A (Sakioka Drive) to be completed as part of the project, and Light Industrial south of Sakioka Drive.
- *Planning Areas*- Divides the 430 acre site into seven planning areas with distinct concepts for clustered activities and characteristics that result from the circulation plan. Of the six uses identified for the Specific Plan area, each of the seven sub-areas are prescribed a mix of uses.
- *Master Plan*- Prescribes three major use areas as defined by the circulation plan, with Business Research to the north of Gonzales Road and adjacent to the freeway, a flexible mix of Business Research and Light Industrial in the areas between the new Sakioka Drive and Gonzales Road, and Light Industrial south of the Sakioka Road to the border of the Specific Plan area, Latigo Avenue.
- *Representative Land Use*- Assumes a build-out scenario with a mix of development based on the Master Plan concepts in order to anticipate buildout, and is used as the basis for the EIR analysis.
- *Circulation Plan*- Provides for the location, classification and design of additional roads, phasing of street improvements corresponding to the identified new roads, trip reduction measures with anticipated multi-modal transportation including bus and bicycle access, and design specifications that include a public pedestrian walkway system. A Trip Generation Budget identified in the EIR applies the capacity of the identified circulation improvements and the Master Plan to manage the overall number of trips for the area.
- *Landscape Concept*- Identifies character defining landscape themes for the public right-of-way and private frontages, identifying area gateways, project entries, and key intersections with specific landscape design elements that support wayfinding and pedestrian usage in the area.
- *Public Facilities Plans*- Identifies existing and proposed public infrastructure with a key focus on stormwater drainage that preserves water quality and effectively addresses drainage from the new public right-of-way, and identifies the desired location of a site for a fire station to serve the area.
- *Phasing Plan*- Synchronizes the necessary phases for infrastructure with development phases, so that the necessary public infrastructure is in place as new development plans proceed.

On March 17, 2020, the City Council directed staff to negotiate a Development Agreement with Sakioka Farms and AMS Craig, LLC in relation to the subdivision of the Specific Plan

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Area.

On May 5, 2020, the City Council adopted a Resolution No. 15,326 declaring the intent to establish Community Facilities District No. 8 (Sakioka Farms Business Park) to authorize the levy of a special tax and designate certain property for future annexation to the district. The district will finance certain public services, including fire protection services, and if not funded by private property owners, contingent services for maintenance of landscaping within public rights-of-way, drainage facilities, and weed control related to development of the Property. A City Council public hearing for this matter is scheduled for June 16, 2020.

5) **Environmental Determination:**

- a) The project is within the Specific Plan area for which the City of Oxnard prepared an Environmental Impact Report (EIR), an Adaptive Management Mitigation Monitoring and Reporting Program, and a Statement of Overriding Consideration for the Specific Plan pursuant to the California Environmental Quality Act (CEQA). The Specific Plan was adopted on June 12, 2012, and the Notice of Determination for the EIR was filed with the State on June 18, 2012. The Specific Plan EIR concludes that the Specific Plan would have significant and unavoidable cumulative impacts related to Agricultural Resources, Greenhouse Gas (GHG) emissions, and roadway Noise (City of Oxnard 2011b). The EIR also concludes that the Specific Plan would have less than significant impacts after mitigation with respect to Air Quality, Biological Resources, Hazards and Hazardous Materials, Population and Housing, Public Services, and Transportation, and a less than significant impact with respect to the remaining resources. As the Specific Plan intended development to proceed in phases over several decades, the Specific Plan EIR allows for adaptive mitigation measures, providing the lead agency the ability to modify mitigation measures to address current conditions at the time that development phases are evaluated and approved. Adapted mitigation measures must achieve either the same or a better final level of impact as was determined in the Specific Plan EIR.
- b) The City has discretionary approval over the Tentative Tract Map and the Development Agreement; therefore, these projects are subject to CEQA regulations. As the general concept and scope of the proposed project was envisioned in the adopted Specific Plan and studied in the 2012 Specific Plan EIR, the City is able to determine, per CEQA Guidelines §15168(c)(2), that the project is consistent with the previous analysis and findings of the 2012 Specific Plan EIR. To ensure validity of the 2012 findings in relation to current conditions, the City has prepared an Environmental Consistency Evaluation pursuant to CEQA Guidelines §15162(a), which evaluates if the 2012 Specific Plan EIR addressed the potential environmental effects of the project adequately for current conditions, or whether supplemental or subsequent environmental documentation or technical studies are needed.

The Consistency Evaluation found that the proposed project was consistent with the 2012 Specific Plan EIR, and no additional studies were necessary. The Consistency Evaluation includes additional information to address GHG Emissions per current regulatory

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standards, as well as identifying several adaptive replacement mitigations which provide equivalent measures for two areas where City policies have progressed to more sustainable programs such that the exact language of the previous mitigation measures no longer apply. These adaptive replacement mitigations provide equivalent or improved measures to what was approved in 2012, and do not change the findings of either the original CEQA document or the Consistency Evaluation.

- c) The Consistency Evaluation identifies several adaptive replacement mitigation measures. These adaptive replacement mitigation measures provide equivalent or improved measures to what was approved in 2012, and do not change the findings of the original Specific Plan EIR. The rationale for the Adaptive Replacement Mitigation Measures is as follows:

The 2012 Specific Plan EIR calls for a dedication of 1.5 acres of land for a Fire station near Rice Avenue and the easterly extension of Gonzales Road to address the new development anticipated by the subdivision for the area. As city policy has progressed and with improved technology to aid response times, the adaptive replacement mitigation more accurately addresses the need for fire services by providing funding for additional fire personnel instead of dedicated land for an additional fire station.

The 2012 Specific Plan EIR calls for inclusion of recycled water in any project in the Specific Plan Area. In 1999, the City created the multi-faceted Groundwater Recovery And Enhancement Treatment (GREAT) program to improve water sustainability. The GREAT program addresses multiple sources of reducing water demand and means of replenishing the local aquifer. The adaptive replacement mitigation N-1, N-2, N-12 and N-13, require Developer participation in the GREAT program, dedication of water rights, and purchase of City water as more effective sustainability measures than mitigations requiring a recycled water program.

6) Analysis:

General Discussion: The proposed project consists of three main components: A.) the Development Agreement and the associated Community Financing District; B.) the Tentative Tract Map Subdivision and Phase One Improvements as identified in the Master Plan concepts for the Specific Plan; and C.) Naming of the new roads created by the implementation of the Phase One Improvements.

A. Development Agreement (DA): The project includes a DA, a voluntary contract between a local jurisdiction and a person or entity who owns or controls property in that jurisdiction, that details the obligations of both parties and specifies the standards and conditions that will govern development of the property, including provisions of infrastructure, public spaces, and amenities. California Government Code Section

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65864-65869.5 sets forth the procedures by which a DA is processed and approved. The DA primarily provides terms regarding vested rights, financial obligations, and the length of the permit entitlements. The DA may also include terms and conditions relating to applicant financing of necessary public facilities and subsequent reimbursement over time.

- i) The proposed DA does not result in any physical modification to the environment. The proposed DA would benefit the Developer and the City by eliminating uncertainty in planning and providing for the orderly development of the Specific Plan under the TTM. The DA would provide the following certainties and benefits:
 - (a) Provide for public services and infrastructure appropriate and adequate for the development of the Property, per the vision of the 2012 Sakioka Farms Business Park Specific Plan,
 - (b) Create a mandated Community Facilities District, which provides permanent salary funding for additional firefighters for Fire Station No. 5,
 - (c) Provide for the dedication of land for the future Del Norte/101 Interchange and the extension of Gonzales Road,
 - (d) Provide for the conveyance of groundwater rights to the City, and
 - (e) Serve the public interest within the City and surrounding region by providing new economic opportunity and potential job creation.
- ii) The proposed DA primarily provides terms regarding vested rights, financial requirements, and establishes the length of the permit entitlements, with operative provisions:
 - (a) Staff recommends that the DA remain in effect for a term of 15 years, while the Developer has requested an initial term of 20 years,
 - (b) The establishment of a Communities Facilities District that would continue in full force and effect for a period of 50 years from the termination or expiration of the DA provided that a minimum of 1.5 million square feet of development remains on the Property or any portion thereof,
 - (c) Developer would have the vested right to develop the Project on the Property in accordance with the Specific Plan,
 - (d) Existing fee increases are limited to five years from January 1, 2022 or when the existing fees are increased, whichever occurs first,
 - (e) The Developer is entitled to utilize fee credits that may be transferred by the Developer to buyer or ground lessees of any portion of the Project,
 - (f) The Developer would be entitled to apply Northeast Industrial Assessment District in-lieu credits for water, sewer, and street fees,
 - (g) Development impact fees would be paid with the issuance of building permits,
 - (h) The Developer would comply with the performance criteria set forth in the 2002 Technical Guidance Manual for Storm Water Quality Control Measures for the installation of the detention basin and any other storm water discharge mitigation measures within the Specific Plan area,

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- (i) The City will support an expedited processing timeframe for development in the Specific Plan area, and
- (j) The term of any subdivision map or other permits approved as part of the Project approvals shall be commensurate with the term of the DA.
- iii) As noted above, the DA will address the Specific Plan MM1-1 with an adaptive replacement mitigation that requires the Developer to provide permanent funding for fire personnel for the term of the Development Agreement.
- iv) Prior to approval of the project, and as a condition for approval of the DA, the developer will need to form a Property Owners Association (POA) with a Community Financing District (CFD) to finance certain public services, including fire protection services (the “Fire Protection Services”), and, if not funded by a private Property Owners Association, or similar entity, the maintenance of landscaping, drainage facilities, weed control as approved at an election held within the boundaries of the District.

The DA as currently drafted sets a 15 year term for the developer to exercise their vested rights; however, the applicant is requesting the term to be extended to a 20 year term. Staff recommends the 15 year term because of the limited scope of improvements and public amenities being included within this project, as compared with such developments as Wagon Wheel and RiverPark.

B. Tentative Tract Map (TTM): The TTM is not associated with any specific lot development. The proposed project is a TTM for the 430 acre Specific Plan site that would subdivide the Specific Plan area into 129 individual private parcels, varying in size from approximately 0.5 acre to 25 acres, and implement the related public infrastructure improvements identified for the Specific Plan, including the creation of the following additional roadways:

- Extend Gonzales Road to and through Del Norte Boulevard.
 - Create one additional east/west secondary arterial public road identified in the Specific Plan as Street A and proposed to be named Sakioka Drive.
 - Create three north/south local arterial public roads, identified in the Specific Plan as streets B, C, and E and proposed to be named Gravity Circle, Synergy Circle and Biology Place.
- i) The proposed Phase One improvements implement the Specific Plan per the Public Facilities Plan, Circulation Plan and Landscape Concept subsections of the Specific Plan Masterplan Concept. These public infrastructure benefits include implementing the Public Facilities Plan with 1) establishing the public right-of-way improvements related to the four roadways, including the associated landscaping and sidewalks, identified by the Circulation Plan and Landscape Concept; 2) installing multiple

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- utilities to serve the new lots; and 3) constructing the associated detention basins that address stormwater run-off from the newly created public rights-of-way.
- ii) Additional Phase I site improvements include mass grading of the Phase I area, full completion of Street A (Sakioka Drive), and partial completion of Streets B (Gravity Circle) and C (Synergy Circle) so they end in temporary cul-de-sacs. The full completion of these streets would be synchronized with the Gonzales Road extension and Street E (Biology Place) improvements which are intended to follow in a later phase. Future development of the Sakioka Specific Plan area would occur in multiple phases, with individual development projects undergoing City discretionary review. A reduced size set of the TTM plans are included in Attachment B.
 - iii) In accordance with the City's road naming conventions for the Northeast Industrial Area, as outlined in City Council Resolution No. 13,448, the developer provided suggestions with either historically significant names, or scientific terms or names that address the alphabetical completion of the grid in this section of the City. The City's Road Naming Committee convened on May 5, 2020, reviewed the suggestions, and provided several alternate names that meet the requirements related to emergency dispatch and applicable translations and pronunciation for Spanish speakers. The proposed names also include a suffix (Drive, Circle, Road, Place) which meets the technical requirements related to road naming. The selected names are:

<u>Site Plan Label</u>	<u>Street Name</u>	<u>Theme</u>
A Street	Sakioka Drive	Historic Landowner Name
B Street	Gravity Circle	Science-Technology
C Street	Synergy Circle	Science-Technology
D Street	Gonzales Road	Continuation Street
E Street	Biology Place	Science-Technology

- b) **General Plan Consistency:** The City's 2030 General Plan provides several land use designations for the subject site, Business Research Park (BRP) which allows professional, administrative, and research, uses integrated into campus-like environments that are oriented towards arterials, and developed to high property and development standards, and Light Industrial (ILT), allowing light manufacturing, assembly, work/live, and warehousing uses developed to high performance and development standards. The subdivision has no effect on the uses allowed. No buildings are proposed with this action. However, the properties which are being created provide adequate square footage to accommodated anticipated Specific Plan uses. The project does include infrastructure improvements which are required as a key component of the Specific Plan. The project's consistency review with General Plan policies is included as Attachment E, demonstrating the project is consistent with the 2030 General Plan. In summary, the project is in conformance with the General Plan land use designations for the property.

PZ 20-670-01, 20-300-01, and 20-650-01, the Sakioka Farms Business Park Tentative Tract Map & Development Agreement

Planning Commission Date: May 21, 2020

Page 10

- c) **Conformance with Sakioka Farms Business Park Development Standards and Master Plan.** The property as it exists is agricultural land, and the zoning is governed by the Specific Plan approved in 2012. As this is a subdivision, and no specific development is associated with this approval, the applicable development regulations that apply relate to lot size and lot frontage width (the front property line along the right-of-way) and depth. As illustrated in the table below and shown in detail in Attachment F, all 129 parcels proposed as part of the project are in conformance with the standards for the Specific Plan Planning Areas, and the map is in conformance with the applicable development regulations for the property.

LOT SIZE REGULATIONS PER PLANNING AREA							
	1	2	3	4	5	6	7
MINIMUM LOT AREA (square feet)	60,000	15,000	40,000	15,000	100,000	10,000	80,000
MINIMUM LOT FRONTAGE (linear feet)	250	100	200	100	300	100	250
MINIMUM LOT DEPTH (linear feet)	250	150	200	150	300	100	250

- d) **Construction of Public Improvements:** Construction to implement the first phase of public improvements will result from the approvals. The Resolution includes 235 conditions related to public infrastructure construction, landscape installation and maintenance in the public right-of-way, water conservation, stormwater and traffic improvements, and incorporates EIR mitigation measures as conditions of approval. Additionally, the Resolution includes conditions and mitigation measure requirements for future projects to be constructed on the parcels within the Specific Plan area. Specific detailed conditions based on staff review address the stormwater detention basins, installation of traffic improvements at key intersections as identified in the mitigation measures, and the installation of fiber-optic cable per the recently approved Fiber Network Masterplan.
- e) **Circulation and Roadways:** As required by the Specific Plan, and as noted above in the General Discussion, the Phase One improvements require completion of the circulation program, including roadways, sidewalk, landscaping and stormwater management for the public right-of-way. Approval of the TTM includes the implementation of the Phase One circulation infrastructure as indicated in the plans and as conditioned in the Resolution. The CEQA Consistency Evaluation verifies consistency of the construction plans with the applicable mitigations.
- f) **Landscaping and Open Space:** As required by the Specific Plan, the TTM includes landscaping in the public right-of-way consistent with the Landscape Concept and the Landscape Guidelines. The proposed landscaping plans provide specific landscape design

PZ 20-670-01, 20-300-01, and 20-650-01, the Sakioka Farms Business Park Tentative Tract Map & Development Agreement

Planning Commission Date: May 21, 2020

Page 11

for the new public right-of-way, roadway curb to property line, street frontages, gateway entries, the entry intersections for Gonzales Road / Rice Avenue, Gonzales / Del Norte Boulevard, Sakioka Drive / Rice Avenue, and Sakioka Drive / Del Norte Boulevard. The CFD protects this investment by addressing the responsibility of maintaining landscaping if the private property owners do not maintain the landscaping.

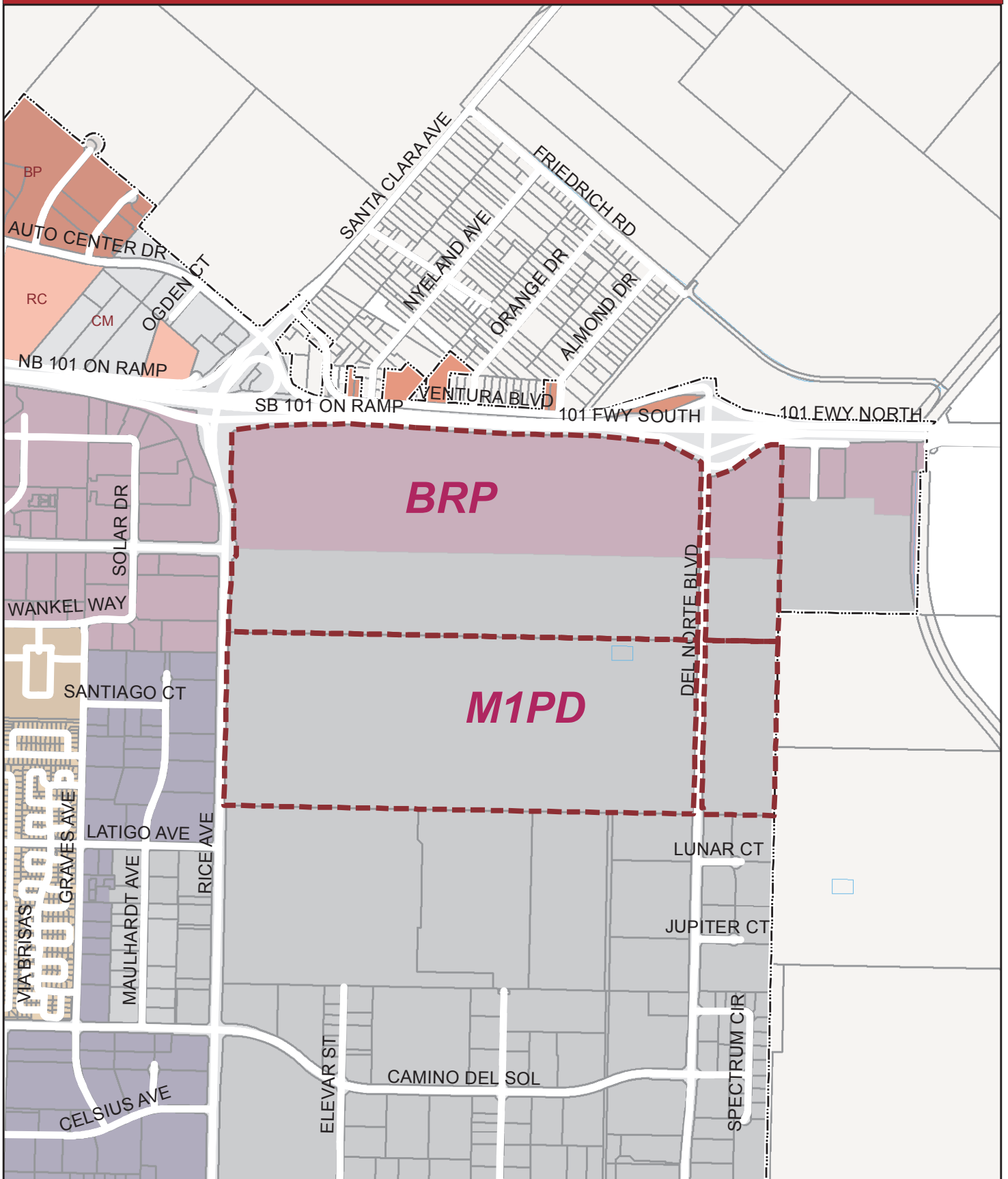
- 7) **Development Advisory Committee:** The Development Advisory Committee (DAC) reviewed this project on November 13, 2019 and April 1, 2020. The DAC process led to the conditions of approval that are incorporated in the attached Resolution for the Tentative Subdivision Map (Attachment H).
- 8) **Community Workshop and Public Input:** The Project is not in a General Plan designated neighborhood. The Project will not increase the intensity of the use, as it is a subdivision rather than a building or buildings. Due to these factors, it was determined that the project did not require a Community Workshop.
- 9) **Appeal Procedure:** The requested actions for the Development Agreement and Tentative Subdivision Map are recommendations to the City Council, the decision-making body for a subdivision in accordance with Oxnard City Code Sections 16-575 (Change of Boundaries and Uses) and 15-40 (Subdivisions). As the Planning Commission does not take formal action, but recommends an action to the City Council, an Appeal procedure is not necessary. All aspects of this Project shall not become effective unless and until the City Council approves the Development Agreement and Tentative Subdivision Map.

Attachments:

- A. Maps (Vicinity, Aerial Photo, General Plan, and Zoning Maps)
- B. Reduced Size Project Plans
- C. Road Naming Map and Approval Letter
- D. CEQA Consistency Analysis with Appendix MM (pg. 358 of 508) Adaptive Management Monitoring and Reporting Program May 2020 Version
- E. General Plan Consistency Chart
- F. TTM Lot Size Compliance
- G. Resolution to Adopt a Development Agreement (Exhibit 1: Draft Development Agreement Ordinance)
- H. Resolution to Adopt a Tentative Tract Map Subdivision and Associated Road Naming

A. Maps (Vicinity, Aerial Photo, General Plan, and Zoning Maps)

Zoning/Specific Plan Map



Oxnard Planning

March 3, 2020

PZ 19-300-02, 19-520-02
Location: 1901 Outlet Center Dr
APN: 2130090125
Palms Medical Plaza

0 250 500 1,000 1,500 2,000 Feet

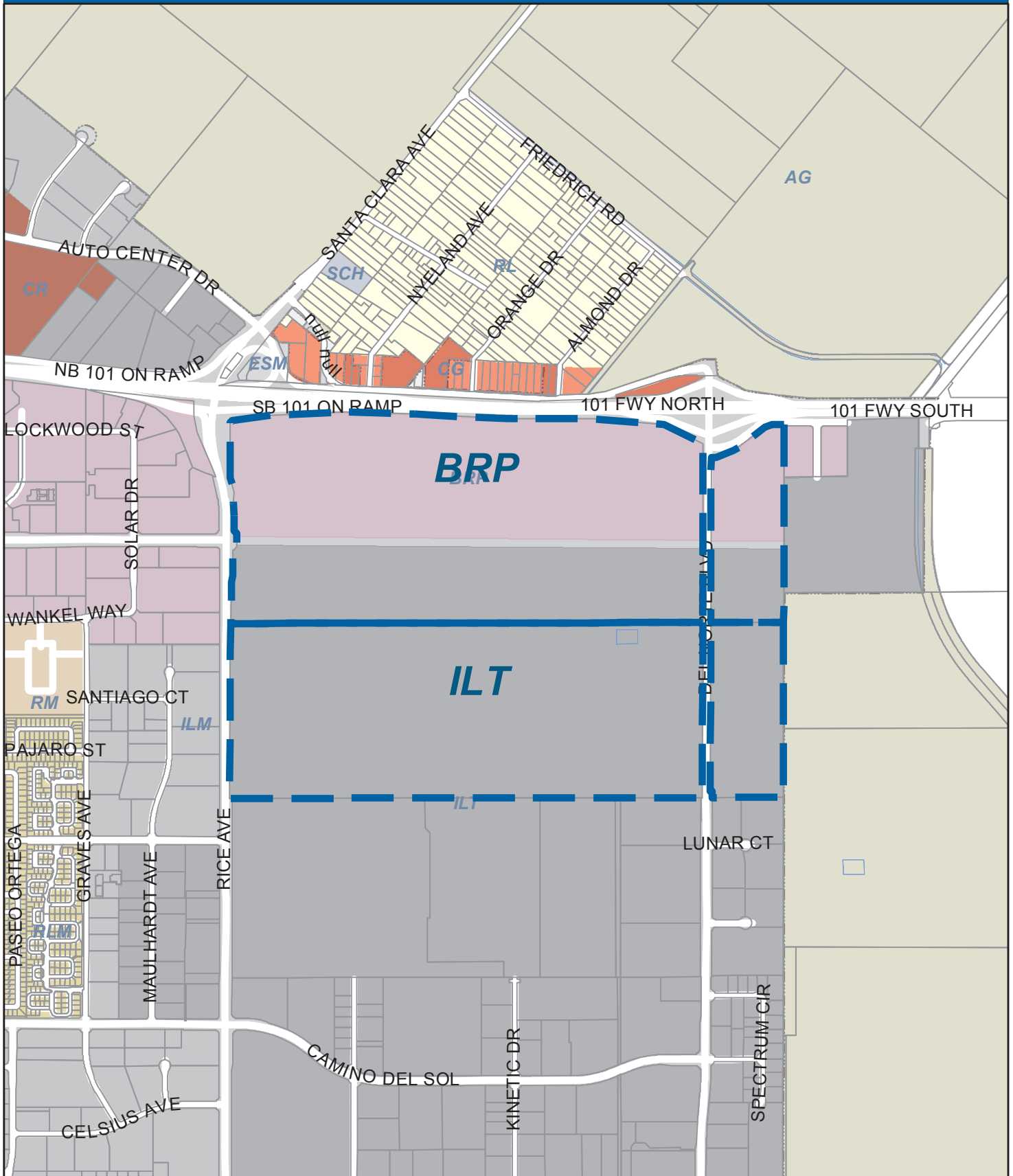
Zoning/Specific Plan Map



1:15,000

2030 General Plan Land Use Map

Parcel Page 23



Oxnard Planning

May 6, 2020

PZ 20-670-01, 20-300-01, 20-650-01

Location: Sakioka

APN: 2160030105, 2160030145,
2160030155, 2160030075

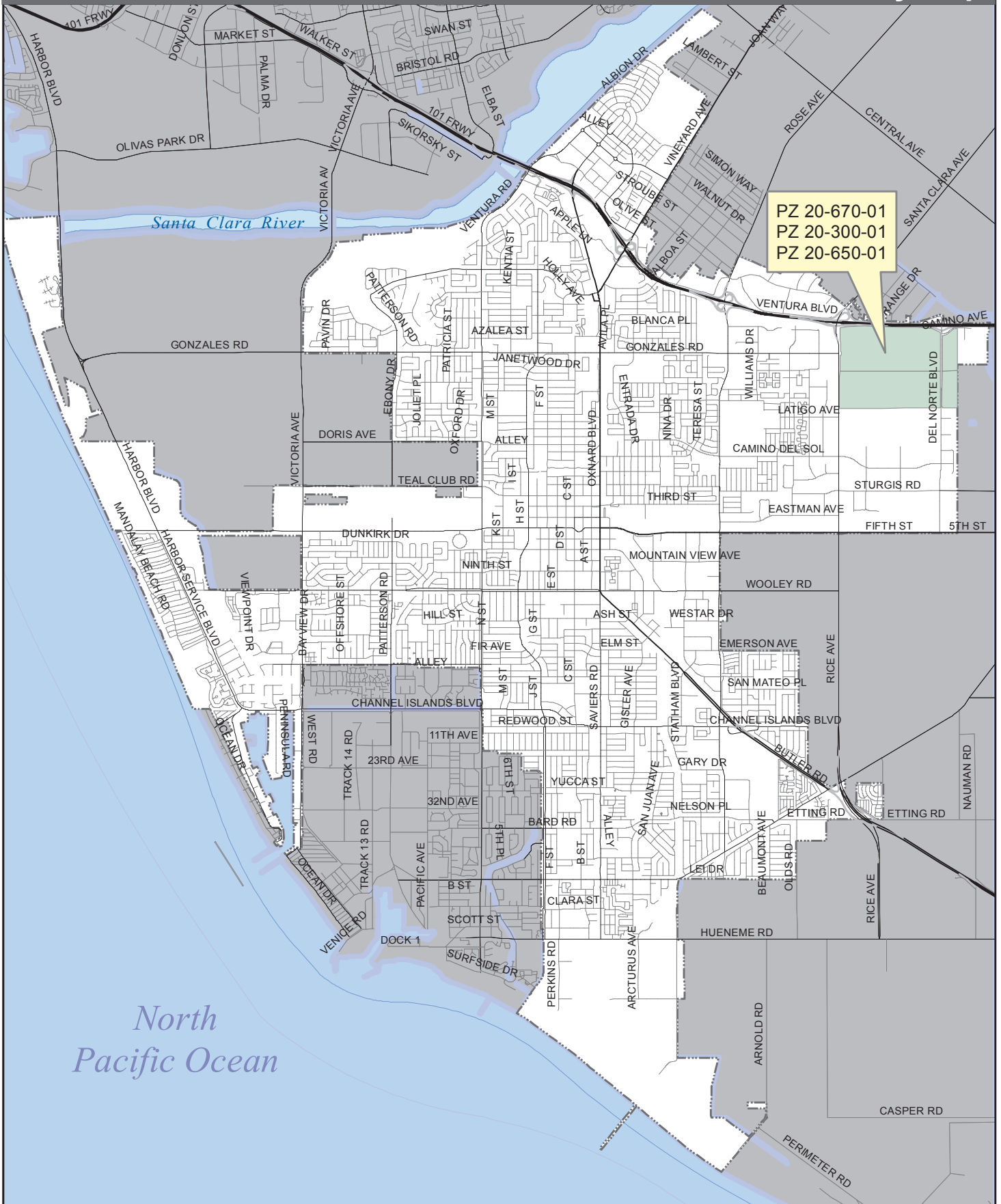
0 375 750 1,500 Feet

2030 General Plan Land Use Map

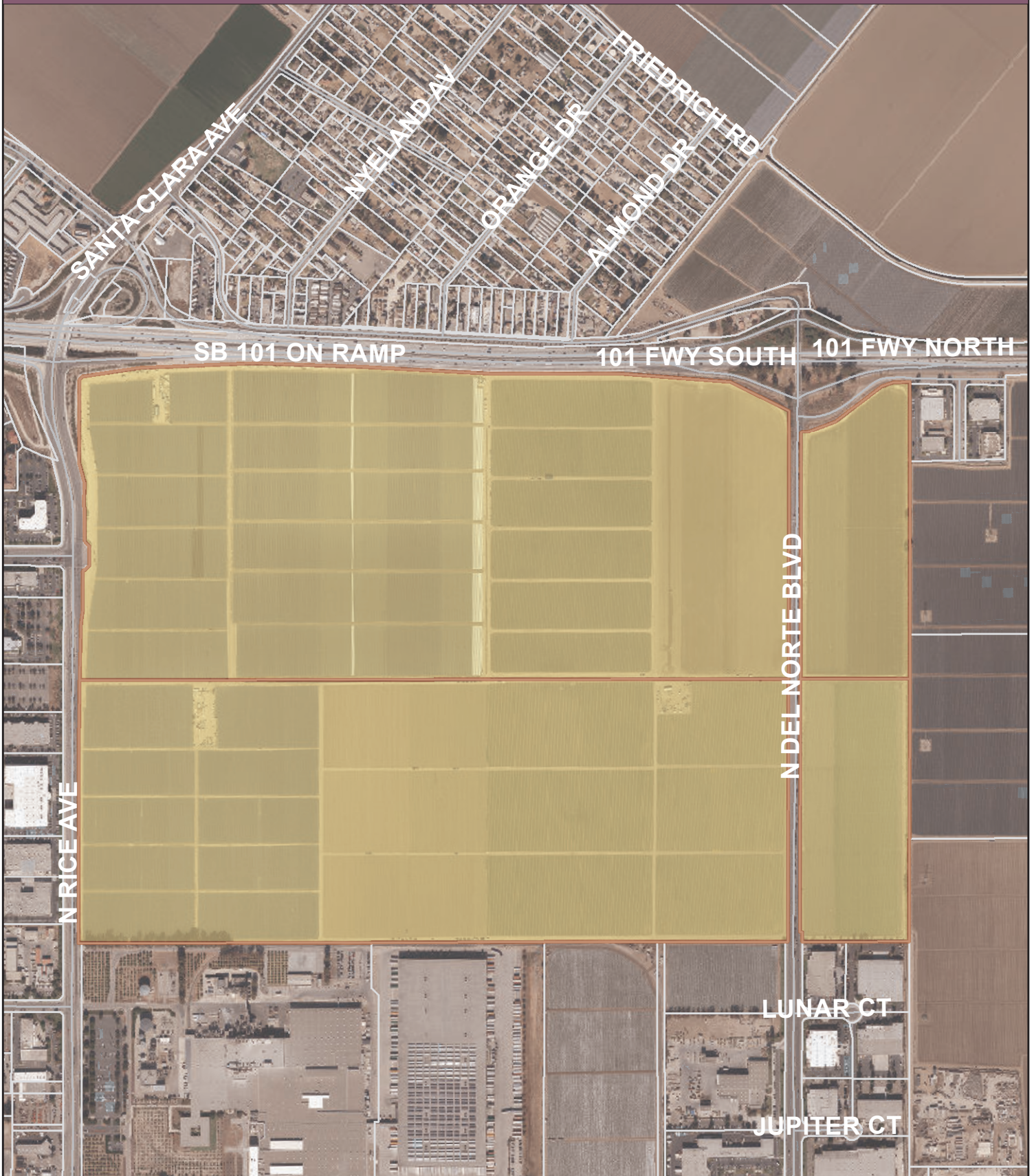


1:15,000

Vicinity Map



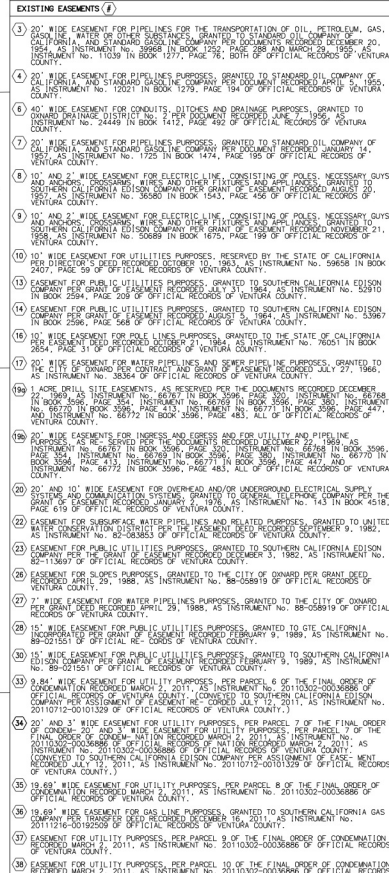
Aerial Map



B. ReducedSizeProjectPlans

Packet Page 27

VICINITY MAP
SCALE: 1"=2000'



5
TRACT 4360
SUB 1342
216-0-212-075
1000 N. DEL
NORTE BLVD
(NOT A PART)

6
TRACT 4360
SUB 1254
216-0-212-075
3451 LUNAR COURT
(NOT A PART)

DEL NORTE BLVD

LUNAR CT

CY
 353 CY
 3,311 CY

SHEET
 SECTIONS AND PHASING
 DRAINING SITE PLAN
 EASINGS AND DETAILS
 POINT DELINEATION
 SECTION DETAILS
 DRAINING SITE PLAN

PREPARED BY

DELANE
ENGINEERING
 300 S. AVENUE 10E, SUITE 200
 CAMMILL, CA 92020
 PHONE: 775.366.3377 • WWW.DELANEENGINEERING.COM

SCOTT D. UHLES PCE No. 72399

BENCHMARK	EARTHWORK
COUNTY OF VENTURA BENCHMARK : 7-79 RM2	CUT: 436,402
DESCRIPTION - CITY OF ONAWD DISK ON TOP OF CURB AT THE SOUTHWEST CORNER OF RICE AVE AND GONZALES RD	FILL: 1,774, IMPORT: 1,338
ELEVATION = 76.283' NAVD 88	
BASIS OF BEARING	SHEET INDEX
THE BEARING OF N89°47'40"E ALONG THE SOUTHERLY LINE OF PARCELS "C", 2 R8 43, AS SHOWN ON THE COUNTY RECORDED SURVEY TITLED IN BOOK 53, PAGES 64 THROUGH 66, INCLUSIVE OF RECORDS OF SURVEY IN THE OFFICE OF THE COUNTY RECORDER OF THE COUNTY OF VENTURA, WAS USED AS THE BASIS OF BEARING SHOWN ON THIS MAP.	1 TITLE 2 TYPES 3-6 ENGINEERING 7 SECTION 8 PAVEMENT 9 INCLUSIVE OF 10 UTILITIES

CY
 353 CY
 3,311 CY

SHEET
 SECTIONS AND PHASING
 DRAINING SITE PLAN
 EASINGS AND DETAILS
 POINT DELINEATION
 SECTION DETAILS
 DRAINING SITE PLAN

PREPARED BY

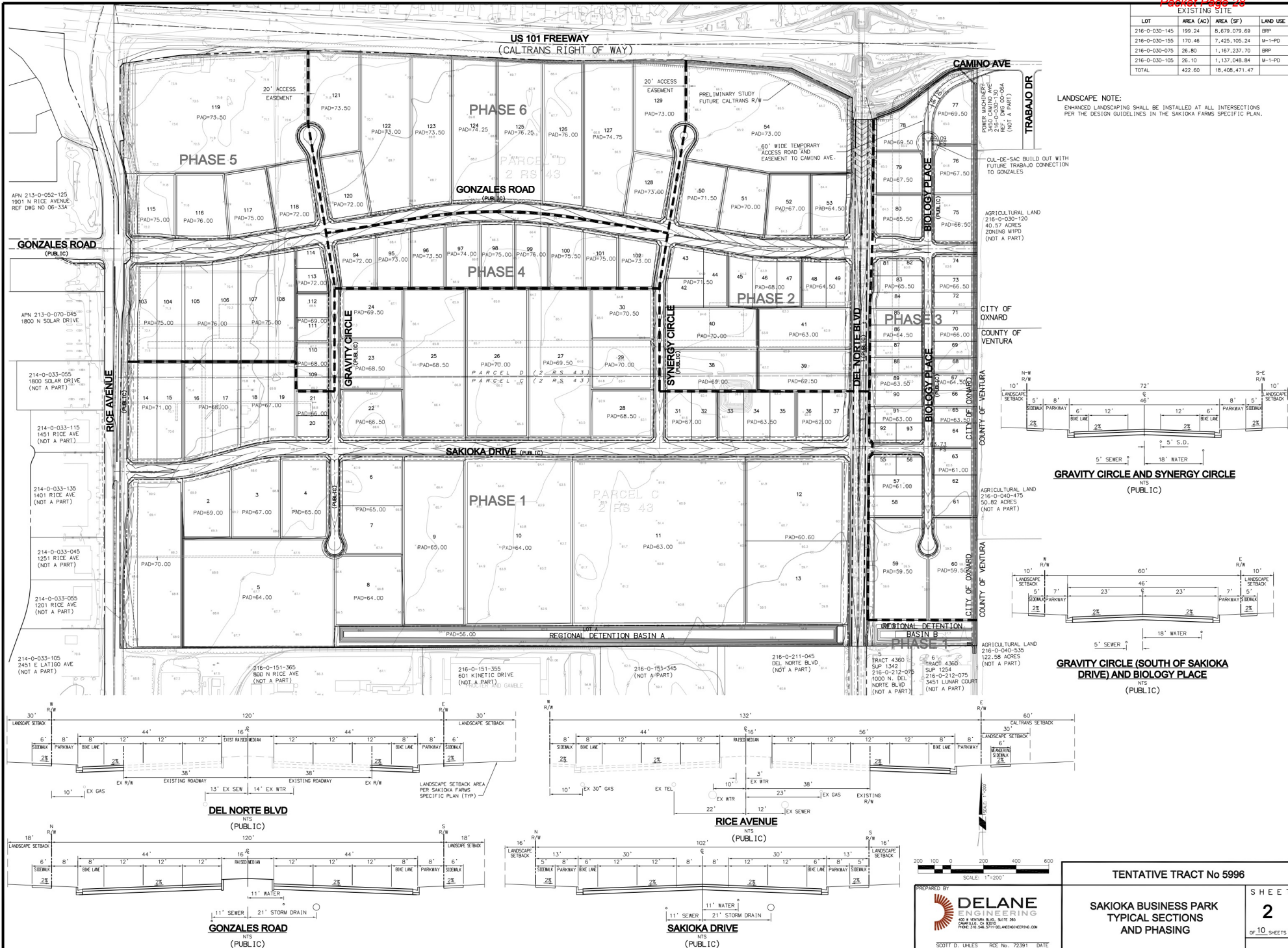
DELANE
ENGINEERING
 300 S. AVENUE 10E, SUITE 200
 CAMMILL, CA 92020
 PHONE: 775.366.3377 • WWW.DELANEENGINEERING.COM

SCOTT D. UHLES PCE No. 72399

SHEET
1
OF 10 SHEETS

LOT	AREA (AC)	AREA (SQ')	LAND USE
216-0-030-145	189.24	8,679,079.69	BP
216-0-030-155	170.46	7,425,105.24	M-1-PD
216-0-030-075	26.80	1,167,237.70	BP
216-0-030-105	26.10	1,137,048.84	M-1-PD
TOTAL	422.60	18,408,471.47	

LANDSCAPE NOTE:
ENHANCED LANDSCAPING SHALL BE INSTALLED AT ALL INTERSECTIONS
PER THE DESIGN GUIDELINES IN THE SAKIOKA FARMS SPECIFIC PLAN.



PREPARED BY
DELANE ENGINEERING
400 N. VENTURA BLVD., SUITE 200
OAKLAND, CA 94612
PHONE: 510.546.3711
WWW.DELANEENGINEERING.COM

TENTATIVE TRACT No 5996
**SAKIOKA BUSINESS PARK
TYPICAL SECTIONS
AND PHASING**

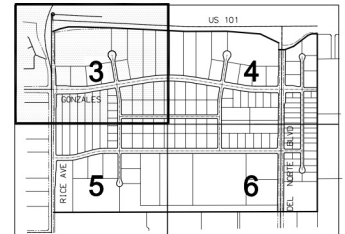
SHEET
2
OF 10 SHEETS

DATE: 04/15/2020
DESIGNER: TAYLOR

GENERAL NOTES:
1. ALL OVERHEAD UTILITY LINES ON AND ADJACENT TO THE PROPOSED PROJECT THAT CONDUCT LESS THAN 66KV SHALL BE PLACED UNDERGROUND.

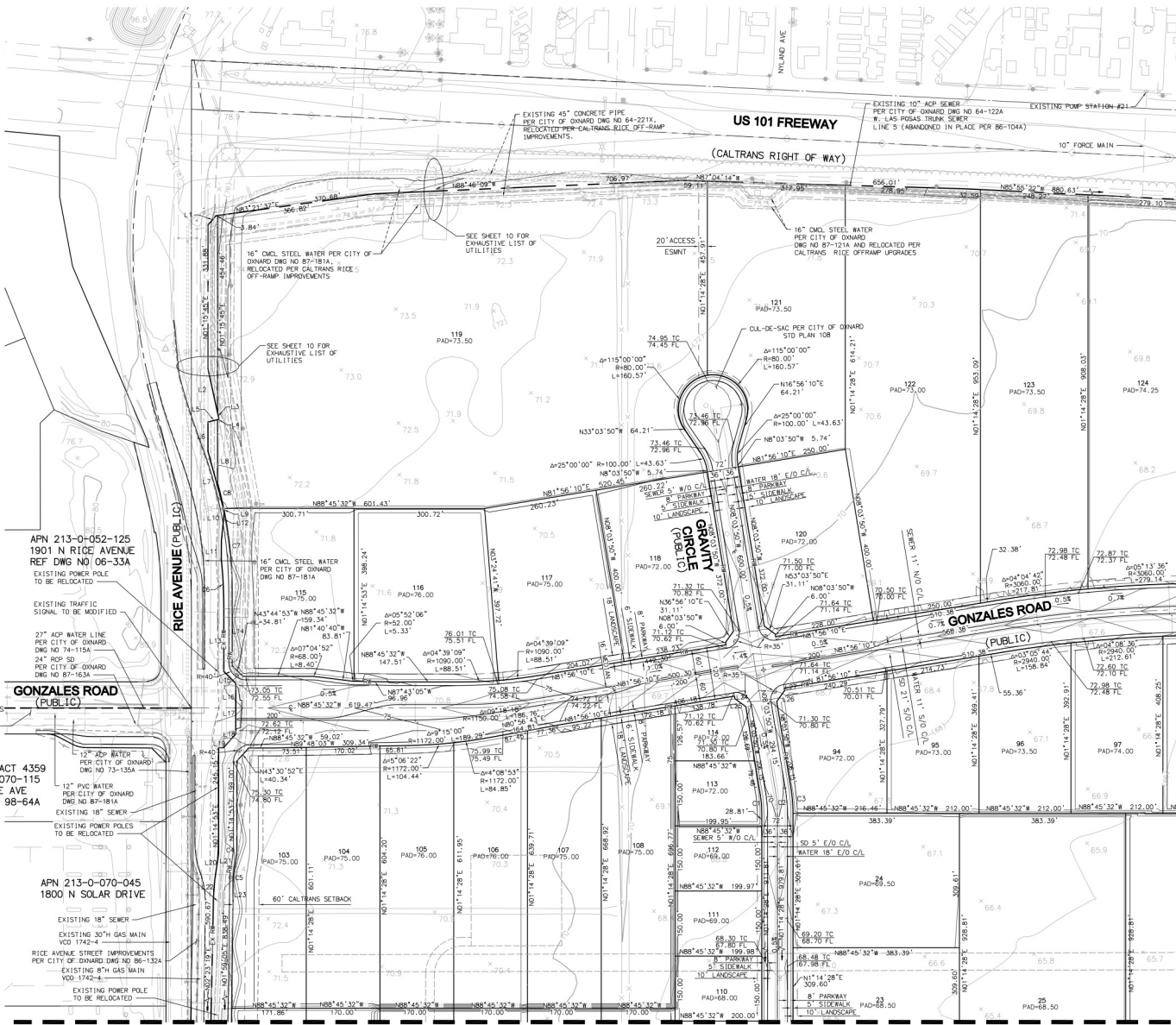
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NO.	DELTA	RADIUS	LENGTH	TANGENT
C1	9°18'18"	264.00'	42.87'	21.48'
C2	9°18'18"	300.00'	48.72'	24.41'
C3	9°18'18"	336.00'	54.57'	27.34'
C4	8°31'50"	128.00'	19.06'	9.55'
C5	8°31'50"	112.00'	16.68'	8.35'
C6	5°52'21"	1123.85'	115.19'	57.64'
C7	11°41'49"	938.00'	191.49'	96.07'
C8	3°46'36"	938.00'	61.83'	30.93'

LINE TABLE			L13	N01°15'45"E	144.37'
NO.	BEARING	DISTANCE	L14	N01°15'45"E	172.21'
L1	N43°44'19"W	38.81'	L15	N43°44'19"W	38.81'
L2	N43°06'11"E	42.29'	L16	N01°15'45"E	56.75'
L3	N88°45'07"W	11.15'	L17	N01°14'53"E	59.84'
L4	N09°46'47"E	59.71'	L18	N43°06'11"E	42.29'
L5	N09°46'42"E	51.64'	L19	N88°45'07"W	11.15'
L6	N05°32'13"E	39.48'	L20	N08°09'55"E	94.97'
L7	N14°03'13"W	143.23'	L21	N09°46'42"E	42.77'
L8	N01°15'45"E	153.60'	L22	N05°32'13"E	39.48'
L9	N14°03'13"W	6.69'	L23	N01°14'53"E	48.71'
L10	N06°52'42"E	67.82'	L24	N08°03'50"W	6.00'
L11	N01°34'49"E	42.54'	L25	N53°03'50"W	31.11'
L12	N06°57'42"E	37.31'	L26	N36°56'11"E	31.11'
			L27	N08°03'50"W	6.00'



SHEET INDEX MAP

NTS



SEE SHEET 5

REFERENCE PAGES
SEE SHEETS FOR:
SECTIONS AND DETAILS
PAVEMENT DELINEATION
INTERSECTION DETAILS
UTILITY SITE PLAN

SHEET 7
SHEET 8
SHEET 9
SHEET 10

TENTATIVE TRACT NO 5996

SAKIOKA BUSINESS PARK
ENGINEERING SITE
PLAN

SHEET
3
OF 10 SHEETS

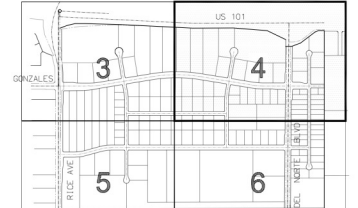
PREPARED BY
DELANE
ENGINEERING
400 N. VICTORIA BLVD., SUITE 205
DANVILLE, CA 94519
PHONE 916.346.5711 • FAX 916.346.5712
SCOTT D. UNLES RCE No. 72391 DATE

GENERAL NOTES:
1. ALL OVERHEAD UTILITY LINES ON AND ADJACENT TO THE PROPOSED PROJECT THAT CONDUCT LESS THAN 66KV SHALL BE PLACED UNDERGROUND.

CURVE TABLE				
NO.	DELTA	RADIUS	LENGTH	TANGENT
C1	97°18'18"	264.00'	42.87'	21.48'
C2	83°51'51"	52.00'	7.74'	3.88'
C3	83°51'51"	68.00'	10.13'	5.07'
C4	82°39'35"	52.00'	7.71'	3.86'
C5	82°39'35"	68.00'	10.08'	5.05'
C6	12°30'19"	73.00'	15.93'	8.00'
C7	12°30'19"	47.00'	10.26'	5.15'
C8	19°14'27"	68.00'	22.84'	11.53'
C9	19°14'27"	52.00'	17.48'	8.81'
C10	97°18'18"	300.00'	48.72'	24.41'

LINE TABLE		
NO.	BEARING	DISTANCE
L1	N80°13'41"W	52.47'
L2	N10°10'54"E	52.03'
L3	N76°15'13"W	83.84'
L4	N88°45'32"W	37.06'
L5	N88°45'32"W	5.00'
L6	N88°45'32"W	5.00'
L7	N43°45'32"W	25.46'
L8	N46°27'54"E	35.22'
L9	N88°45'32"W	6.00'
L10	N20°55'46"E	6.83'
L11	N20°55'46"E	36.55'
L12	N55°32'46"E	30.11'
L13	N10°32'46"E	6.00'
L14	N70°32'05"E	11.65'

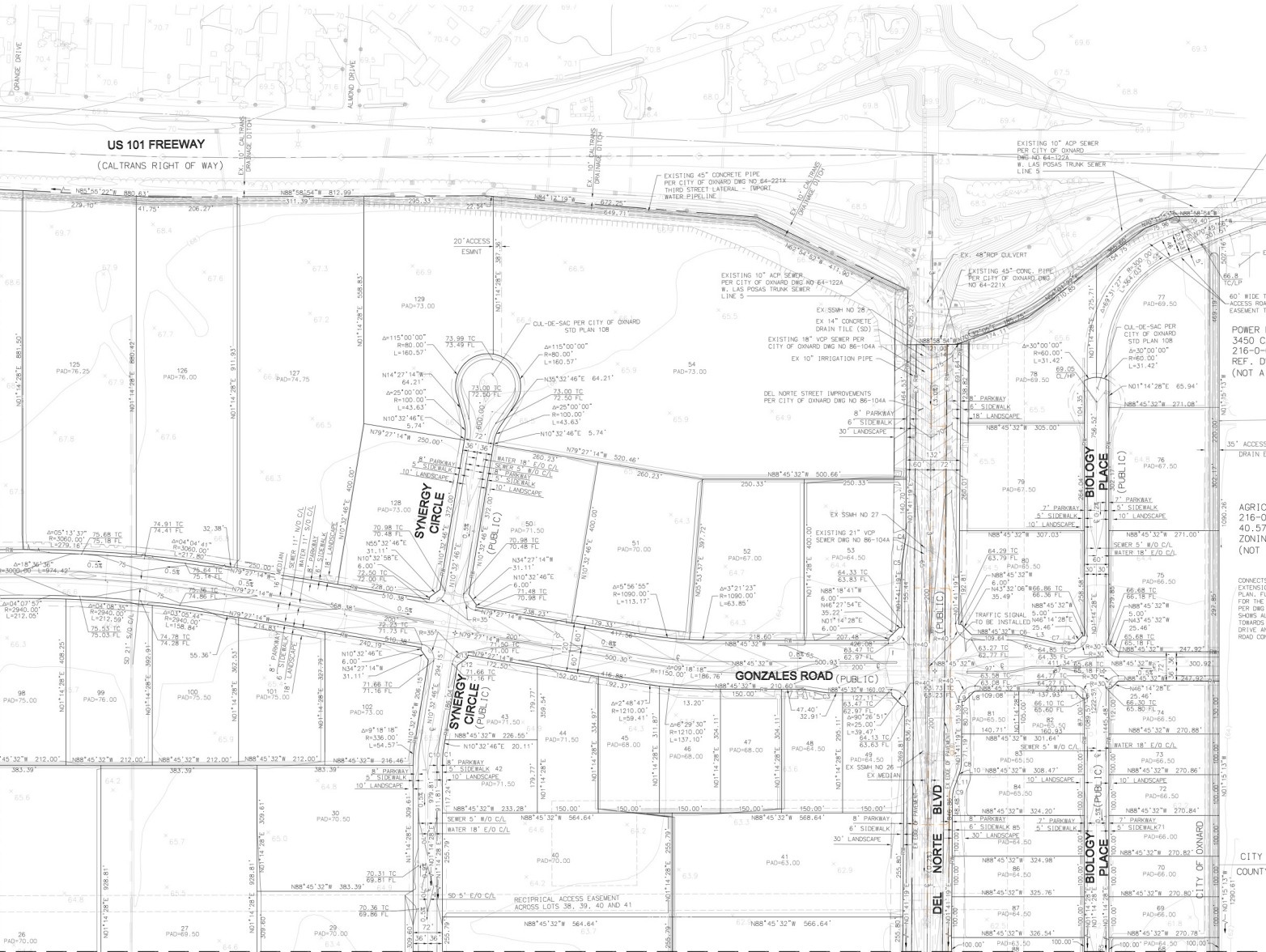
CONNECTS TO GONZALES ROAD EXTENSION BY THE SPECIFIC PLAN. FUTURE UTILITIES FOR THE SPECIFIC PLAN ARE PER DWG NO. 87-180A AND SHOWS ALL SERVICES GOING TOWARDS FUTURE MANCHESTER DRIVE AND TOWARDS STURGIS ROAD CONNECTION.



CITY OF OXNARD
COUNTY OF VENTURA

SEE SHEET 6

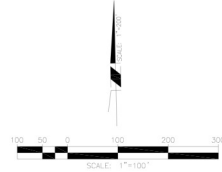
SEE SHEET 3



REFERENCE PAGES:
SEE SHEETS FOR:

SECTIONS AND DETAILS
PAVEMENT DELINEATION
INTERSECTION DETAILS
UTILITY SITE PLAN

SHEET 7
SHEET 8
SHEET 9
SHEET 10



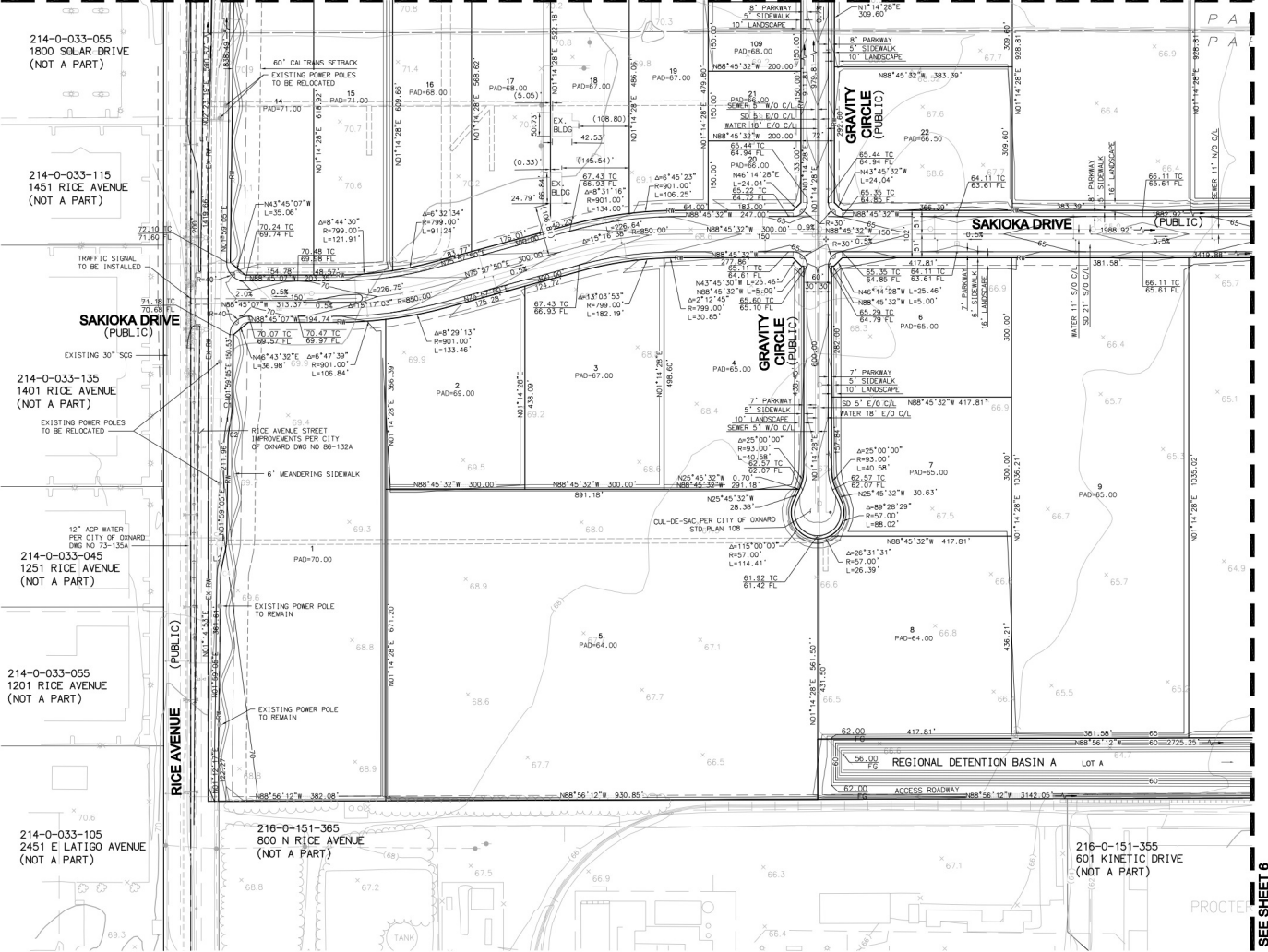
SCOTT D. UNLES AEC No. 72391 DATE

TENTATIVE TRACT NO 59996

SAKIOKA BUSINESS PARK
ENGINEERING SITE
PLAN

SHEET
4
OF 10 SHEETS

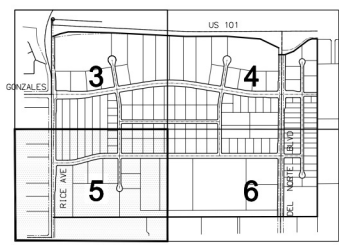
SEE SHEET 3



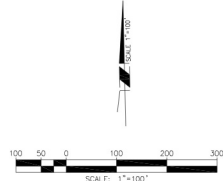
GENERAL NOTES:
1. ALL OVERHEAD UTILITY LINES ON AND ADJACENT TO THE PROPOSED PROJECT THAT CONDUCT LESS THAN 66KV SHALL BE PLACED UNDERGROUND.

CURVE TABLE			
NO.	DELTA	RADIUS	LENGTH
C1	8°43'36"	128.00'	19.50'
C2	8°43'36"	112.00'	17.06'
C3	11°23'07"	128.00'	25.44'
C4	11°23'07"	112.00'	22.26'

LINE TABLE		
NO.	BEARING	DISTANCE
L1	N10°42'41"E	41.01'
L2	N13°22'12"E	36.87'



SHEET INDEX MAP
NTS



REFERENCE PAGES
SEE SHEETS FOR:
SECTIONS AND DETAILS SHEET 7
PAVEMENT DELINEATION SHEET 8
INTERSECTION DETAILS SHEET 9
UTILITY SITE PLAN SHEET 10



SCOTT D. UNLES REC No. 72591 DATE

TENTATIVE TRACT No 5996

SAKIOKA BUSINESS PARK
ENGINEERING SITE
PLAN

SHEET
5
OF 10 SHEETS

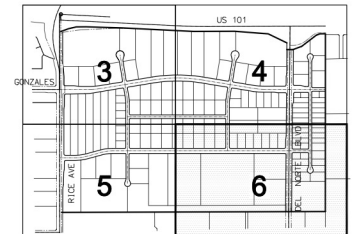
SEE SHEET 4

GENERAL NOTES:

1. ALL OVERHEAD UTILITY LINES ON AND ADJACENT TO THE PROPOSED PROJECT THAT CONDUCT LESS THAN 66KV SHALL BE PLACED UNDERGROUND.

CURVE TABLE				
NO.	DELTA	RADIUS	LENGTH	TANGENT
C1	8°31'51"	52.00'	7.74'	3.88'
C2	8°31'51"	68.00'	10.13'	5.07'

LINE TABLE		
NO.	BEARING	DISTANCE
L1	N107°31'0"E	51.72'
L2	N88°45'32"W	6.00'
L3	N42°09'08"W	30.57'
L4	N46°14'28"E	25.46'
L5	N88°45'32"W	5.00'
L6	N43°45'32"W	25.46'
L7	N88°45'32"W	5.00'
L8	N45°11'38"E	30.27'
L9	N88°45'32"W	6.00'



SHEET INDEX MAP
NTS

TENTATIVE TRACT NO 5996

SAKIOKA BUSINESS PARK
ENGINEERING SITE
PLAN

SHEET
6
OF 10 SHEETS



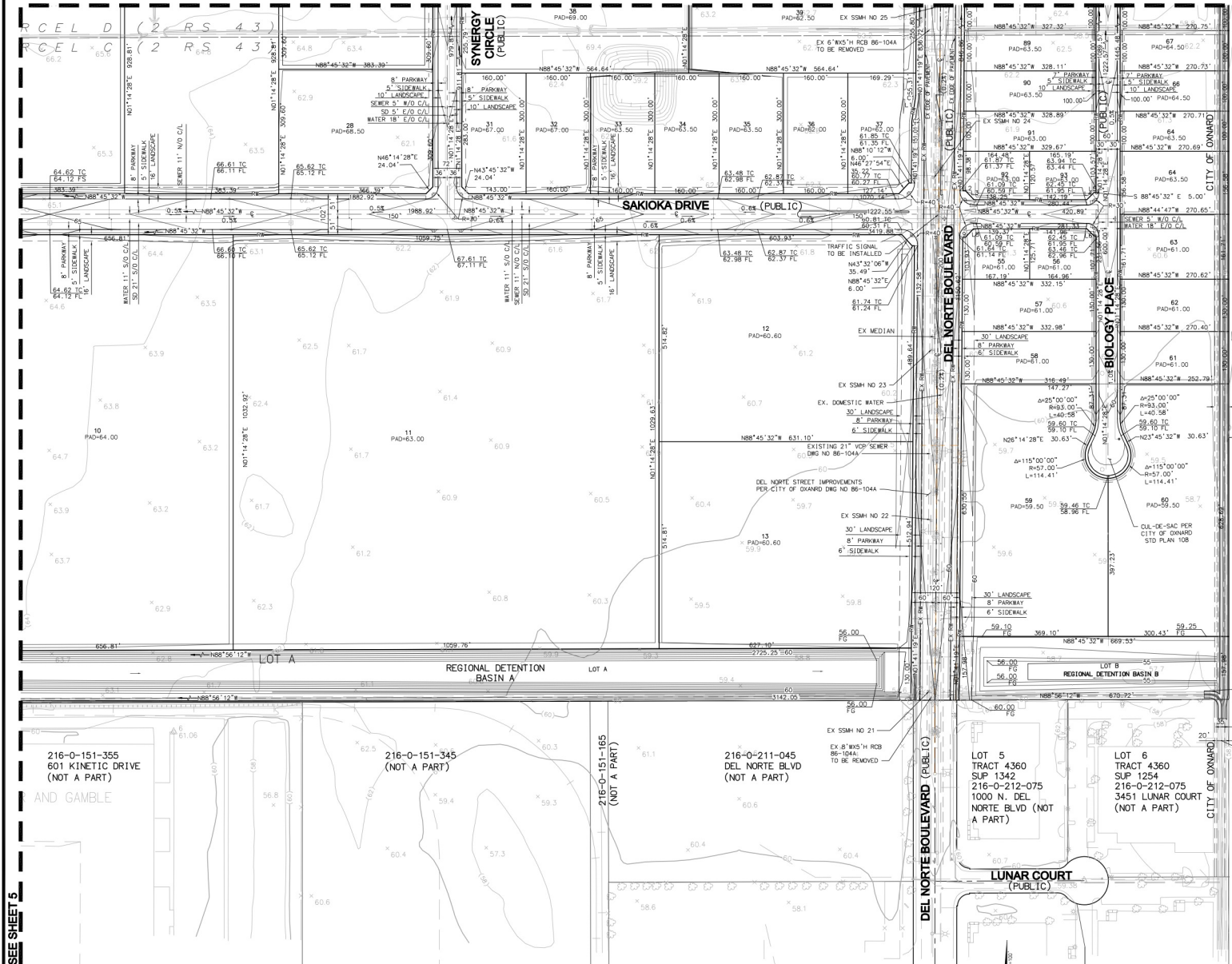
SCOTT D. UNLES REC No. 72591 DATE



SEE SHEET 5

REFERENCE PAGES
SEE SHEETS FOR:

- | | |
|----------------------|----------|
| SECTIONS AND DETAILS | SHEET 7 |
| PAVEMENT DELINEATION | SHEET 8 |
| INTERSECTION DETAILS | SHEET 9 |
| UTILITY SITE PLAN | SHEET 10 |



AGRICULTURAL LAND
216-0-040-475
50.82 ACRES
(NOT A PART)

AGRICULTURAL LAND
216-0-040-535
122.58 ACRES
(NOT A PART)

216-0-151-355
601 KINETIC DRIVE
(NOT A PART)

AND GAMBLE

216-0-151-345
(NOT A PART)

216-0-211-045
DEL NORTE BLVD
(NOT A PART)

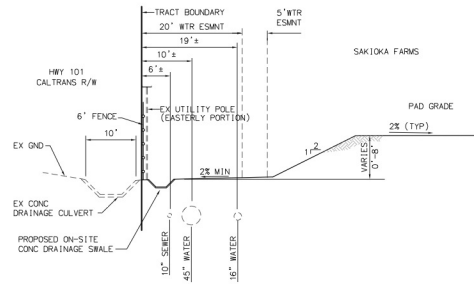
LOT 5
TRACT 4360
SUP 1342
216-0-212-075
1000 N. DEL
NORTE BLVD (NOT
A PART)

LOT 6
TRACT 4360
SUP 1254
216-0-212-075
3451 LUNAR COURT
(NOT A PART)

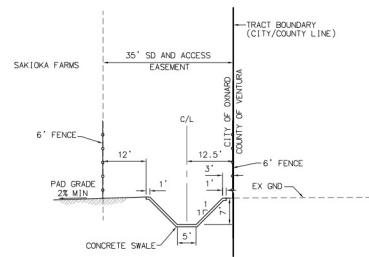
EX 24\"/>

EXISTING EASEMENT TO CITY
OF OAKLAND FOR STORM DRAIN
PURPOSES PER DOC 88-046331 O.R.

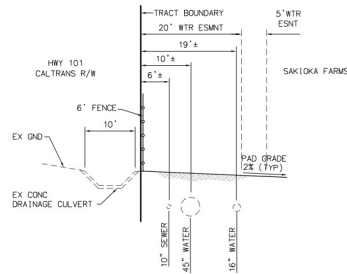
EXISTING EASEMENT TO STANDARD
SIL OF CALIFORNIA PER BOOK 1375 PG 559
BOOK 3457 PG 271 ALL OF O.R.



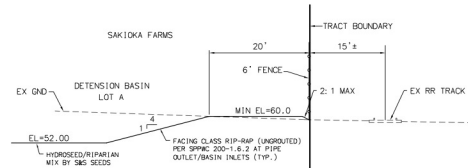
**EASTERLY
NORTH TRACT BOUNDARY**
NTS



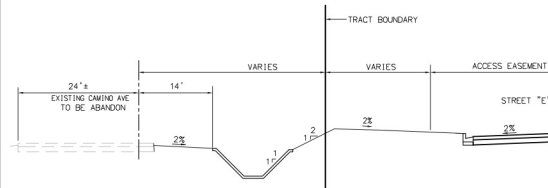
EAST TRACT BOUNDARY
NTS



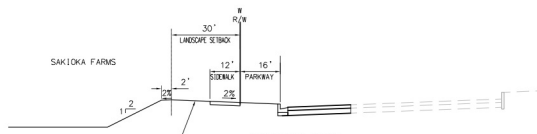
**WESTERLY
NORTH TRACT BOUNDARY**
NTS



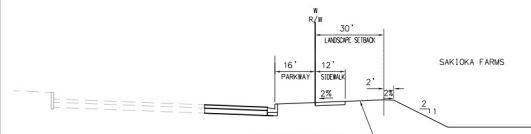
SOUTH TRACT BOUNDARY
NTS



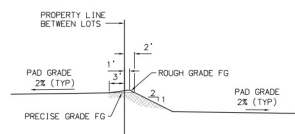
NORTH TRACT BOUNDARY AT CAMINO AVE
NTS



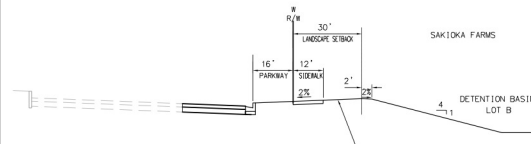
**NORTHERLY
SOUTHBOUND
DEL NORTE BLVD**
NTS



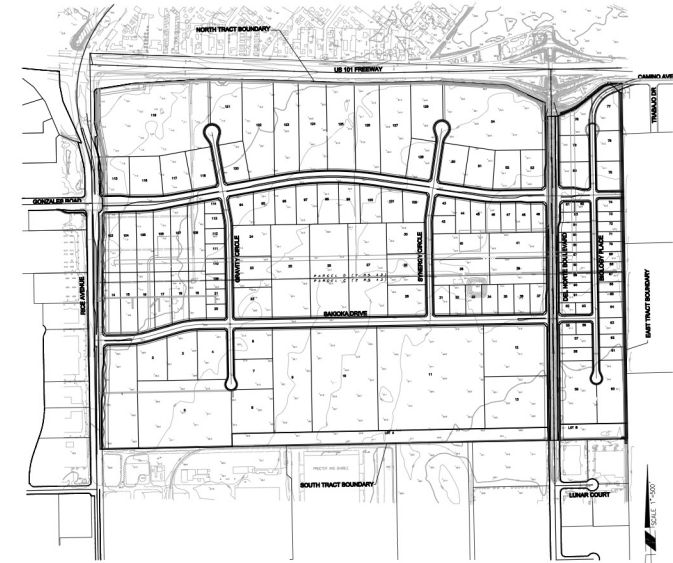
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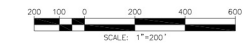
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**SOUTHERLY
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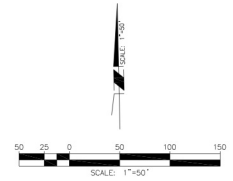
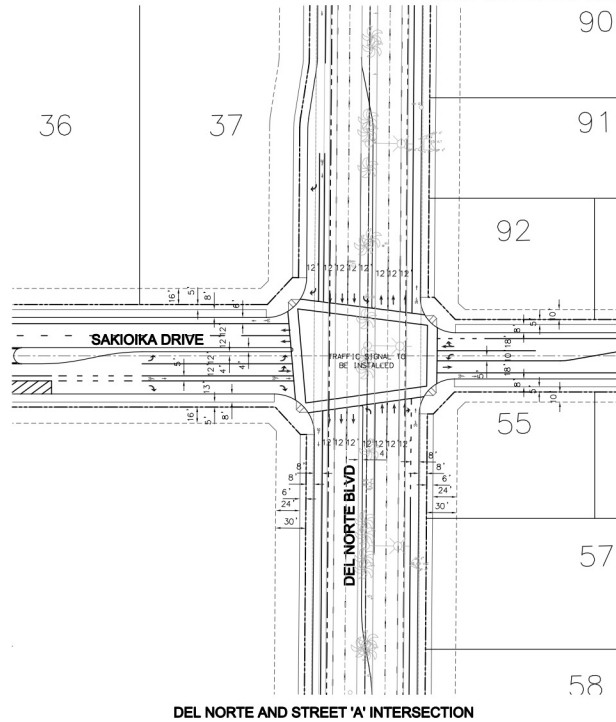
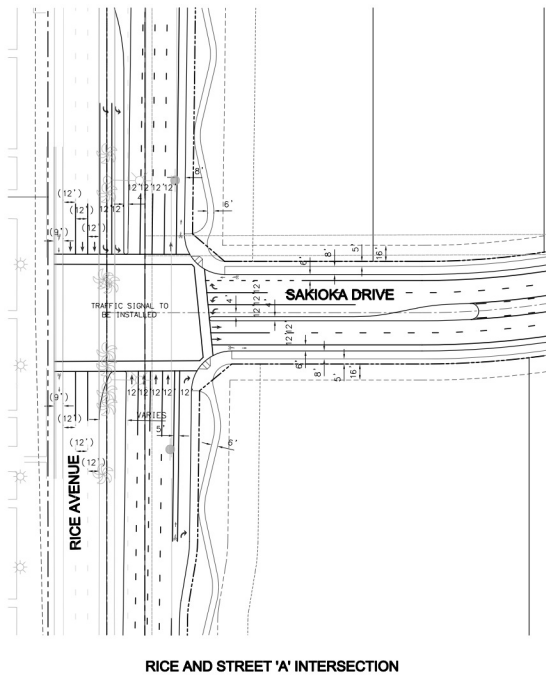
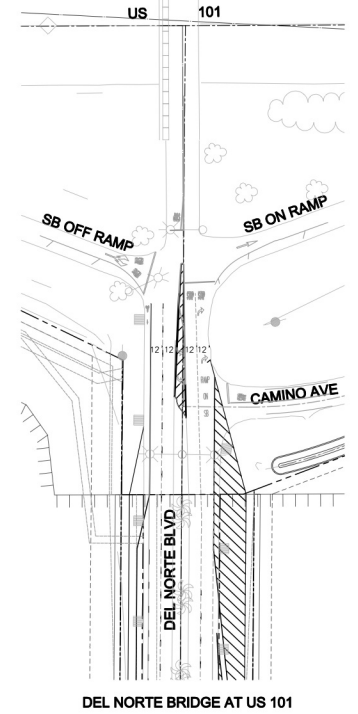
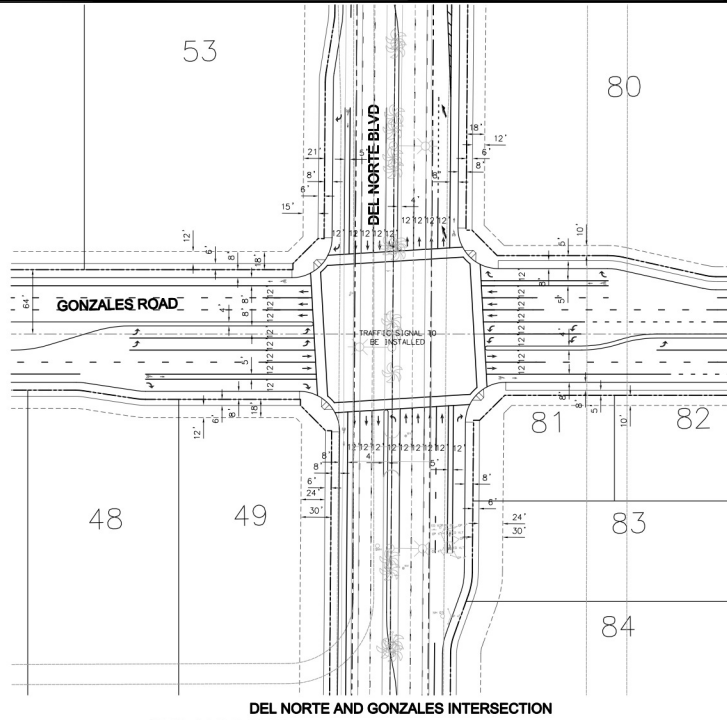
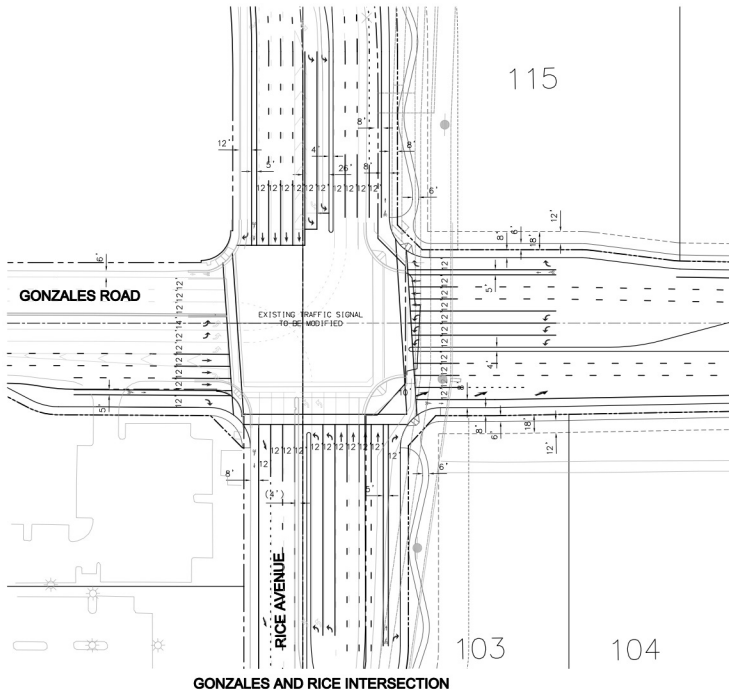


KEY MAP
SCALE: 1"=500'



SHEET
8
OF 10 SHEETS

SCOTT D. UMES RCE No. 72391 DATE



PREPARED BY
DELANE ENGINEERING
 400 N. VICTORIA BLVD., SUITE 205
 CAMPLING, CA 94501
 PHONE: 916.546.5711 • DELANEENGINEERING.COM

TENTATIVE TRACT No 5996	
SAKIOKA BUSINESS PARK INTERSECTION DETAILS	
SHEET 9 OF 10 SHEETS	

SCOTT D. UNLES AEC No. 72381 DATE

DATE: 5/12/2010
 SCALE: 1"=50'
 SHEET 9 OF 10
 PREPARED BY: DELANE ENGINEERING
 400 N. VICTORIA BLVD., SUITE 205
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C. Road Naming Map and Approval Letter

Community Development Services

Planning Division
214 South C Street
Oxnard, California 93030
(805) 385-7858
Fax (805) 385-7417



May 11, 2020

Scott Uhles
Delane Engineering, Inc
2810 Santa Monica Boulevard, Suite 206
Santa Monica, California 90404

RE: PZ 20-650-01 (Street Names for T5996 - Sakioka Farms Specific Plan)

At its meeting of May 5, 2020, the Street Naming Committee considered and approved the street names for the above-referenced project. The Sakioka Farms Business Park Specific Plan area is an undeveloped 430-acre area within the northeast portion of the City. The street names were reviewed in accordance with the street naming policies set forth in City Council Resolution No. 13,448.

<u>Site Plan Label</u>	<u>Street Name</u>	<u>Theme</u>
A Street	Sakioka Drive	Historic Landowner Name
B Street	Gravity Circle	Science-Technology
C Street	Synergy Circle	Science-Technology
D Street	Gonzales Road	Continuation Street
E Street	Biology Place	Science-Technology

The street names are also shown on the attached street map. These names follow the City's street naming policies contained in City Council Resolution No. 13,448. Please show these names on all maps submitted to the City, including your Tentative Tract Map No. 5996. If you should have any questions, please contact me at 805-385-7556 or via email at juan.martinez@oxnard.org.

Sincerely,

A handwritten signature in blue ink that reads "Juan Martinez".

Juan Martinez, Chair
Street Naming Committee

Attachments:

- Street Name Map Exhibit

cc

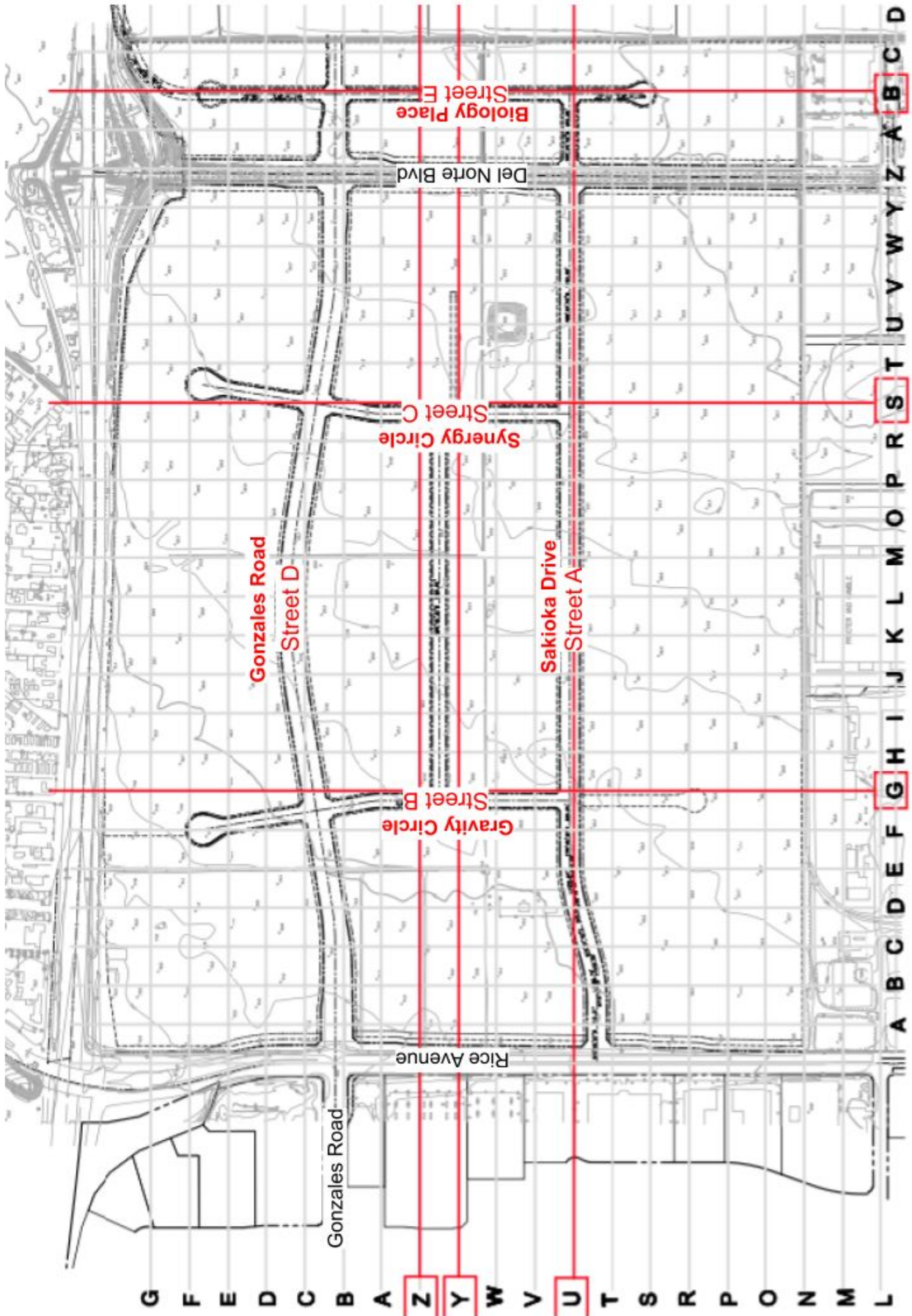
- Street Naming Committee
- Sarah Legeune, Project Planner

PZ 20-650-01 (Street Names for T5996 - Sakioka Farms Specific Plan)

May 11, 2020

Page 2 of 2

Street Name Map



D. CEQA Consistency Analysis with Appendix MM (pg. 358 of 508) Adaptive
Management Monitoring and Reporting Program May 2020 Version



**Sakioka Farms Business Park Tentative Tract Map
& Development Agreement
Checklist for Consistency Evaluation
Oxnard, Ventura County
Administrative Draft**

Prepared for:

City of Oxnard
214 South C Street
Oxnard, California 93030

Prepared by:

Rincon Consultants, Inc.
180 North Ashwood Avenue
Ventura, California 93003

Sakioka Farms Business Park, Tentative Tract Map & Development Agreement Checklist for Consistency Evaluation

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Appendix AQ - CalEEMod Results
Appendix BIO - Biological Resources Windshield Survey Results Memorandum
Appendix HAZ - Padre Associates 2002 Findings and Recommendations
Appendix MM - Sakioka Farms Business Park Specific Plan EIR Mitigation Monitoring and Reporting Program
Appendix TRA - Focused Transportation Assessment

Sakioka Farms Business Park, Tentative Tract Map & Development Agreement Checklist for Consistency Evaluation

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Acronyms & Abbreviations

APCD	(Ventura County) Air Pollution Control District
AQMP	Air Quality Management Plan
bgs	below ground surface
BMP	best management practice
BRP	Business Research Parks
CalEEMod	California Emissions Estimator Model
CalGEM	California Geologic Energy Management Division
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
cf	cubic feet
cfs	cubic feet per second
DA	Development Agreement
dBA	A-weighted decibels
DOF	[California] Department of Finance
EIR	Environmental Impact Report
ETPZ	Extended Traffic Pattern Zone
FEIR	Final Environmental Impact Report
GHG	Greenhouse Gas
ILT	Light Industrial
ITS	intelligent transportation system
LOS	Level of Service
ML	Limited Manufacturing
MM	mitigation measure
NFPA	National Fire Protection Association
OFD	Oxnard Fire Department
OPD	Oxnard Police Department
OPL	Oxnard Public Library
ROG	Reactive Organic Gasses
RWQCB	Regional Water Quality Control Board
sf	square feet
Specific Plan	Sakioka Farms Business Park Specific Plan
SQUIMP	Stormwater Quality Urban Impact Mitigation Management Plan
TGM	Technical Guidance Manual
TTM	Tentative Tract Map
USACE	United States Army Corps of Engineers
US 101	U.S. Highway 101

Sakioka Farms Business Park, Tentative Tract Map & Development Agreement Checklist for Consistency Evaluation

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VMT Vehicle Miles Traveled
WSA Water Supply Assessment

Sakioka Farms Business Park, Tentative Tract Map & Development Agreement Checklist for Consistency Evaluation

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Section 1. Introduction

Sakioka Farms Business Park Specific Plan (Specific Plan) is a 430-acre specific plan that would develop up to 8.5 million square feet (sf) of commercial, business research, and light industrial uses between Rice Avenue, U.S. Highway 101 (US 101), and Del Norte Boulevard, in Oxnard, California. In 2012, the City of Oxnard (City) prepared an Environmental Impact Report (EIR), an Adaptive Management Mitigation Monitoring and Reporting Program, and a Statement of Overriding Consideration for the Specific Plan (State Clearinghouse No. 2002071070) pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000, et seq.). The Notice of Determination was filed with the State on June 18, 2012.

The Applicant is currently proposing a Tentative Tract Map (TTM), and to implement Phase I site improvements for the Sakioka Farms Business Park and an associated Development Agreement (project). A Development Agreement is a voluntary contract between a local jurisdiction and a person who owns or controls property in that jurisdiction, that details the obligations of both parties and specifies the standards and conditions that will govern development of the property, including provisions of infrastructure, public spaces, and amenities. The City has discretionary approval over the TTM and DA and thus the TTM and DA are subject to CEQA analysis unless the City determines that is within the scope of the project covered by the prior EIR (CEQA Guidelines Section 15168(c)(2)). This environmental Consistency Evaluation is prepared to determine if the Specific Plan EIR addressed the potential environmental effects of the project adequately or whether supplemental or subsequent environmental documentation or technical studies are needed.

1.1 Project Location

The project site is in northeastern Oxnard, Ventura County, south of US 101, east of Rice Avenue, and north of Latigo Avenue. Del Norte Boulevard bisects the easternmost part of the site. Gonzalez Road terminates along the western perimeter of the site.

The northern portion of the eastern property line is adjacent to the Camino Real Business Park Specific Plan site, and the eastern boundary corresponds to the eastern boundary of the City's municipal boundary, the City's Sphere of Influence, and the western boundary of the Camarillo-Oxnard Greenbelt. The Sphere of Influence line establishes the ultimate boundary for Oxnard. Figure 1 shows the site in its regional context; Figure 2 provides an aerial view of the project site with its boundaries demarcated in red.

Sakioka Farms Business Park, Tentative Tract Map & Development Agreement Checklist for Consistency Evaluation

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Figure 1. Specific Plan Regional Location



Sakioka Farms Business Park, Tentative Tract Map & Development Agreement Checklist for Consistency Evaluation

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Figure 2. Specific Plan Area Location



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1.2 Environmental Setting

The Specific Plan area is the largest undeveloped area that remains in Oxnard. It is currently used for agricultural production and agriculture-related structures and equipment are still in place on the site. The agricultural fields have historically been used to grow strawberries, celery, cabbage, lettuce, and peppers.

According to the City of Oxnard 2030 General Plan, the land use designation for the northern portion of the TTM area is Business Research Parks (BRP) and the designation for the southern portion of the TTM area is Light Industrial (ILT) (see Figure 3). The surrounding land use designations include Agricultural to the east and ILT to the south. Land designated as BRP is adjacent to the northwestern portion of the TTM area and the area to the west is primarily ILT and Limited Industrial (Figure 4). Adjacent industrial uses include the Procter & Gamble Paper Products Company and a Ventura County Fire Department support complex. Figure 3 shows a land use map with General Plan land use designations and the project site boundaries outlined in black. A mixed-use residential/commercial development is north of the US 101, adjacent to the Rice Avenue/Santa Clara Street interchange. A large tract of farmland is situated northeast of the US 101-Del Norte Boulevard interchange.

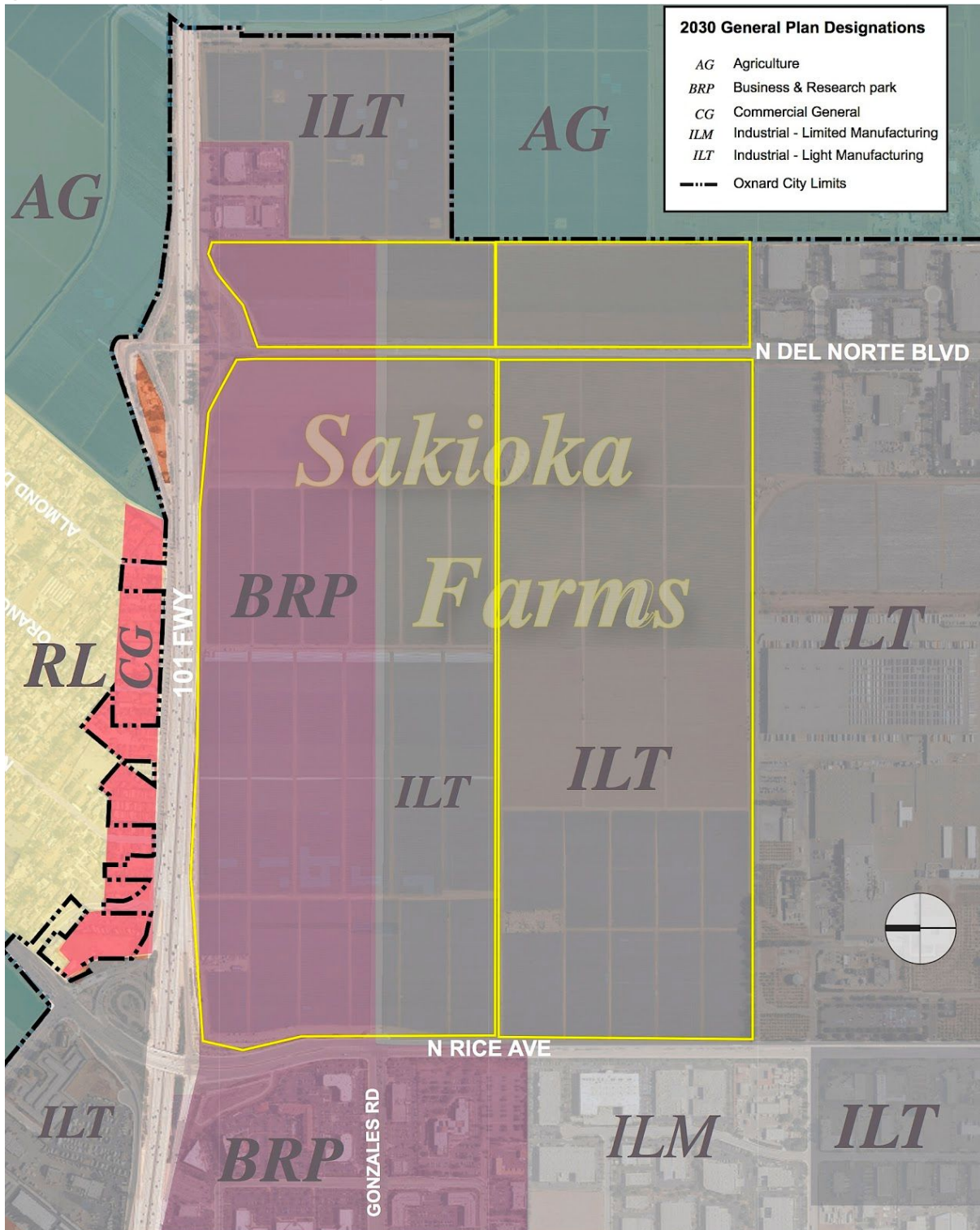
Figure 4 shows the zoning for the Specific Plan area. The northern portion of the TTM area is zoned BRP, where the site parallels US 101, between Rice Avenue and Del Norte Boulevard; the rest of the TTM area is zoned Light Manufacturing – Planned Development. The area immediately to the east is zoned for manufacturing (Light Manufacturing, Limited Manufacturing, and BRP). South of the TTM, the area is zoned Light Manufacturing – Planned Development. The rest of the surrounding area is primarily under the jurisdiction of the County of Ventura, with some commercial zoning across US 101 from the TTM (Figure 5).

Topographically, the agricultural fields that make up the project site are relatively flat. This land surface drains generally from northwest to the southeast at a slope of 0.25 percent. Two unlined, earthen channels traverse the site from west to east and collect drainage. These channels join another unlined earthen channel that runs through the site from north to south and conveys the flows from the site and from off site to an existing, concrete-lined, trapezoidal channel (Sturgis Road Drain) near the southeast corner of the TTM area.

Sakioka Farms Business Park, Tentative Tract Map & Development Agreement Checklist for Consistency Evaluation

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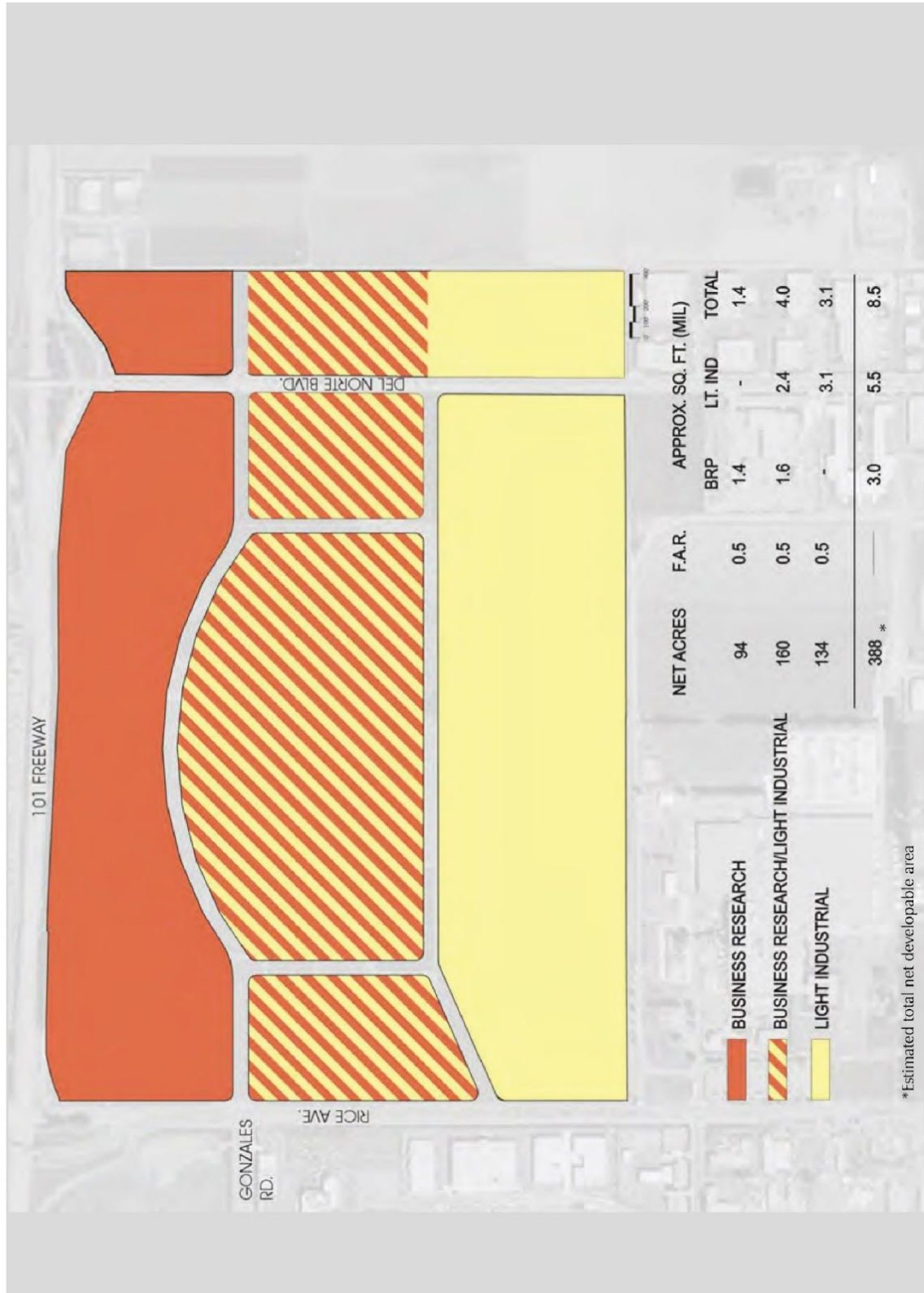
Figure 3. Project Site and Surrounding Land Use Context



Sakioka Farms Business Park, Tentative Tract Map & Development Agreement Checklist for Consistency Evaluation

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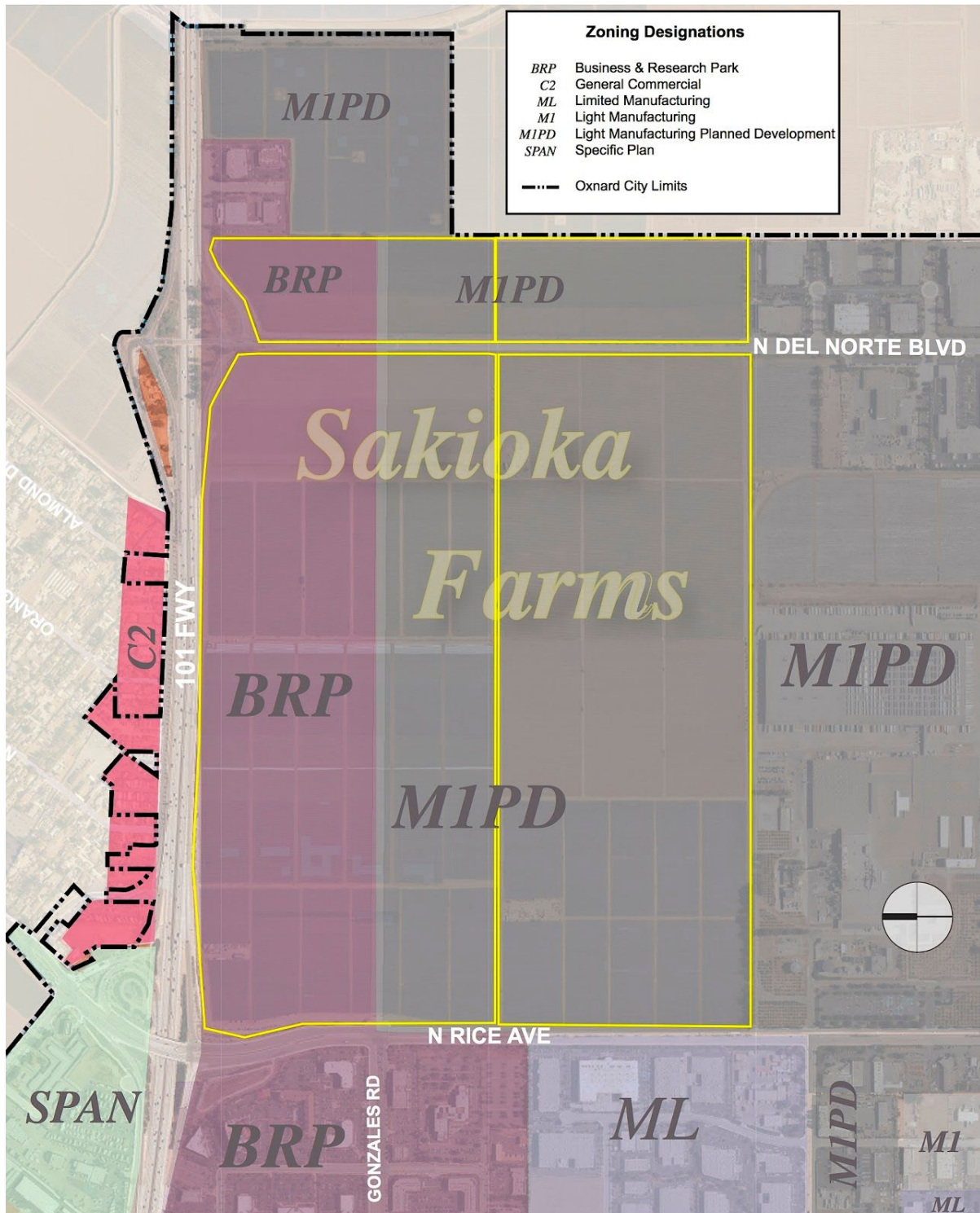
Figure 4. Specific Plan Land Uses



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Figure 5. Specific Plan Area Zoning Designations



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1.3 Project Background

Oxnard 2030 General Plan

The Specific Plan site is in Oxnard and is consistent with the municipal zoning and with the land uses indicated in the City's 2030 General Plan. The 2030 General Plan was adopted in October 2011, with updates and amendments occurring through 2016 (City of Oxnard 2016). The Oxnard 2030 General Plan Final Programmatic EIR (General Plan EIR) was certified in 2011 (City of Oxnard 2011a). The General Plan EIR provides a programmatic environmental review of the 2030 General Plan and includes development of the Sakioka Farms Business Park Specific Plan area.

The General Plan EIR concludes that implementation of the 2030 General Plan would have significant, unavoidable impacts on Circulation, Traffic, and Transportation, Agricultural and Soil Resources, Air Quality and Climate Change, and Noise. The EIR also concludes that the 2030 General Plan would have less than significant impacts after mitigation with respect to Land Use (airport compatibility) and Cultural Resources (archaeological, paleontological, and human remains), and a less than significant impact with respect to the remaining resources.

Sakioka Farms Business Park Specific Plan Environmental Impact Report

The City certified an EIR, Adaptive Management Mitigation Monitoring and Reporting Program, and Statement of Overriding Considerations for the Sakioka Farms Specific Plan in June 2012 and filed a Notice of Determination on June 12, 2012. The Specific Plan was adopted on July 12, 2012 (Resolution No. 14,253) (City of Oxnard 2012), after the 2030 General Plan was adopted. The extent and intensity of all anticipated development activity for the Specific Plan area are identified in the Specific Plan and analyzed in the EIR.

The Specific Plan EIR (State Clearinghouse No. 2002071070) concludes that the Specific Plan would have significant and unavoidable cumulative impacts related to Agricultural Resources, Greenhouse Gas (GHG) emissions, and roadway Noise (City of Oxnard 2011b). The EIR also concludes that the Specific Plan would have less than significant impacts after mitigation with respect to Air Quality, Biological Resources, Hazards and Hazardous Materials, Population and Housing, Public Services, and Transportation, and a less than significant impact with respect to the remaining resources. Since the Specific Plan is intended to be developed in various phases over several decades, the Specific Plan EIR is designed to allow for adaptive mitigation measures. This provides the lead agency the ability to modify mitigation measures as circumstances change during development of the Specific Plan. Adapted mitigation measures are to achieve either the same or a better final level of impact as determined in the Specific Plan EIR.

Sakioka Farms Business Park, Tentative Tract Map & Development Agreement Checklist for Consistency Evaluation

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The Specific Plan envisions the phased development of an industrial business park complex, presenting a master plan for orderly development, including guidelines and regulations for the planning area. It identifies the location, character, and intensities of planned development activities and establishes the alignment and design of a circulation system and all public facilities and infrastructure necessary to implement the Specific Plan. It also allows for flexible design of subsequent individual projects consistent with the overall Specific Plan.

The Specific Plan divides the site into seven planning areas across approximately 430 acres (Figure 6). The purpose of dividing the project this way is to allow individual developments to occur in a manner consistent with the overall master plan. The development concept recognizes the Specific Plan area would be developed in phases over an extended period and allow a variety of uses in response to market conditions.

- **Planning Area 1** is the highest profile area of the Specific Plan site since it is located adjacent to US 101. Defined by an extension of Gonzales Road, this area encompasses about 80 acres and is planned to accommodate high profile office and commercial development. Planning Area 1 would establish the primary design image for the Specific Plan area.
- **Planning Area 2** fronts Rice Avenue and would provide opportunities for new office, optional residential, business research, and industrial uses. The area covers approximately 35 acres and would maintain the design theme established in Planning Area 1.
- **Planning Area 3** is the 77-acre central portion of the project site and is planned to accommodate a range of development options. One option includes a high intensity core with larger office buildings, optional residential uses and integrated community facilities, and commercial uses. This area could also become a continuation of the industrial development to the south (Planning Area 5) or Planning Area 1 uses.
- **Planning Area 4** is a 30-acre area located along Del Norte Boulevard. This area may develop in a pattern similar to Planning Area 2, with an emphasis on new office, optional residential and business research uses, or in a manner similar to Planning Area 5 to the south and cater to smaller industrial projects.
- **Planning Area 5** is designated as the primary light industrial area of the Specific Plan. This area encompasses about 116 acres and is planned to accommodate major industrial tenants and/or agricultural processing uses. It is adjacent to existing light industrial uses and the Proctor and Gamble facility.
- **Planning Area 6** is a 36-acre area located east of Del Norte Boulevard. This area may be developed in several different ways depending on market conditions and may include a combination of light industrial and research development uses.

Sakioka Farms Business Park, Tentative Tract Map & Development Agreement Checklist for Consistency Evaluation

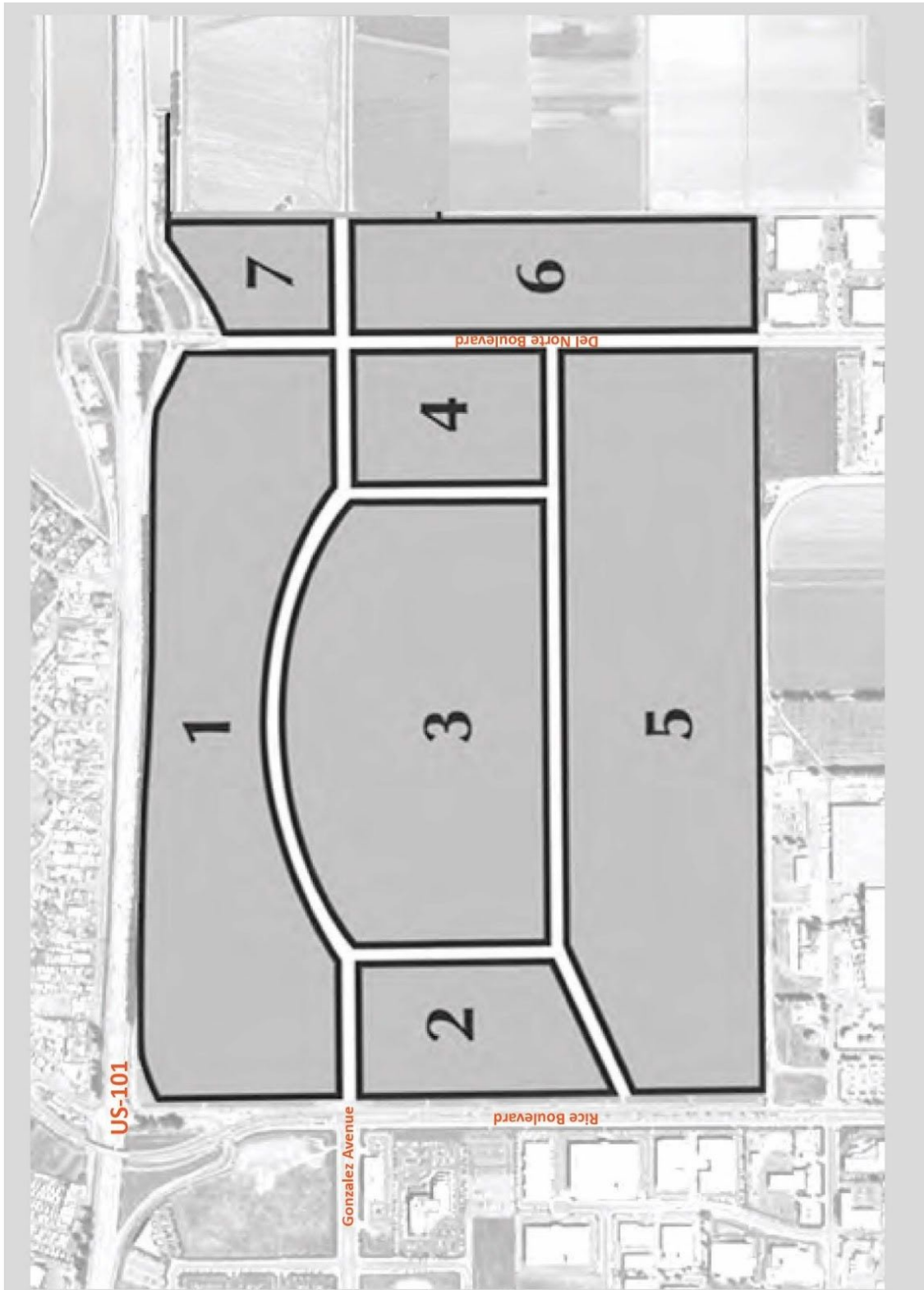
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- Planning Area 7** is a 14-acre area located in the northeast corner of the Specific Plan area. Although the smallest of the planning areas, it may become one of the highest profile areas and is situated for office and convenience commercial uses. A portion of this area is likely to be utilized for the planned reconstruction of the Del Norte Boulevard/US 101 interchange.

Sakioka Farms Business Park, Tentative Tract Map & Development Agreement Checklist for Consistency Evaluation

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Figure 6. Specific Plan Planning Areas



Sakioka Farms Business Park, Tentative Tract Map & Development Agreement Checklist for Consistency Evaluation

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Land Use Plan

A representative Land Use Plan is detailed in Section 4.3 of the Specific Plan. Five primary land uses are identified in the land use plan: business research, office, industrial, commercial, and optional residential. In all, the Specific Plan can accommodate a total development of up to 8,500,000 sf of building space. The Specific Plan includes a representative land use development scenario which reflects a potential build-out scenario to facilitate analysis (Specific Plan Exhibit 4.8); however, development intensity is not established for any individual Planning Area. The Specific Plan anticipates the potential for the intensity of development to shift from one Planning Area to another, but the overall Specific Plan development would be regulated by the Circulation Plan (see below) and the associated “Trip Generation Budget”. The ultimate development of the Specific Plan area must remain consistent with the City of Oxnard 2030 General Plan, which anticipates a total of up to 8,500,000 sf of light industrial and business research park uses.

Circulation Plan

The Specific Plan Circulation Plan (Specific Plan Section 4.4), shown in Figure 7, illustrates the general alignments, classifications, and location of arterials and major public streets in the Specific Plan area. The Circulation Plan is designed to accommodate several different development scenarios. The overall circulation concept relies on a hierarchy of circulation features ranging from arterials to local streets. The system is designed to accommodate traffic to, and within, the Specific Plan area while discouraging through traffic into the individual Planning Areas. The Circulation Plan is consistent with the Circulation Element of the City of Oxnard 2030 General Plan and provides for a phased implementation of roadway improvements to correspond to the phased development within each Planning Area.

Due to the variety of land use options and types of potential development activity, overall development intensity is regulated by the Specific Plan “Trip Generation Budget” (Specific Plan Exhibit 4.10) for the project with each land use assigned a trip generation factor. In turn, phased development is limited to the parameters analyzed by the EIR.

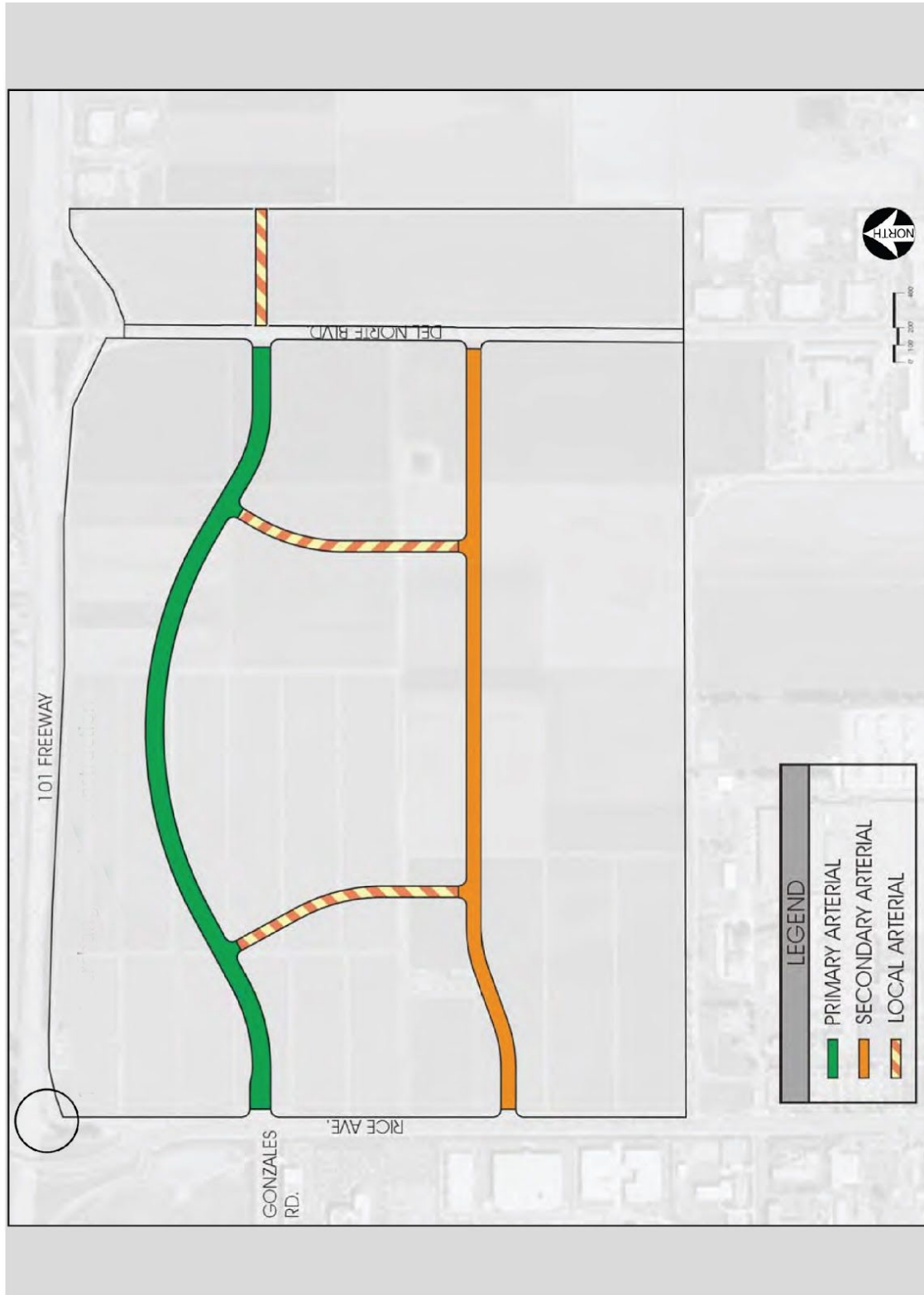
Landscape Concept Plan

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

Sakioka Farms Business Park, Tentative Tract Map & Development Agreement Checklist for Consistency Evaluation

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Figure 7. Specific Plan Circulation Plan



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Public Facilities Plan

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

Phasing Plan

The Specific Plan is intended to be developed in various phases over several decades. To accommodate the anticipated intermittent development patterns, all required circulation, infrastructure and community improvements to accommodate each new development of the Specific Plan shall be completed prior to, or concurrently with, individual projects. The first phase of the infrastructure improvements will extend, install, and upgrade the utilities necessary to provide for new projects in the affected Planning Areas.

1.4 Project Description

The proposal currently being contemplated is a TTM and Phase I site improvements for the Specific Plan that would subdivide the Specific Plan area to (1) create parcels and necessary infrastructure per the Public Facilities Plan for future development (2) establish multiple roadways and associated street names, and (3) provide for stormwater retention basins. Proposed lots vary in size from approximately 0.5 acre to 25 acres. The TTM does not extend beyond the project limits identified in the Specific Plan.

The TTM would:

- Subdivide the Specific Plan area into 129 developable parcels
- Extend Gonzales Road to and through Del Norte Boulevard
- Create one additional east/west secondary arterial public road (Street A¹)
- Create three north/south local arterial public roads (streets B², C³, and E⁴)
- Create common detention basins for public right-of-way stormwater run-off
- Provide space for landscaping right-of-way

¹ Proposed street name: Sakioka Drive

² Proposed street name: Gravity Circle

³ Proposed street name: Synergy Circle

⁴ Proposed street name: Biology Place

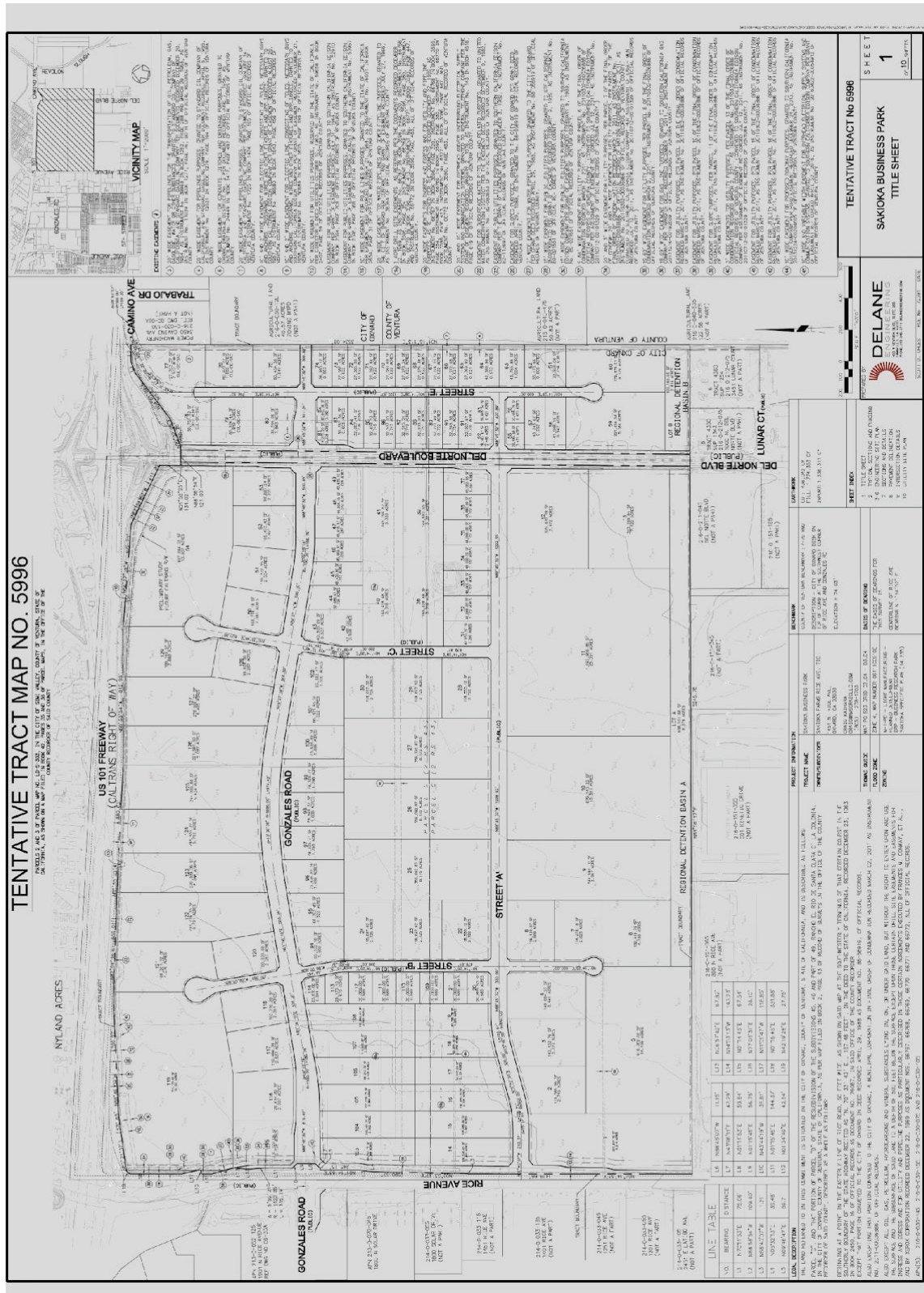
Sakioka Farms Business Park, Tentative Tract Map & Development Agreement Checklist for Consistency Evaluation

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Phase I site improvements would include mass grading of the Phase I area, completion of Street A, and partial completion of Streets B and C (ending in temporary cul-de-sacs). The Gonzales Road extension and Street E (Biology Place) improvements would follow in a later phase. The TTM is not associated with any specific lot development. Future development of the Sakioka Specific Plan area would occur in multiple phases, with individual development projects undergoing City discretionary review. Figure 8 details the proposed TTM. The project also includes a DA, a voluntary contract between a local jurisdiction and a person who owns or controls property in that jurisdiction, that details the obligations of both parties and specifies the standards and conditions that will govern development of the property, including provisions of infrastructure, public spaces, and amenities. California Government Code Section 65864-65869.5 sets forth the procedures by which a DA is processed and approved. The DA primarily provides terms regarding vested rights and financial obligations, and lengthens the life of the permit entitlements. The DA does not result in any physical modification to the environment.

The DA would benefit the Developer and the City by eliminating uncertainty in planning and providing for the orderly development of the Specific Plan under the TTM. Specifically, the DA would (1) provide for public services and infrastructure appropriate and adequate for the development of the Property, per the vision of the 2012 Sakioka Farms Business Park Specific Plan, (2) create a mandated Community Facilities District, which would provide for the permanent funding for additional firefighters for Fire Station No. 5, (3) eliminate the uncertainty about the validity of specific exactions to be imposed by the City, (4) provide for the dedication of land for the Del Norte/101 Interchange, (5) provide for the dedication of land for the extension of Gonzales Road, (6) provide for the conveyance of groundwater rights to the City; and (7) generally serve the public interest within the City.

Furthermore, there are operative provisions of the DA which the City and Developer would agree to, such as (1) the Communities Facilities District would continue in full force and effect for a period of 50 years from the termination or expiration of the DA provided that a minimum of 1.5 million square feet of development remains on the Property or any portion thereof, (3) the Developer would have the vested right to develop the Project on the Property in accordance with the Specific Plan, (4) limitations upon increases to certain existing fees for five years from January 1, 2022 or when the existing fees are increased, whichever occurs first, (5) the Developer is entitled to utilize fee credits that may be transferred by the Developer to buyer or ground lessees of any portion of the Project, and upon written request, (6) the Developer would be entitled to apply Northeast Industrial Assessment District in-lieu credits for water, sewer, and street fees, (7) development impact fees would be paid with the issuance of building permits, (8) the Developer would comply with the performance criteria set forth in the 2002 Technical Guidance Manual for Storm Water Quality Control Measures for the installation of the detention basin and any other storm water discharge mitigation measures within the Specific Plan area, (9) an expedited processing timeframe for development in the Specific Plan area, and (10) the term of any subdivision map or other permits approved as part of the Project approvals would be commensurate with the DA.



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Section 2. Consistency Review Overview

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

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

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

- 1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects;
- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
 - a) The project will have one or more significant effects not discussed in the previous EIR.
 - b) Significant effects previously examined will be substantially more severe than shown in the previous EIR.

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- c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative.
- d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

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

2.1 Project-Specific Environmental Analysis

The CEQA Guidelines state that “where the subsequent activities involve site-specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were covered by the program EIR” (CEQA Guidelines, Section 15168(c)(4)). The City has prepared this Checklist for Consistency Evaluation pursuant to CEQA Guidelines sections 15168(c) and 15162 for Later Activities Following Certification of Specific Plan Final EIR (FEIR) (Consistency Evaluation) to evaluate whether the Specific Plan’s environmental impacts are covered by and within the scope of the FEIR. The following Consistency Evaluation substantiates and supports the City’s determination that the Specific Plan’s environmental impacts are within the scope of the FEIR, do not require a subsequent EIR or negative declaration under CEQA Guidelines Section 15162 and, in conjunction with the FEIR, adequately analyze the Project’s environmental impacts. Appendix MM identifies the FEIR mitigation measures. The Consistency Evaluation describes the FEIR mitigation measures that will be implemented by the project, and notes any necessary adaptive replacement language to the original mitigation that addresses in-lieu equivalency for updates or improvements to City policy and sustainability measures.

2.2 Determination

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

The FEIR concluded that the Specific Plan would have less than significant impacts after mitigation on Air Quality, Biological Resources, Hazards and Hazardous Materials, Population and Housing, Public Services

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andTransportation. The Specific Plan would have significant and unavoidable cumulative impacts related to Agricultural Resources, GHG emissions, and roadway Noise.

Overriding Considerations

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

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

2.3 Summary of Findings

In accordance with CEQA Guidelines sections 15168 and 15162 and as set forth in this Consistency Evaluation, the TTM and Phase I site improvements would not have effects that were not examined in the Specific Plan FEIR because:

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- No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken, that will require major revisions to the FEIR, due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no new information of substantial importance as that term is used in CEQA Guideline section 15162(a)(3).
- The project proponent does not refuse to implement any mitigation measures that were previously infeasible but are now feasible, or any other mitigation measures, including mitigation measures considerably different from those in the FEIR, that would be necessary to substantially reduce significant environmental impacts.
- The project proponent is required to comply with the applicable mitigation measures and regulatory programs identified in the FEIR and Appendix MM to this document.

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

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Section 3. Checklist for Consistency Evaluation

3.1 Aesthetics & Urban Design

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

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Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because the Project would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
4) Add to or compound an existing negative visual character associated with the project site?	This impact was not analyzed in the Specific Plan EIR	No new or substantially more severe significant impacts and no new mitigation measures are required	No
5) Create a source of substantial light or glare that would adversely affect day or nighttime views in the area?	Less than significant	No	No

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

Setting

The visual setting of the Specific Plan area is characterized by both the nature of the agricultural open space to the east and northeast and the industrial uses to the south and west. The areas immediately east and northeast of the site, are predominantly agricultural greenspace within the Oxnard-Camarillo Greenbelt Agreement Area.

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

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Landscape trees of various species and sizes occur throughout the vicinity. Landscaping in parking lots and along the perimeter of adjacent sites incorporate grass, ornamental shrubs, trees, and other plants in various stages of maturity. Palms are the predominant type of trees used along roadways, including in the medians. Stands of eucalyptus and windrows are often found growing along the perimeter of properties having been planted to provide protection for crops. These trees often comprise the “skyline” in predominantly agricultural areas.

The Specific Plan area encompasses approximately 430 acres of agriculture/open space historically planted with several types of row crops. Except for a few farming related structures (i.e., sheds) the site is undeveloped. While the site has only been used for agriculture and remains undeveloped, it was nevertheless altered when it was converted to agriculture uses from its natural setting.

Specific Plan EIR Direct Impacts

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

The Specific Plan area itself does not represent a scenic vista; therefore, implementation of the proposed TTM and Phase I site improvements would not have a direct adverse effect in that respect. Views of the Santa Monica Mountains to the east, and Camarillo Hills, Los Padres Mountains, and Los Padres National Forest would remain from Rice Avenue to the west, Del Norte Boulevard to the east, and US 101 to the north. Implementation of the proposed TTM and Phase I site improvements would not substantially obstruct these views; therefore, the Project would not significantly adversely affect scenic vistas.

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

The Specific Plan area is not a scenic resource, nor do any scenic resources exist on the site. There are no significant natural features (such as rock outcroppings, bodies of water, substantial stands of native vegetation, etc.) or native California trees of aesthetic value (e.g., oak, sycamore, California black walnut or California bay trees) on or adjacent to the Project site. There are no major open spaces, and there are no aesthetically significant man-made features (such as major architectural structures, monuments, or gardens) or historic buildings on the site. Although US 101 is eligible for designation in Oxnard, the Specific Plan area is not located within or near a State-designated scenic highway (Caltrans 2017). Therefore, the Project would not significantly adversely affect scenic resources.

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

The Specific Plan EIR found that future development would be compatible with surrounding uses, both functionally and visually. The Specific Plan design guidelines and development regulations establish the character and style of the Specific Plan while accommodating individual development identities and promoting interrelationships between complementary land uses and community features. The design guidelines include guiding principles for site planning, architecture, landscaping, and signage; they include policies regarding site layout, building orientation, access (including handicap access), parking, lighting, transitional areas, utility areas, and security provisions. The TTM creates the individual lots for which future development will be constructed, but the map does not result in the construction of actual buildings. As all future development on the lots created by the TTM would need to comply with the Specific Plan design guidelines, setbacks and development regulations, the Project would not significantly adversely affect the visual character.

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

The Specific Plan area is currently undeveloped, and Phase I site improvements would introduce temporary new sources of light and glare during construction activities. However, existing uses in the vicinity of the Specific Plan area are manufacturing, industrial, light industrial, industrial related and visitor serving uses and are not sensitive receptors.

Construction activities during Phase I site improvements would not result in substantial sources of nighttime light. Occasional nighttime construction activities, if permitted by the City, could produce sources of light including vehicle and construction equipment headlights. Interior and exterior security building lights, parking lot and other security lighting would be present throughout Phase I site improvements. Once completed, new nighttime light sources from Phase I site improvements would include streetlights and illuminated pedestrian pathways and landscaped areas. The Specific Plan and/or City Code require that design guidelines are met, ensuring there will not be excessive nighttime lighting beyond what is necessary for function and safety. Exterior lighting will be located and designed to minimize direct glare beyond the parking lot or service area. Illumination of landscape and pedestrian walkways shall be accomplished with low-level unobtrusive fixtures. There is a maximum height of 35 feet for light standards and exterior lighting in public areas will be independent of tenant control. Specific guidelines ensure that lighting for the new uses are strategically located to minimize the impact to adjacent properties. All proposed lighting shall comply with the City's Outdoor Lighting Code & Guidelines. Daytime glare sources from Phase I site improvements would include surface paving

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materials and cars parked in surface lots. Therefore, the Project would not significantly adversely affect day or nighttime view in the area.

Specific Plan EIR Cumulative Impacts

Implementation of the Specific Plan, in conjunction with related projects, was found to result in cumulative changes to the visual environment in the areas surrounding the Project site. Individual projects are subject to review for conformance to current land use designations and zoning, and compatibility with surrounding land uses. Additionally, each related project is subject to independent environmental review. These procedures provide assurances that potential cumulative impacts related to the visual environment and scenic resources of the community are less than significant. The TTM and Phase I site improvements do not change this finding.

Specific Plan EIR Mitigation Measures that Apply to the Phase I Site Improvement Impacts

No mitigation measures are required.

Remaining Specific Plan EIR Mitigation Measures that May Apply to Future Phases

There are no mitigation measures that would apply only to future phases.

Impacts not Explicitly Analyzed in the Specific Plan EIR

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

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

The Specific Plan area has historically been used for agriculture and the visual character is not considered to be negative as it currently exists. While the project would permanently alter the visual character of the site, the project would implement landscape guidelines to ensure the overall visual character of the site remains high or is improved. Project design guidelines would increase the visual quality of the Specific Plan area through contributing to the establishment of community identity at major entryways to Oxnard along transportation routes. Approval of the Specific Plan TTM and implementation of Phase I site improvements would not compound an existing negative visual character. There would be no impact.

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Conclusions

The TTM and Phase I site improvements were anticipated as part of the Specific Plan EIR. Implementation of these aspects of the Specific Plan would not result in any new or more severe impacts on Aesthetics and Urban Design not already evaluated and disclosed in the Specific Plan EIR. Neither new mitigation measures that were not adopted by the project proponent, due to project changes, changed circumstances, nor new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified are required. Therefore, further technical studies or environmental evaluation related to Aesthetics and Urban Design are not required.

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3.2 Agricultural Resources

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

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

Setting

Ventura County has a long history of agricultural production. Oxnard is in the western part of the fertile Oxnard Plain. The City is bordered by agricultural production and greenbelts on three sides. The California Department of Conservation has developed a Farmland Mapping and Monitoring Program that classifies the different agricultural soil types related to their ability to sustain agricultural crops. The soil type classifications are prime farmland, farmland of statewide importance, unique farmland, farmland of local importance, grazing land, urban and built-up land, and other land. Based on data published by the California Department of Conservation, in 2016 Ventura County had 40,976 acres of

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prime farmland, 32,992 acres of farmland of statewide importance, 28,950 acres of unique farmland, and 15,590 acres of farmland of local importance (California Department of Conservation 2016). The Specific Plan area, located within the city limits, has historically been cultivated with strawberries, celery, cabbage, lettuce, and peppers.

Specific Plan EIR Direct Impacts

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

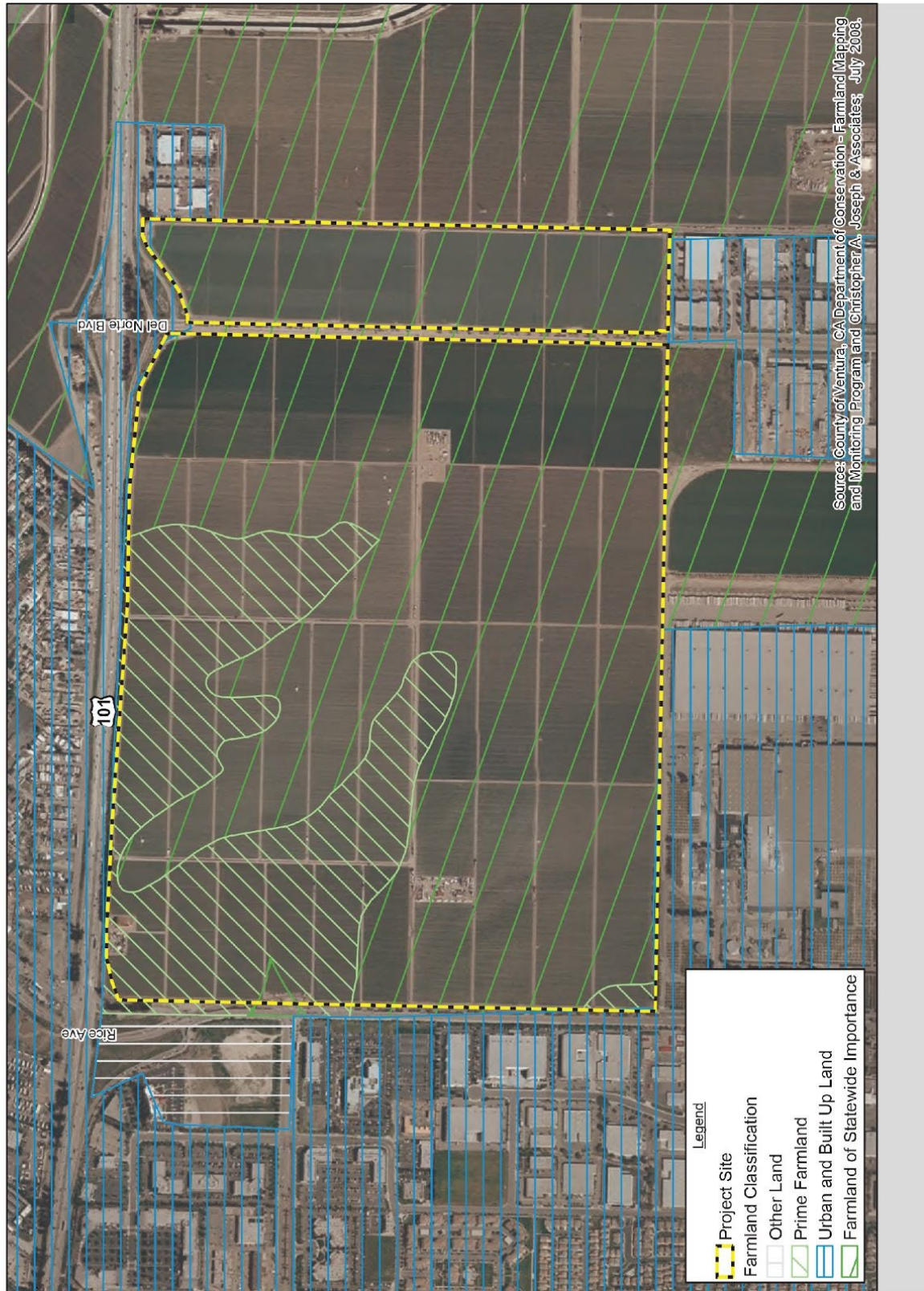
The Specific Plan area is classified as Prime Farmland and Farmland of Statewide Importance. Prime Farmland is defined as land that has the best combination of physical and chemical characteristics to produce crops. Farmland of Statewide Importance is defined as being like Prime Farmland, but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Approximately 99.7 acres of the Specific Plan area are classified as Prime Farmland with the remaining 323.7 acres designated as Farmland of Statewide Importance (City of Oxnard 2011b) . Figure 9 shows the current prime farmland and farmland of State importance in the project area.

The Specific Plan EIR determined the Specific Plan area is classified as farmland of statewide importance and the conversion of the existing agricultural land is considered significant and unavoidable. Mitigation Measure (MM) C-1 is required to reduce impacts. This mitigation measure ensures that no Prime Farmland agricultural soils are lost because of developing Specific Plan if a feasible offer is made and accepted to relocate the topsoil. However, development of the Specific Plan area will result in the permanent conversion of a quality agricultural site to nonagricultural uses.

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Figure 9. Important Farmlands in the Specific Plan Area



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

The California Land Conservation Act of 1965 (the “Williamson Act” – California Government Code Section 51200) recognizes the importance of agricultural land as an economic resource that is vital to the general welfare of society. The Specific Plan EIR found that the approximately 430-acre Specific Plan area was not subject to a Williamson Act contract. These circumstances have not changed. The TTM and Phase I site improvements are in line with the Specific Plan. Therefore, no impact would occur.

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

The Specific Plan area is located immediately west of agricultural land located in the unincorporated area of Ventura County. Implementation of the TTM and Phase I improvements are not considered to be sensitive to agricultural operations. Therefore, no substantial conflicts between the proposed project and agricultural uses are expected and an extensive buffer between the proposed project and the agricultural areas as outlined in MM C-2 would not be needed to prevent such conflicts.

Specific Plan EIR Cumulative Impacts

To the immediate east of the project site is the Camino Real Business Park Specific Plan, approved by the City in 2008 for up to 675,000 sf of Business Research and Light Industrial uses, like those in the Specific Plan. The cumulative conversion of the two adjacent sites of nearly 500 acres from agriculture to non-agricultural uses is a substantial loss of the agricultural land within the County of Ventura. The Specific Plan EIR found this to be a significant, unmitigated cumulative impact, as found in the Northeast Industrial EIR and 2030 General Plan EIR. The TTM and Phase I site improvements do not change this finding.

Specific Plan EIR Mitigation Measures that Apply to the Phase I Site Improvement Impacts

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

MM C-1: This is an adaptive management mitigation measure. The project developer will offer, at cost, the top 12 inches of the Prime Farmland (approximately 100 acres) soils for relocation to a farm site or farm sites that have lower quality soils. The cost will include the suitable replacement soil, if needed for site improvements. This mitigation may occur in phases as the areas with Prime Farmland are incrementally developed.

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

Remaining Specific Plan EIR Mitigation Measures that May Apply to Future Phases

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

Conclusions

The TTM and Phase I site improvements were anticipated as part of the Specific Plan EIR. Implementation of the project would not result in any new or more severe impacts on Agricultural Resources not already evaluated and disclosed in the Specific Plan EIR. No new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified are required. Therefore, further technical studies or environmental documentation related to Agricultural Resources are not required.

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3.3 Air Quality

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

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

Setting

Oxnard is in the South Central Coast Air Basin, which includes all of Ventura, Santa Barbara, and San Luis Obispo counties. The regional climate in the South Central Coast Air Basin is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. The air quality in the South Central Coast Air Basin is influenced primarily by a wide range of emissions sources (population centers, heavy vehicular traffic, and industry) and meteorology.

The Specific Plan area has historically been agricultural land used to grow crops. Air pollutant emissions are generated by stationary and area-wide sources, such as groundwater well pump motors, farm equipment, and motor vehicle traffic traveling to and from the Specific Plan area.

Specific Plan EIR Direct Impacts

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

The Specific Plan EIR found implementation of the Specific Plan would not conflict with population or other growth forecasts contained in Ventura County Air Pollution Control District's (APCD) 2007 Air Quality Management Plan (AQMP) or otherwise obstruct implementation of the AQMP. The Ventura County APCD adopted an updated AQMP (2016 AQMP) in February 2017 (Ventura County APCD 2017). Because the project involves preparing a TTM and completing Phase I site improvements for the Specific Plan, it would not result in population growth beyond what was projected in the Specific Plan EIR. The project would be consistent with applicable land use regulations and would not exceed Southern California Association of Governments and 2016 AQMP population projections. Therefore, further technical studies or environmental documentation are not required.

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

Project-specific air quality analyses are required to determine if each project implemented under the Specific Plan EIR would generate any new, significant impacts beyond those identified in the Specific Plan EIR, or if they would increase the severity of impacts already identified in the Specific Plan EIR. The Specific Plan EIR analyzed criteria pollutant emissions using the URBEMIS 2007 model. Since the Specific Plan EIR was adopted, the California Emissions Estimator Model (CalEEMod) was released in February

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2011 (with the latest version, 2016.3.2, being released in 2017) and the Ventura County APCD recommends using the latest version of CalEEMod for estimated emissions from proposed land use developments. Therefore, CalEEMod is used to estimate construction emissions from the Specific Plan. As the project would not have operational emissions, no operational emissions are calculated. CalEEMod results are included as Appendix AQ of this Consistency Evaluation.

Table 1 summarizes the estimated maximum daily emissions of pollutants associated with construction of the Phase I site improvements. Ventura County APCD's Air Quality Assessment Guidelines state that the district's operational thresholds of significance (25 pounds per day for ROC and NO_x) are not applicable for construction-related emissions because such emissions are temporary. Therefore, construction emissions do not exceed any threshold. However, the Ventura County APCD bases the determination of significance on a consideration of the control measures to be implemented.

If all appropriate emissions control measures recommended by the *Ventura County Air Quality Assessment Guidelines* are implemented for a project, then construction emissions are not considered significant (Table 2). MM J-1 includes appropriate dust control measures recommended by the Ventura County APCD and MM J-2 would reduce the emissions generated by heavy-duty diesel-powered construction equipment operating at the project site. Emissions with the elements of these mitigation measures that can be quantified in CalEEMod (watering twice daily for fugitive dust suppression and 15 miles per hour speed limit) are shown in Table 2. PM₁₀ and PM_{2.5} would be reduced by 29 percent and 35 percent, respectively. MMs J-1 and J-2 may reduce other pollutants, but the type of measures that would reduce those pollutants (e.g., engine idling restrictions) are not quantifiable in CalEEMod. Considering these factors, construction-related air quality impacts would be less than significant.

Table 1. Project Construction Emissions

Construction Year	Maximum Emissions (lbs/day)					
	ROC	NO ₂	CO	SO ₂	PM ₁₀	PM _{2.5}
2020	12	224	85	<1	51	23
2021	10	191	86	<1	26	12
2022	7	154	61	<1	20	8
2023	1	10	15	<1	<1	<1
Maximum Emissions	12	224	86	<1	51	23

Note: See Appendix AQ for modeling results. Some numbers may not add up precisely due to rounding.

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Table 2. Project Construction Emissions with Mitigation

Construction Year	Maximum Emissions (lbs/day)					
	ROC	NO ₂	CO	SO ₂	PM ₁₀	PM _{2.5}
2020	12	224	85	<1	36	15
2021	10	191	86	<1	21	9
2022	7	154	61	<1	15	6
2023	1	10	15	<1	<1	<1
Maximum Emissions	12	224	86	<1	36	15
% reduction from maximum emissions with MMs J-1 and J-2	0%	0%	0%	0%	29%	35%

Note: See Appendix AQ for modeling results. Some numbers may not add up precisely due to rounding.

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

The Specific Plan EIR quantified operational emissions compared to the Ventura County APCD operational emission thresholds, which are 25 pounds per day for reactive organic compounds (ROC) and nitrous oxides (NO_x). The analysis determined that Specific Plan implementation would result in exceedances of both ROC and NO_x. For these exceedances, the Specific Plan EIR includes MM J-3 (water heater, electric landscaping equipment, and bus stop measures), MM J-4 (Transportation Demand Management program), MM J-5 (solar or wind-power ready roof), and MM J-6 (cumulative air quality impacts “buy-down” fund). As the TTM and Phase I site improvements would not have operational emissions, these mitigation measures do not apply to the project.

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

CO hot spots typically occur at congested intersections. Even with Specific Plan operational traffic, the Specific Plan EIR determined that Specific Plan implementation would create no CO hot spots. The implementation of Phase I site improvements would generate minor traffic compared to build-out of the Specific Plan analyzed in the EIR. Therefore, the potential for a CO hot spot would not exceed what was evaluated in the Specific Plan EIR, and impacts would be less than significant.

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Specific Plan EIR Cumulative Impacts

Cumulative development in the Oxnard Growth Area is not expected to result in a significant impact in terms of conflicting with, or obstructing implementation of, the 2016 AQMP. The 2016 AQMP was prepared to accommodate growth, to reduce the high levels of pollutants within Ventura County, to return clean air to the region, and to minimize the impact on the economy. Growth considered to be consistent with the 2016 AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, if growth in the Oxnard Growth Area is within the projections for growth identified in the AQMP, implementation of the 2016 AQMP will not be obstructed by such growth. As growth in the Oxnard Growth Area is not expected to exceed these projections in 2030, this impact would not be cumulatively considerable. Additionally, since the Specific Plan is consistent with growth projections under the 2016 AQMP, the Specific Plan will not have a cumulatively considerable contribution to this impact regarding conflict with or obstruction of the implementation of the applicable air quality plan.

Cumulative development in Oxnard will continue to implement dust control and equipment emissions mitigation measures during construction in accordance with City practices. Consequently, cumulative development in Oxnard is not expected to cause a significant impact associated with construction activities. Because the Specific Plan would implement all appropriate mitigation measures during construction, the contribution of the TTM and Phase I site improvements to any cumulative air quality impact would not be considerable.

As identified above, implementation of the TTM and Phase I site improvements would not have a significant impact from CO hotspots. Discussion of this impact considers the cumulative nature of CO hotspots. Therefore, the project would not expose sensitive receptors to a cumulatively considerable amount of substantial pollutant concentrations from CO hotspots or toxic air contaminants.

Impacts not Explicitly Analyzed in the Specific Plan EIR

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

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

Project construction could generate odors associated with heavy-duty equipment operation and earth-moving activities. Such odors would be temporary in nature and limited to the duration of construction in the vicinity of a given site along the project's alignment. Therefore, project construction would not expose sensitive receptors to substantial odors. Impacts would be less than significant.

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Specific Plan EIR Mitigation Measures that Apply to the Phase I Site Improvement Impacts

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

As the TTM and Phase I site improvements do not have an operational component, Specific Plan EIR MM J-3, J-4, J-5 and J-6 for air quality would not apply. Construction-specific measures MM J-1 and MM J-2 would apply to the project:

MM J-1: This is an adaptive management mitigation measure. The Project developer shall implement fugitive dust control measures throughout all phases of construction. The Project developer shall include in construction contracts the control measures required and recommended by the Ventura County APCD at the time of development. These measures, like all EIR mitigation measures, are binding on subsequent parties and developers. Examples of the types of measures currently required and recommended include the following:

- Minimize the area disturbed on a daily basis by clearing, grading, earthmoving, and/or excavation operations.
- Pre-grading/excavation activities shall include watering the area to be graded or excavated before the commencement of grading or excavation operations. Application of water should penetrate sufficiently to minimize fugitive dust during these activities.
- All trucks shall be required to cover their loads as required by California Vehicle Code §23114.
- All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved onsite roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary.
- Material stockpiles shall be enclosed, covered, stabilized, or otherwise treated, to prevent blowing fugitive dust off site.
- Graded and/or excavated inactive areas of the construction site shall be monitored by a City-designated monitor at least weekly for dust stabilization. Soil stabilization methods, such as water and roll-compaction, and environmentally-safe control materials, shall be periodically applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area should be seeded and

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watered until grass growth is evident, or periodically treated with environmentally-safe dust suppressants, to prevent excessive fugitive dust.

- Signs shall be posted on the site limiting onsite traffic to 15 miles per hour or less.
- During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties), all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by onsite activities and operations from being a nuisance or hazard, either off site or on site. The site superintendent/supervisor shall use his/her discretion in conjunction with the Ventura County APCD in determining when winds are excessive.
- Adjacent streets and roads shall be swept at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.
- Personnel involved in grading operations, including contractors and subcontractors should be advised to wear respiratory protection in accordance with California Division of Occupational Safety and Health regulations.

MM J-2: The Project developer shall implement measures to reduce the emissions of pollutants generated by heavy-duty diesel-powered equipment operating at the Project site throughout the Project construction phases. The Project developer shall include in construction contracts the control measures required and recommended by the Ventura County APCD at the time of development. Examples of the types of measures currently required and recommended include the following:

- Maintain all construction equipment in good condition and in proper tune in accordance with manufacturer's specifications.
- Limit truck and equipment idling time to five minutes or less.
- Minimize the number of vehicles and equipment operating at the same time during the smog season (May through October).
- Use alternatively fueled construction equipment, such as compressed natural gas, liquefied natural gas, or electric, to the extent feasible.

Remaining Specific Plan EIR Mitigation Measures that May Apply to Future Phases

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

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- Use solar or low-emission water heaters in new buildings where feasible and as in common practice in similar new construction in the Oxnard area.
- Require that commercial landscapers providing services at the common areas of project site use electric or battery-powered equipment, or other internal combustion equipment that is either certified by the California Air Resources Board or is three years old or less at the time of use, to the extent that such equipment is reasonably available and competitively priced in Ventura County (meaning that the equipment can be easily purchased at stores in Ventura County and the cost of the equipment is not more than 20 percent greater than the cost of standard equipment).
- Provide bus stop pull-out areas, and/or shelters at locations along and within the Project site. The number and location of bus stops shall be determined in consultation with Gold Coast Transit and the City Traffic Engineer. Cumulative air quality impact fees (see Mitigation J-6) paid by the Project developer or subsequent interests may be used for some or all of these structures or as credits against the fee and/or to be funded from the fee fund consistent with the City's practice with other projects with similar transit-oriented mitigation requirements.

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

MM J-5: This is an adaptive management mitigation measure. The Specific Plan shall include a requirement that all structures with a flat or nearly flat roof area of over 10,000 square feet shall be designed with roof systems capable of supporting equipment that generates electricity from sunlight and/or wind if economically feasible and subject to review by the Fire Department. The roof systems

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may be designed to service the building and/or enter into a commercially reasonable public or private utility agreement for purposes of generating energy or transmission.

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

Conclusions

The TTM and Phase I site improvements were anticipated as part of the Specific Plan EIR. Implementation of the project would not result in any new or more severe impacts on Air Quality not already evaluated and disclosed in the Specific Plan EIR. No new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified are required. Therefore, further technical studies or environmental evaluation related to Air Quality are not required.

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3.4 Biological Resources

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

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Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because the Project would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
4) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Less than significant with mitigation	No	No
5) Conflict with any local policies or ordinances protecting biological resources?	No impact	No	No
6) Conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No impact	No	No

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

Setting

The Specific Plan area has been used for agricultural production historically. The site's agricultural nature and the industrial and agricultural uses in surrounding areas preclude the presence of significant non-agricultural vegetation. Irrigation drainage ditches are located along the perimeter of the agricultural fields. Drainage varies in structure and hydrology and are not natural hydrological features but have been created for agricultural purposes. The Specific Plan EIR identified two vegetation

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communities on site: agricultural and upland/non-native. Although some riparian vegetation was present in the eastern ditch, it was not classified as an additional vegetation community as it was not large enough to be considered a separate community.

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

A biological windshield survey was conducted on March 9, 2020 (Adelina Munoz Senior Biologist and Hannah Hart Biologist, GPA Consulting) to assess the presence of sensitive, special-status species and habitats and to determine if current conditions are consistent with the biological surveys completed in April 2007 and June 2009. The GPA biologists found the site to be a combination of fallow and active agricultural fields. There are landscaped areas adjacent to the agricultural fields within road medians and adjacent properties. There are no trees within the Specific Plan area. Two drainages were visible from the edges of the property. The biologists determined the site does not contain suitable habitat for the special-status plants and wildlife. The Specific Plan area was found to provide habitat for nesting birds and drainages that convey water for agricultural purposes. The biological resources windshield survey results are included in Appendix BIO.

In addition, FirstCarbon Solutions prepared a project-level Biological Resources Assessment (BRA) on March 27, 2020 for what is assumed to be the first development project under the Specific Plan. The BRA summarizes the findings of a literature search, a general biological resources reconnaissance survey (conducted by Senior Biologist, Ricardo Montijo, on February 19 and 25, 2020), and a jurisdictional delineation. The lead agency has determined that the BRA is an appropriate reference document for the TTM and Phase I site improvement project for comparing current site conditions to the conditions set forth in the Specific Plan EIR. Therefore, the findings of the BRA are used herein to support this discussion and are incorporated by reference.

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Specific Plan EIR Direct Impacts

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

The Specific Plan EIR found that impacts to species identified as a candidate, sensitive, or special-status would be less than significant with mitigation incorporated. The Specific Plan EIR included mitigation requiring pre-construction nesting bird surveys if construction activity occurs during nesting bird season.

The Special-status Plant Species Table (Appendix D.1 of the BRA) identified special-status plant species that occur within 5 miles of the project site, as recorded by the California Natural Diversity Database and California Native Plant Society and identified as part of the literature review for the BRA (FirstCarbon Solutions 2020a). None have been recorded in the Specific Plan area. Five special-status plant species, Davidson's saltscale (*Atriplex serenana* var. *davidsonii*), salt marsh bird's-beak, Ventura marsh milk-vetch, and Coulter's goldfields have the potential to occur in the Specific Plan area, but the site lacks the habitat needed to support these species (alkaline soils, wetland-riparian areas, marshes, swamps, riparian woodland, and vernal pools). Based on a lack of suitable habitat, all special-status plant species were determined unlikely to occur on site.

The Special-status Wildlife Species Table (Appendix D.2 of the BRA) identifies federal and State-listed threatened and/or endangered wildlife species, and State Species of Special Concern recorded in the California Natural Diversity Database as occurring within 5 miles of the Specific Plan area. Occurrences of western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), California black rail (*Laterallus jamaicensis coturniculus*), least Bell's vireo (*Vireo bellii pusillus*), Southern California legless lizard (*Anniella stebbinsi*), and Santa Ana sucker (*Catostomus santaanae*) have been recorded within 5 miles of the project site. All special-status wildlife species were determined unlikely to occur on site, primarily based on the absence of suitable habitat, as most of the project site contains cultivated agricultural fields and is surrounded by non-native grassland.

Special-status species are known to occur within 5 miles of the project site (Appendix D.2 of the BRA). These occurrences include the burrowing owl (*Athene cunicularia*), western pond turtle (*Emys marmorata*), and California horned lark (*Eremophila alpestris actia*). Currently, habitats for burrowing owl or western pond turtle are not present in the Specific Plan area. The Specific Plan area lacks ground squirrel burrows, is actively disked for agricultural purposes, and does not contain perennial water, which precludes burrowing owl and western pond turtle, respectively. However, because the site has been actively disked, burrowing owl could eventually inhabit the site if fields are left in fallow states. However, as previously mentioned, no occurrences of special-status species, including burrowing owl, have been recorded within the site and none were observed during the field survey. Because the site is

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planned to be utilized for future development, this precludes the possibility of burrowing owl inhabiting the site.

The BRA also concluded that the open agricultural fields found in the project area provide marginal nesting habitat for common ground nesting birds protected under the Migratory Bird Treaty Act, and other special-status birds. However, as was found in the Specific Plan EIR, potential impacts may occur to resident and migratory species during Phase I site improvements that would render the project temporarily unsuitable for nesting birds because of the noise, vibration, and increased activity levels associated with various construction activities. These activities could subject birds to risk of death or injury, and they are likely to avoid using the area until such construction activities are finished. To reduce potential impacts to Migratory Bird Treaty Act-protected and other special-status birds, MM E-1 requires vegetation removal outside of nesting season or the presence of a qualified ecologist/biologist to monitor any vegetation removal during the nesting season, which would reduce impacts to a less than significant level.

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

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

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

The Specific Plan EIR concluded that impacts on any riparian habitat or other sensitive natural community were less than significant with mitigation incorporated. The Specific Plan EIR included three mitigation measures requiring that individual projects must conduct jurisdictional delineations to determine the presence of jurisdictional and riparian features, as well as the implementation of precautions for those features if they exist on site (Specific Plan EIR MM E-2 through MM-E-4). The Specific Plan EIR similarly found that impacts resulting from the Specific Plan would have a less than significant impact on federally protected waters of the United States as defined by Section 404 of the federal Clean Water Act or protected waters of the State as defined by Section 1600 et seq. of the California Fish and Game Code with mitigation incorporated (Specific Plan EIR MM E-2 through MM E-4). Phase I site improvements are anticipated to impact one site drainage feature located in Area 5 north of Road A; therefore, a formal, updated jurisdictional delineation would need to occur prior to tract map recordation and any resulting permitting requirements would need to occur prior to beginning ground-disturbing activities north of Road A, in compliance with the Specific Plan EIR mitigation measures.

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

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

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

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

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

The Specific Plan EIR found no conflict with any local policies or ordinances protecting biological resources. The Specific Plan area is not subject to any habitat or natural community conservation plan. The proposed project is consistent with these findings. There would be no impact.

Specific Plan EIR Cumulative Impacts

The Specific Plan EIR found that implementation of the Specific Plan, in combination with the other related projects identified in the area plus regional growth, will contribute to significant cumulative impacts to Biological Resources. However, with the implementation of the recommended mitigation measures, the Specific Plan's contribution to those impacts will not be cumulatively considerable, and therefore, will be less than significant. The TTM and Phase I site improvements do not change this finding.

Specific Plan EIR Mitigation Measures that Apply to the Phase I Site Improvement Impacts

MM E-1: This is an adaptive management mitigation measure. In order to avoid adverse impacts to nesting birds, including nesting migratory birds known to exist in the trees (if any) on the Project site, during construction activities, ground vegetation removal activities must take place outside of the nesting season recognized by the California Department of Fish and Game (CDFG) for species in this area. If vegetation removal activities occur during the nesting season, a qualified ecologist/biologist must be present to monitor the removal activities to ensure that no active nests will be impacted. If nests are found, a 300-foot buffer radius (500-foot for raptors) shall be established until the young have

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fledged. If nests are observed and lesser buffer distances are desired, the biological monitor shall confer with Planning and Fish and Game staff to determine an appropriate buffer distance based on species specific requirements. This measure does not apply to agricultural row crops.

MM E-2: This is an adaptive management mitigation measure. Prior to processing the initial tract map for a planning area that could lead to construction activities that may result in the placement of fill material into the potentially jurisdictional irrigation drainage features, prepare and submit to the USACE for verification a “Preliminary Delineation Report for Waters of the U.S.” and a Streambed Alteration Notification package to CDFG for the irrigation drainage features. If these agencies determine that the feature is not regulated under their jurisdiction, then no further mitigation is necessary. However, if the USACE considers the feature to be jurisdictional through a “significant nexus” test per recent USACE and U.S. Environmental Protection Agency guidance⁵, then a Clean Water Act Section 404 permit shall be obtained from the USACE, and any permit conditions shall be agreed to, prior to the start of construction activities in the affected area. If CDFG determines that the drainage is a regulated “streambed”, then a Streambed Alteration Agreement shall be entered into with CDFG and any associated conditions shall be agreed to prior to the start of construction in the affected area.

MM E-3: This is an adaptive management mitigation measure. In order to prevent unauthorized impacts to jurisdictional features, the following permits shall be issued and/or reports approved (or exemptions issued) by the respective resource agency, and any associated conditions of approval shall be agreed upon, prior to processing the initial tract map for a planning area that could lead to construction activities that may result in the placement of fill material into the potentially jurisdictional irrigation drainage features, subsequent to adoption of the Project (i.e., Specific Plan):

- Clean Water Act Section 404 Permit from the USACE
- Streambed Alteration Agreement under Section 1600 of the CDFG Fish and Game Code
- Clean Water Act Section 401 Water Quality Certification or Waste Discharge Requirements from the Regional Water Quality Control Board

If the irrigation ditches are determined as jurisdictional by the USACE, it will be necessary to insure adequate compensation for adverse impacts to jurisdictional features from Project development. If applicable, a qualified biologist shall prepare a Mitigation Plan, which shall describe and justify the (1) formal delineation; (2) proposed methods including timing, materials, and erosion control measures; (3) the proposed location for the replacement areas; and (4) habitat protection measures (including a mechanism for permanent preservation of the area supporting the replacement habitat). The Mitigation Plan shall be submitted to and approved by the County, USACE, CDFG, and Regional Water Quality Control Board prior to initiation of construction activities.

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

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MM E-4: This is an adaptive management mitigation measure. If required to compensate for riparian habitat loss by the USACE, the project applicant will place under conservation easement in a manner acceptable to the USACE and the California Department of Fish and Game an area of riparian habitat that will accommodate constructed replacement at a ratio to be determined during the formulation of a Lake and Stream Alteration Agreement (i.e., a number of acres of constructed riparian habitat). This conserved riparian habitat must be of the same or higher quality as the habitat that is to be removed as a result of the project.

-- or --

The Project applicant will purchase the requisite number of credits from a qualified conservation bank. The Project applicant can only purchase credits from those banks that sell credits covering the riparian species to be affected by the Specific Plan or as approved by the USACE or agency of jurisdiction.

Remaining Specific Plan EIR Mitigation Measures that May Apply to Future Phases

MM E-5: This is an adaptive management mitigation measure. Prior to construction of the Planning Area 1, located adjacent to the Ventura Freeway, a qualified ecologist/biologist shall determine the presence and extent/absence of monarch butterfly activity surrounding the proposed construction area if any mature windrow trees are present. If temporary aggregation activity is observed within this area, construction shall be halted until after the temporary aggregation season (September – December) or until the monarchs have left the vicinity.

Conclusions

The TTM and Phase I site improvements were anticipated as part of the Specific Plan EIR. Implementation of the Specific Plan would not result in any new or more severe impacts on Biological Resources not already evaluated and disclosed in the Specific Plan EIR. Neither new mitigation measures that were not adopted by the project proponent, due to project changes, changed circumstances, nor new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified are required. Therefore, further technical studies or environmental evaluation related to Biological Resources are not required.

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3.5 Climate Change & Greenhouse Gas Emissions

Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because the Project would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
Would the Project:			
1) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less than significant with mitigation	No	No
2) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases or otherwise conflict with state goals for reducing GHG emissions in California?	Less than significant with mitigation	No	No
3) Contribute to or be subject to potential secondary effects of climate change (e.g., sea level rise, increased fire hazard)?	This impact was not analyzed in the Specific Plan EIR	No new or substantially more severe significant impacts and no new mitigation measures are required	No

The Specific Plan EIR found the implementation of the Specific Plan would have less than significant impacts on a project-level basis for impacts relating to GHG emissions. The Specific Plan EIR addressed GHG emissions impacts by analyzing the Specific Plan's consistency with applicable policies and strategies aimed to reduce GHG emissions. As addressed in the Specific Plan EIR, the Specific Plan would be consistent with all applicable policies adopted for the purpose of reducing GHG emissions. Impacts were found to be less than significant. Project-specific GHG analyses would be required to determine whether each individual project would contribute or be subject to potential secondary effects of Climate Change or result in significant impacts related to GHG emissions. Cumulative GHG impacts were found to be significant and unavoidable. The City addressed the significant and unmitigable impacts related to GHGs by adopting a Statement of Overriding Considerations.

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Setting

The entire Specific Plan area is currently active agricultural land used to grow crops. GHG emissions would be generated by stationary and area-wide sources, such as groundwater well pump motors, farm equipment, and motor vehicle traffic traveling to and from the Specific Plan area.

Specific Plan EIR Direct Impacts

1) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

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

2) Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases or otherwise conflict with state goals for reducing GHG emissions in California?

The City of Oxnard acknowledges that the Ventura County APCD has not adopted a numerical threshold to use in performing quantitative analyses, but recognizes that there are several methods of analyzing quantified GHG emissions applied by various agencies throughout California. Although the City of Oxnard does not recommend a specific numerical threshold, it does recommend that GHG emissions be quantified, and development projects assessed for consistency with policies aimed to reduce GHG emissions. The City of Oxnard specifically recommends performing a qualitative assessment of the degree of consistency with applicable policies aimed to reduce GHG emissions should form the basis for assessing GHG emissions. Therefore, the significance determinations for impacts related to the Phase I site improvement GHG emissions are based on the project's consistency with applicable policies aimed to reduce GHG emissions (GHG impact thresholds 1 and 2). Applicable policies include CARB's 2017 Scoping Plan (CARB 2017) and the City of Oxnard 2030 General Plan.

For informational purposes, project-related GHG emissions have been quantified for construction emissions. As the TTM and Phase I site improvements do not have an operational component, no operational GHG emissions are quantified. Construction-related GHG emissions would occur from fossil fuel combustion for heavy-duty construction equipment, material delivery and haul trucks, and construction worker vehicles. As shown in Table 3, construction activity for the project would generate an estimated 7,709 MT of CO₂e over a four-year period.

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Table 3. Estimated Construction Emissions of GHGs

Construction Year	Annual Emissions (MT CO ₂ e)
2020	1,491
2021	2,461
2022	3,734
2023	23
Total	7,709
% reduction from maximum emissions with MMs J-1 and J-2	0%

Note: See Appendix AQ for modeling results. Some numbers may not add up precisely due to rounding.

CARB's 2017 Scoping Plan updates the previous scoping plan to address Senate Bill 32 targets of reducing 2030 GHG emissions to 40 percent below 1990 emission. The policies of the 2017 Scoping Plan focus on statewide regulations to reduce GHG emissions (e.g., increased vehicle fuel efficiency) and green building regulations (e.g., green building codes). The Scoping Plan does not have policies directly related to reducing GHG emissions from construction activities. Improving fuel efficiency on a statewide level would reduce GHG emissions from worker vehicles traveling to and from the site, and the project would not conflict with those policies. Therefore, the Phase I site improvements would not conflict with the 2017 Scoping Plan.

The City of Oxnard 2030 General Plan contains policies intended to reduce vehicle travel and energy use that would provide GHG reductions in Chapter 2, *Sustainable Community*. These policies are aimed at reducing GHG emissions at the City-level, sea level rise adaptation, or through operation of land uses in Oxnard (e.g., alternative energy for future development and green building code compliance). None of the policies directly addresses construction GHG emissions. Chapter 5, *Environmental Resources*, contains policies aimed at improving air quality in the City. Some of these policies would have the secondary effect of also reducing GHG emissions, such as policy ER-14.1, *Incorporate Ventura County AQMP Mitigations*, which states to include construction mitigation measures recommended by the Ventura County APCD. These were included in the Specific Plan EIR as MM J-1 and J-2 and would be implemented with Phase I site improvements. Therefore, the Specific Plan would not conflict with the 2030 General Plan.

Specific Plan EIR Cumulative Impacts

The Specific Plan EIR determined that the Specific Plan will result in less than significant impacts related to GHG emissions with the implementation of mitigation. It did find significant and unavoidable impacts related to cumulative GHG emissions.

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Since the Phase I site improvements would contribute an incremental amount to the cumulative impact of Climate Change, it would result in significant and unavoidable impacts as determined in the Specific Plan EIR, even with implementation of MM J-1 and J-2.

Impacts not Explicitly Analyzed in the Specific Plan EIR

In May 2017, the City adopted an updated CEQA Checklist to include threshold question three. Because the City's CEQA checklist was implemented after the adoption of the Specific Plan, impacts related to contributing to or being subject to potential secondary effects of climate change (e.g., sea level rise, increased fire hazard) were not explicitly discussed in the Specific Plan EIR. Analyzing the project's contribution to or susceptibility to potential secondary effects of climate change is an adaptation of the recommended CEQA checklist questions and originates from the City of Oxnard CEQA Guidelines (City of Oxnard 2017). To determine significance, an evaluation was completed to determine if the project would contribute or be subjected to the secondary effects of climate change expected to occur in California.

3) Would the project contribute or be subject to potential secondary effects of climate change (e.g., sea level rise, increase fire hazard)?

Climate change may result in a number of secondary effects, including a reduction in the quality and supply of water from the Sierra snowpack, increased risk of large wildfires, reductions in the quality and quantity of certain agricultural products, exacerbation of air quality problems, increase in temperature and extreme weather events, and a decrease in the health and productivity of California's forests (California Climate Change Center 2006 and Moser et al. 2009). An analysis of the project's ability to contribute to or be subjected to the secondary effects of climate change is included in Table 4. As described in the evaluation, the project would not contribute or be subject to potential secondary effects of climate change.

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Table 4. Secondary Effects of Climate Change

Consequences of Climate Change in California	Project Evaluation
Reduction in the quality and supply of water from the Sierra snowpack. If heat-trapping emissions continue unabated, more precipitation will fall as rain instead of snow, and the snow that does fall will melt earlier, reducing the Sierra Nevada spring snowpack by as much as 70 to 90 percent. This can lead to challenges in securing adequate water supplies. It can also lead to a potential reduction in hydropower.	The project would not contribute or be subject to this potential secondary effect of climate change. Existing climate change models are designed for large-scale projects and are not precise enough to accurately predict changes on a watershed level from individual projects. Therefore, it would be speculative to quantify the impacts of climate change on water supplies on a project-level basis. The General Plan has anticipated development of the project site and subsequent demand for water service by future developments on the site.
Increased risk of large wildfires. If rain increases as temperatures rise, wildfires in the grasslands and chaparral ecosystems of southern California are estimated to increase by approximately 30 percent toward the end of the 21st century because more winter rain will stimulate the growth of more plant “fuel” available to burn in the fall. In contrast, a hotter, drier climate could promote up to 90 percent more northern California fires by the end of the century by drying out and increasing the flammability of forest vegetation.	The project would not contribute or be subject to this potential secondary effect of climate change. The project site is situated in the 430-acre Specific Plan area in an urban area that is not in a forested area. The project’s incremental contribution to climate change would not result in a discernible change in global climate that would increase the risk of wildfires. The project would not contribute to or be subject to an increased risk of large wildfires; related impacts would be less than significant.

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Consequences of Climate Change in California	Project Evaluation
Reductions in the quality and quantity of certain agricultural products. The crops and products likely to be adversely affected include wine grapes, fruit, nuts, and milk.	The project would not contribute or be subject to this potential secondary effect of climate change. This secondary effect relates to agricultural production. The project is a construction project that would not engage agricultural production. Although the site would be converted from agricultural land for the future development of industrial uses, this is not due to the effects of climate change. Furthermore, the project's incremental contribution to climate change would not result in a discernible change in global climate that would reduce the quality or quantity of agricultural commodities produced in California. Related impacts would be less than significant.
Exacerbation of air quality problems. If temperatures rise to the medium warming range, there could be 75 to 85 percent more days with weather conducive to ozone formation in Los Angeles and the San Joaquin Valley, relative to today's conditions. This is more than twice the increase expected if rising temperatures remain in the lower warming range. This increase in air quality problems could result in an increase in asthma and other health-related problems.	The project would not contribute or be subject to this potential secondary effect of climate change. Health effects from air quality problems that would be exacerbated by an increase in temperature would more commonly occur at a local level. As discussed in Section 4.3, the project would not expose sensitive receptors to substantial pollutant concentrations.

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Consequences of Climate Change in California	Project Evaluation
A rise in sea levels resulting in the displacement of coastal businesses and residences. During the past century, sea levels along California's coast have risen about seven inches. If emissions continue unabated and temperatures rise into the higher anticipated warming range, sea level is expected to rise an additional 22 to 35 inches by the end of the century. Elevations of this magnitude would inundate coastal areas with saltwater, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats.	The project would not contribute or be subject to this potential secondary effect of climate change. The project site is approximately 55 feet to 65 feet in elevation relative to local mean sea level. The project site is approximately 7.3 miles inland. The project would not result in the displacement of coastal businesses and residences or be displaced due to a rise in sea levels.
Increased temperature and extreme weather events. Climate change is expected to lead to increases in the frequency, intensity, and duration of extreme heat events and heat waves in California. More heat waves can exacerbate chronic disease or heat-related illness.	The project would not contribute or be subject to this potential secondary effect of climate change. As previously discussed, the project's incremental contribution of GHGs would not result in a discernible change in global climate. Development of the project would not contribute to an increase in temperature or extreme weather events. The project proposes to perform grading, site preparation, and paving, and would not site new sensitive receptors that would be subject to exacerbated chronic disease or heat-related illness.
A decrease in the health and productivity of California's forests. Climate change can cause an increase in wildfires, an enhanced insect population, and establishment of non-native species.	The project would not contribute or be subject to this potential secondary effect of climate change. The project site is not forested and would not contribute to a change in the health and productivity of forested land. Neither would development and long-term operations of the project contribute to a decrease in the health or productivity of California's forests.

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Specific Plan EIR Mitigation Measures that Apply to the Phase I Site Improvement Impacts

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

As the project does not have an operational component, Specific Plan EIR MM J-3, J-4, J-5 and J-6 would not apply. Construction-specific measures MM J-1 and MM J-2 were developed to reduce air quality emissions, but would also have the effect of reducing GHG emissions, and would apply:

MM J-1: This is an adaptive management mitigation measure. The Project developer shall implement fugitive dust control measures throughout all phases of construction. The Project developer shall include in construction contracts the control measures required and recommended by the Ventura County APCD at the time of development. These measures, like all EIR mitigation measures, are binding on subsequent parties and developers. Examples of the types of measures currently required and recommended include the following:

- Minimize the area disturbed daily by clearing, grading, earthmoving, and/or excavation operations.
- Pre-grading/excavation activities shall include watering the area to be graded or excavated before the commencement of grading or excavation operations. Application of water should penetrate sufficiently to minimize fugitive dust during these activities.
- All trucks shall be required to cover their loads as required by California Vehicle Code §23114.
- All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved onsite roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary.
- Material stockpiles shall be enclosed, covered, stabilized, or otherwise treated, to prevent blowing fugitive dust off site.
- Graded and/or excavated inactive areas of the construction site shall be monitored by a City-designated monitor at least weekly for dust stabilization. Soil stabilization methods, such as water and roll-compaction, and environmentally-safe control materials, shall be periodically applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area should be seeded and watered until grass growth is evident, or periodically treated with environmentally-safe dust suppressants, to prevent excessive fugitive dust.
- Signs shall be posted on site limiting onsite traffic to 15 miles per hour or less.

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- During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties), all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by onsite activities and operations from being a nuisance or hazard, either off site or on site. The site superintendent/supervisor shall use his/her discretion in conjunction with the Ventura County APCD in determining when winds are excessive.
- Adjacent streets and roads shall be swept at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.
- Personnel involved in grading operations, including contractors and subcontractors should be advised to wear respiratory protection in accordance with California Division of Occupational Safety and Health regulations.

MM J-2: The Project developer shall implement measures to reduce the emissions of pollutants generated by heavy-duty diesel-powered equipment operating at the Project site throughout the Project construction phases. The Project developer shall include in construction contracts the control measures required and recommended by the Ventura County APCD at the time of development. Examples of the types of measures currently required and recommended include the following:

- Maintain all construction equipment in good condition and in proper tune in accordance with manufacturer's specifications.
- Limit truck and equipment idling time to five minutes or less.
- Minimize the number of vehicles and equipment operating at the same time during the smog season (May through October).
- Use alternatively fueled construction equipment, such as compressed natural gas, liquefied natural gas, or electric, to the extent feasible.

Remaining Specific Plan EIR Mitigation Measures that May Apply to Future Phases

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

- Use solar or low-emission water heaters in new buildings where feasible and as in common practice in similar new construction in the Oxnard area.
- Require that commercial landscapers providing services at the common areas of project site use electric or battery-powered equipment, or other internal combustion equipment that is either certified by the California Air Resources Board or is three years old or less at the time of use, to the extent that such equipment is reasonably available and competitively priced in Ventura County (meaning that the equipment can be easily purchased at stores in Ventura County and the cost of the equipment is not more than 20 percent greater than the cost of standard equipment).

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- Provide bus stop pull-out areas, and/or shelters at locations along and within the Project site. The number and location of bus stops shall be determined in consultation with Gold Coast Transit and the City Traffic Engineer. Cumulative air quality impact fees (see Mitigation J-6) paid by the Project developer or subsequent interests may be used for some or all of these structures or as credits against the fee and/or to be funded from the fee fund consistent with the City's practice with other projects with similar transit-oriented mitigation requirements.

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

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

MM J-6: This is an adaptive management mitigation measure. The Project developer shall contribute to a cumulative impacts mitigation "buy-down" fund managed by the City based on the Ventura County Air Pollution Control District fee schedule effective at the time a building permit is issued. The fee contribution shall be assessed and paid incrementally as individual buildings are developed. The fee is allocated based on each development's share of average daily trips (ADT) for the Project buildout. The ADT shall be recalculated annually by the City Traffic Engineer or upon request of the Project developer with a payment of a fee determined by the City Traffic Engineer that covers actual time and material

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costs to the City. The City shall consider transit and traffic demand management improvements and programs suggested by the Project developer, in excess of those otherwise required, as credits against the fee and/or to be funded from the fee fund.

Conclusions

The TTM and Phase I site improvements were anticipated as part of the Specific Plan EIR. Implementation of the project would not result in any new or more severe impacts on Climate Change and GHG emissions not already evaluated and disclosed in the Specific Plan EIR. Neither new mitigation measures that were not adopted by the project proponent, due to project changes, changed circumstances, nor new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified are required. Therefore, further technical studies or environmental evaluation related to Climate Change and GHG emissions are not required.

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3.6 Cultural Resources & Tribal Cultural Resources

Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because the Project would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
Would the Project:			
1) Cause a substantial adverse change in the significance of an historical resource as defined in CEQA Guidelines Section 15064.5?	Less than significant	No	No
2) Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to CEQA Guidelines Section 15064.5?	Less than significant with mitigation	No	No
3) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less than significant	No	No
4) Disturb any human remains, including those interred outside of formal cemeteries?	Less than significant with mitigation	No	No

The Specific Plan EIR determined there are no known archeological or paleontological resources (now Cultural Resources and Tribal Cultural Resources) in the Specific Plan area. The EIR did find a limited possibility that archeological and/or paleontological resources still exist under the level of disturbed soils, and that these remains could be encountered during site preparation, generally below two feet deep. The EIR provided mitigation measures to lessen impacts to these resources if they are encountered.

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Setting

In February 2006, a records search was conducted for the Specific Plan area by the South Central Coastal Information Center at California State University Fullerton. The records search included a review of all recorded archeological sites within a 0.5-mile radius of the Specific Plan area as well as a review of cultural resource reports on file. The records search revealed one archaeological site within a 0.5-mile radius of the Specific Plan area, and one isolate located within the Specific Plan area. An isolated artifact is “an artifact that has been previously displaced from its original archaeological association, that is no longer part of an archaeological site, and that has little or no archaeological significance as an object in itself.” The search also identified five additional cultural resources within a 0.5-mile radius of the Specific Plan area; however, none were identified within the Specific Plan area.

FirstCarbon Solutions prepared a project-specific Cultural Resources Assessment in March 2020 for what would be the first development project in the Specific Plan (FirstCarbon Solutions 2020b). The lead agency has determined that the Cultural Resources Assessment is an appropriate reference document for the TTM and Phase I site improvement project for comparing current site conditions to the conditions set forth in the Specific Plan EIR. The findings of that report are consistent with findings stated in the Specific Plan EIR. Therefore, the findings of the Cultural Resources Assessment are used herein to support this discussion and included by reference.

Specific Plan EIR Direct Impacts

1) Would the project cause a substantial adverse change in the significance of an historical resource as defined in State CEQA Guidelines Section 15064.5?

The Specific Plan area has been used for agricultural cultivation for several decades and the structures that existed at the site are relatively recent in origin and not considered of historical significance. No significant impacts are expected to occur with relation to historic resources. While unlikely, subsurface construction activities always have the potential to damage or destroy previously undiscovered cultural resources.

Historic resources can include wood, stone, foundations, and other structural remains; debris-filled wells or privies; and deposits of wood, glass, ceramics, and other refuse. Accordingly, implementation of Specific Plan EIR MM A-1 is required to reduce potential impacts to historic resources to a less than significant level. Impacts would be less than significant with mitigation incorporated, which is consistent with the findings of the Specific Plan EIR.

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2) Would the project cause a substantial adverse change in the significance of a unique archaeological resource pursuant to State CEQA Guidelines Section 15064.5?

Except for the isolate, no known prehistoric archeological resources occur in the Specific Plan area. It is likely that any surface and subsurface archeological remains that might have once occurred on the Specific Plan site would have long since been eliminated by past agricultural activities. However, there is a remote possibility that archeological resources still exist below the surface, and that these remains could be encountered during Phase I site improvements, generally below two feet in depth. The Specific Plan EIR required periodic monitoring during construction, consistent with City's standard conditions of approval to identify any previously unidentified archeological resources uncovered during project grading activity. This standard condition of approval ensures that project impacts would remain less than significant.

3) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

A project-related significant adverse effect could occur if grading or excavation activities associated with the project would disturb paleontological resources or geologic features. A search for paleontological resources was conducted through the Natural History Museum of Los Angeles County for the project site in March of 2006. On March 6, 2020, FirstCarbon Solutions requested the Los Angeles County Museum of Natural History conduct a records search to determine if any of the geologic formations underlying the project area held the potential to yield fossilized remains. Conclusions were consistent with the Specific Plan EIR (FirstCarbon Solutions 2020b).

The search determined there no vertebrate fossil localities are in the Specific Plan area, and no localities nearby are from the same or similar sedimentary units as those exposed in the Specific Plan area. The search also determined the surficial sediments at the Specific Plan area and in the surrounding area consist of younger terrestrial Quaternary Alluvium sediments of clay, which are unlikely to contain significant vertebrate fossils. Grading or shallow excavations are unlikely to uncover significant fossil vertebrate remains, but deeper excavations may encounter significant vertebrate fossils. The Specific Plan area has been used for agricultural cultivation for many years, and it is likely that any surface paleontological remains have long since been eliminated by associated activities. There are no known paleontological resources in the Specific Plan area. Nevertheless, there is a remote possibility that unsuspected paleontological resources exist below the ground surface and could be encountered during construction. While no further evaluation of this issue was recommended in the EIR, periodic monitoring during construction is required, consistent with standard City Conditions. This would ensure that project impacts would remain less than significant.

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4) *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

No human remains or cemeteries are known to exist in or near the Specific Plan area. However, there is always the possibility that subsurface construction activities associated with the Phase I site improvements, such as trenching and grading, could potentially damage or destroy previously undiscovered human remains. In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines Section 15064.5; Health and Safety Code Section 7050.5; Public Resources Code Section 5097.94 and Section 5097.98 must be followed. In the unlikely event human remains are discovered, implementation of Specific Plan EIR MM A-2 would reduce this potential impact to a less than significant level. These findings are consistent with the findings of the Specific Plan EIR, which found impacts to be less than significant with the implementation of mitigation

Specific Plan EIR Cumulative Impacts

The Specific Plan EIR determined there was no evidence that the Specific Plan would cause significant environmental effects to Cultural Resources and therefore, no cumulative discussion was provided. The City certified the 2030 General Plan Program EIR which considered the possible environmental impacts of build-out to 2030, including the Specific Plan as approved. The 2030 General Plan Final Program EIR found that significant and unavoidable impacts to the following resources: Air Quality and Greenhouse Gases; Agricultural Resources; Circulation, Traffic and Transportation; and Noise. All other environmental impacts were found to be less than significant with implementation of mitigating policies and programs. The TTM and Phase I site improvements do not change this finding.

Specific Plan EIR Mitigation Measures that Apply to the Phase I Site Improvement Impacts

MM A-1: This is an adaptive management mitigation measure. The Project developer and/or subsequent responsible parties shall contract with a qualified archaeologist to monitor initial grading and excavation more than three feet. If any historic or prehistoric cultural resources are discovered, they will be evaluated in accordance with the procedures set forth in CEQA Section 15064.5. If the evaluation determines that such resources are either unique or significant archaeological, paleontological, or historic resources and that the Project would result in significant effects on those resources, then further mitigation would be required. In cases where the resources are unique, then avoidance, capping, or other measures, including data recovery, would be appropriate mitigation. If the resources are not unique, then recovery, without further mitigation, would be appropriate.

MM A-2: This is an adaptive management mitigation measure. The Project developer and/or subsequent responsible parties shall contract with a Native American monitor to be present during all subsurface grading, trenching, or construction activities more than three feet on the Project site. The monitor shall provide a monthly report to the Planning Division summarizing the activities during the reporting period. If any qualifying cultural materials are encountered during this phase of project construction,

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construction activities on the project site shall be halted immediately, and the Project developer shall notify the City. If any find were determined to be significant by the Native American monitor, the City and the Native American monitor would meet to determine the appropriate course of action. A copy of the contract for these services shall be submitted to the Planning Division Manager for review and approval prior to issuance of any grading permits. A final monitoring report(s) shall be provided to the Planning Division prior to approval of final building certificate(s) of occupancy signature.

Remaining Specific Plan EIR Mitigation Measures that May Apply to Future Phases

There are no remaining mitigation measures that would apply only to future phases.

Conclusions

The TTM and Phase I site improvements were anticipated as part of the Specific Plan EIR. Implementation of the project would not result in any new or more severe impacts on Cultural Resources and Tribal Cultural Resources not already evaluated and disclosed in the Specific Plan EIR. Neither new mitigation measures that were not adopted by the project proponent, due to project changes, changed circumstances, nor new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified are required. Therefore, further technical studies or environmental evaluation related to Cultural Resources and Tribal Cultural Resources, including paleontological resources, are not required.

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3.7 Geology & Soils

Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because the Project would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
Would the Project:			
1a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist or based on other substantial evidence of a known fault?	Less than significant with mitigation	No	No
1b) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic groundshaking that cannot be addressed through compliance with standard Code requirements?	Less than significant with mitigation	No	No
2) Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse that cannot be addressed through compliance with standard Code Requirements?	No impact	No	No

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Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because the Project would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
3) Be located on expansive soil, creating substantial risks to life or property that cannot be addressed through compliance with standard Code requirements?	Less than significant with mitigation	No	No
4) Expose people or structures to inundation by seiche or tsunami?	Less than significant	No	No
5) Rely on dredging or other maintenance activity by another agency that is not guaranteed to continue?	This impact was not analyzed in the Specific Plan EIR	No new or substantially more severe significant impacts and no new mitigation measures are required	

The potential Geology and Soils impacts associated with the proposed Specific Plan were determined to be less than significant with mitigation in the Specific Plan EIR. Implementation of required building codes, project-specific geotechnical engineering considerations, and recommended mitigation measures would reduce the potential impact to that consistent with other well-designed structures in southern California.

Setting

The Specific Plan area is situated in the eastern Transverse Range Geomorphic Province in southern California. Geologic structures in the western Transverse Ranges region were formed by folding and displacement on thrust and reverse faults accommodating the regional compressional strain from the convergence of the North American and Pacific plates along a northwest-trending segment of San Andreas Fault. This resulted in uplift, mountain formation, basin formation, and seismicity throughout the region. The Ventura Basin is a 120-mile long, deep structural trough filled with more than 58,000 feet of primarily marine sedimentary rocks during the Cretaceous through Pleistocene periods. The folding and faulting of the thick sequence of sediments in the Ventura Basin created numerous oil and gas fields throughout the region.

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In the Ventura Basin, the Oxnard Plain is a broad, low-lying coastal plain bounded by the Pacific Ocean to the west, the Camarillo Hills to the east, the Santa Monica Mountains to the south, and the San Ynez, Topa Topa, and Los Padres mountains to the north. The Oxnard Plain is characterized by relatively flat topography that slopes gently seaward from alluvial fans at the base of the surrounding mountains. The Specific Plan area is mapped as being underlain in its entirety by Holocene alluvial deposits consisting of unconsolidated, poorly sorted sandy clay and clayey sand with local gravel.

The Specific Plan EIR cited a nearby geologic feasibility study prepared by GeoSoils Consultants, Inc. and dated June 21, 2005 for subsurface geotechnical information (City of Oxnard 2011b). Borings conducted for the GeoSoils study, ranging in depth from 30 to 50 feet, indicate alluvial subsurface materials consisting of interbedded clayey silt and silty clay in the upper 20 feet transitioning to fine sand and silty sand to the maximum depth drilled. These materials ranged from moderately dense or firm near the surface to dense or stiff with depth.

Terracon Consultants (Terracon) prepared a project-specific Geotechnical Engineering Report in March 2020 for what is anticipated to be the first development project in the Specific Plan (Terracon 2020). Six new test borings were conducted by Terracon, in addition to 37 borings and six cone penetrometer tests soundings that were previously conducted by Terracon in the same area in 2018. All the borings and the cone penetrometer tests were to depths ranging between 5 and 58 feet below existing site grades. The lead agency determined that the Geotechnical Engineering Report is an appropriate reference Terracon document for the TTM and Phase I site improvement project for comparing current site conditions to those set forth in the Specific Plan EIR. The findings of that report are consistent with findings stated in the Specific Plan EIR, and are used herein to support this discussion and included by reference.

The Specific Plan EIR indicated that groundwater is relatively shallow in the vicinity of the Specific Plan area, ranging from 9 to 18 feet below ground surface (bgs) in borings at the adjacent Camino Real Business Park Site to the east (City of Oxnard 2011b). Historically highest groundwater levels as indicated in the Seismic Hazard Zone Reports for the Oxnard and Camarillo Quadrangles ranges from 6 to 10 feet bgs. The Terracon report determined groundwater to be at depths ranging between 8 and 11 feet bgs in March 2020 and at depths ranging between 3 and 11 feet bgs in 2018. Based on regional data, historical groundwater is anticipated to occur at depths of less than 10 feet bgs in the Specific Plan area.

Specific Plan EIR Direct Impacts

1a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist or based on other substantial evidence of a known fault?

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

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1b) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic groundshaking that cannot be addressed through compliance with standard Code requirements?

The Specific Plan area is located in the seismically active southern California region and will likely be subject to strong ground shaking associated with earthquakes on the San Andreas and Transverse Ranges fault systems; however, according to the Terracon report, the Specific Plan area is not in an Alquist-Priolo Earthquake Fault Zone based on a review of State Fault Hazard maps. Since periodic earthquakes accompanied by surface displacement can be expected in the Specific Plan area through the lifetime of the Specific Plan, the effects of strong groundshaking and fault rupture are of primary concern to the safety of project facilities and to the people who may occupy businesses and residences that are part of the Specific Plan area. The Specific Plan EIR found that the 430-acre business park site could address strong seismic groundshaking through compliance with standard code requirements which would reduce substantial risks to life or property to less than significant. No mitigation was proposed.

2) Would the project be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse that cannot be addressed through compliance with standard Code requirements?

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

3) Would the project be located on expansive soil, creating substantial risks to life or property that cannot be addressed through compliance with standard Code requirements?

As discussed in the Specific Plan EIR, liquefaction is the phenomenon in which saturated granular sediments temporarily lose their shear strength during periods of earthquake-induced, strong groundshaking. The susceptibility of a site to liquefaction is a function of the depth, density, and water content of the granular sediments and the magnitude and frequency of earthquakes in the region. Seismic Hazard Maps delineate areas of potential liquefaction and seismically induced landslides and based on these maps the entire project site and surrounding areas has liquefaction potential. The March 2020 Terracon report concurred with these findings.

The Specific Plan EIR found that the 430-acre business park site was not located on soil that is unstable or that would become unstable as a result of the project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse that cannot be addressed through compliance with standard code requirements and therefore, there would be no impact. According to a search conducted through the United States Department of Agriculture Natural Resource Conservation Service, the site consists of Camarillo sandy loam, Camarillo loam, and Pacheco silty clay loam (Terracon 2020). The Specific Plan EIR indicates that Camarillo soils have low expansion potential, and Pacheco

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soils have moderate expansion potential, and determined that impacts would be less than significant for the 430-acre Specific Plan area as the site is not located on expansive soil, and Specific Plan implementation will not create substantial risks to life or property that cannot be addressed through compliance with standard code requirements. No mitigation was proposed.

The Specific Plan EIR discussed construction impacts related to unstable slopes. The Specific Plan area is flat and would not be subject to unstable slopes except where temporary slopes are created during excavations for foundations and utility trenches. Any temporary slopes created by construction would be stabilized by appropriate temporary measures during construction, in compliance with current building codes and U.S. Occupational Health and Safety Administration standards, thereby reducing the potential impact to a less than significant level.

4) Would the project expose people or structures to inundation by seiche or tsunami?

The Specific Plan area is located approximately six miles from the coast and is not located near a body of water. Therefore, the Specific Plan EIR found the potential for the Specific Plan area to be affected by a seiche or tsunami is remote, and impacts are less than significant. The TTM and Phase I site improvements do not change these conditions.

Specific Plan EIR Cumulative Impacts

Geotechnical hazards are generally site-specific and there is little, if any, cumulative relationship between development of the Specific Plan and related projects. As such, the Specific Plan EIR found that build-out of the Specific Plan, along with related projects, was not anticipated to cumulatively expose people or structures to such geologic hazards as landslides and/or unstable soils, or to increase the potential for soil erosion or the loss of topsoil. Any site-specific issues would be addressed on a project-specific basis in line with the recommendations outlined in the Specific Plan EIR Geology and Soils section. Therefore, any potential cumulative geological impacts would be reduced to less than significant levels. The TTM and Phase I site improvements do not change this finding.

Impacts not Explicitly Analyzed in the Specific Plan EIR

In May 2017, the City adopted an updated CEQA Checklist to include threshold question five. Because the City's CEQA checklist was implemented after the adoption of the Specific Plan, impacts related to dredging or other maintenance activity by another agency on the project site were not explicitly discussed in the Specific Plan EIR.

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5) *Would the project rely on dredging or other maintenance activity by another agency that is not guaranteed to continue?*

The Specific Plan area is located approximately six miles from the coast and has historically been used for agriculture. The Specific Plan area does not require dredging or other maintenance activity by another agency. There would be no impact.

Specific Plan EIR Mitigation Measures that Apply to the Phase I Site Improvement Impacts

Construction Impacts

Impacts associated with Geology and Soils during construction of the Specific Plan area were determined to be less than significant and no mitigation measures are required.

Operational Impacts

The following mitigation measure is required to reduce the potential impacts to project structures and facilities and the public from seismic events occurring on the regional southern California faults.

MM F-1: This is an adaptive management mitigation measure. *Conduct Geotechnical Investigations and Adhere to Recommendations:* Detailed design-level geotechnical investigations shall be performed by qualified licensed professionals for each project proposed during various phases of Specific Plan implementation. These geotechnical investigations shall include, but not be limited to:

- Identification of unsuitable soils including expansive, corrosive, and collapsible soils
- Identification of presence and extent of liquefiable soils
- Calculation of site-specific seismic design criteria
- A fault evaluation study to confirm the presence or absence of the Springville and Camarillo segments of the Simi-Santa Rosa fault across the southern half of the Specific Plan site

Recommendations shall be provided in these reports for design of project structures and facilities and for mitigation of any unsuitable conditions encountered. These reports shall be provided to the City and other reviewing agencies for review. These recommendations shall be implemented, as deemed appropriate by the City and the Applicant's engineering design consultant.

Remaining Specific Plan EIR Mitigation Measures that May Apply to Future Phases

There are no remaining mitigation measures that would apply only to future phases.

Conclusions

The TTM and Phase I site improvements were anticipated as part of the Specific Plan EIR. Implementation of the project would not result in any new or more severe impacts on Geology and Soils not already evaluated and disclosed in the Specific Plan EIR. Neither new mitigation measures that were

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not adopted by the project proponent, due to project changes, changed circumstances, nor new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified are required. Therefore, further technical studies or environmental evaluation related to Geology and Soils are not required.

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3.8 Hazards & Hazardous Materials

Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because the Project would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
Would the Project:			
1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials that cannot be addressed through compliance with standard regulatory requirements?	Less than significant with mitigation	No	No
2) Create a substantial hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment?	Less than significant with mitigation	No	No
3) Emit hazardous substances or involve handling hazardous or acutely hazardous substances or waste within one-quarter mile of an existing or proposed school, in quantities or a manner that would create a substantial hazard?	No impact	No	No
4) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a substantial hazard to the public or environment?	Less than significant with mitigation	No	No

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Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because the Project would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
5) Impair implementation of or physically interfere with an adopted emergency plan or emergency evacuation?	This impact was not analyzed in the Specific Plan EIR	No new or substantially more severe significant impacts and no new mitigation measures are required	No

The Hazards and Hazardous Materials section of the Specific Plan EIR was based largely on the Phase I Environmental Site Assessment, *Report of Phase I Environmental Site Assessment, Sakioka Farms 427-acre Agricultural Site (APNs 216-0-030-065, 075, 085, and 105) City of Oxnard, County of Ventura, State of California*, prepared by RBF Consulting in August 2002. The Phase I Environmental Site Assessment can be found as Appendix F to the Specific Plan Draft EIR. The Specific Plan EIR requires project-level analysis for potential hazards and hazardous materials impacts from future development in the Specific Plan area. The project-level analysis for the TTM and Phase I site improvements did not identify any new or more severe significant impacts as compared to those outlined in the Specific Plan EIR, and implementation of the mitigation measures set forth in the Specific Plan EIR would reduce all impacts to a less than significant level.

Setting

The Specific Plan area encompasses approximately 430 acres of farmland south of US 101, east of Rice Avenue, west of Del Norte Boulevard, and north of the Procter and Gamble site. The site has historically been used as farmland, and at the time the Specific Plan was adopted, it was vacant except for scattered farm-related structures (garages, sheds, trailers, etc.) clustered around the site. In 2002, RBF reviewed available historical aerial photographs dated 1938 through 1994 for the Specific Plan area and those immediately adjacent to assist in the identification of development activities that have historically occurred on site. Agricultural uses on the Specific Plan area date back to 1938.

Asbestos-containing materials are building materials containing more than one percent asbestos. If inhaled, asbestos fibers can result in serious health problems. Although some structures are located within the boundaries of the Specific Plan area, the structures are of wood frame construction with no

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insulation, tile flooring, or friable materials. Therefore, the potential for asbestos-containing materials to be found on site is unlikely.

It is estimated that over 80 percent of housing built before 1978 contains some lead-based paint. In poor conditions lead-based paints can create a potential health hazard for building occupants. Based upon the year the existing structures present on the Specific Plan area were built, there exists potential for lead-based paints to be found on site.

Specific Plan EIR Direct Impacts

1) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials that cannot be addressed through compliance with standard regulatory requirements?

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

2) Would the project create a substantial hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment?

Hazardous Materials

During construction demolition activities, accidental release or upset of the contents of many of the storage containers described in the Specific Plan EIR would cause a significant impact. All miscellaneous vehicles, maintenance equipment and materials, construction/irrigation materials, miscellaneous stockpiled debris, dumpsters, pesticide application equipment, aboveground storage tanks, 55-gallon drums, and 5-gallon buckets would be removed offsite and properly disposed as described in MM G-1. Visual inspection of all storage structures would be performed, and if hazardous materials were encountered, they would be tested and properly disposed of pursuant to State and federal regulations and as required by MM G-2.

While numerous areas throughout the Specific Plan area have evidence of surficial staining, most of this staining is found on concrete, and thus potential for subsurface staining is reduced. According to the Specific Plan EIR, surficial soil staining appears to be minor and associated with regular maintenance of farm equipment, and therefore is not considered a recognized environmental concern. However, due to visible evidence of dark surface soil staining from oil/petroleum products in Area 5, any soil impacted by the TTM and Phase I site improvements, soil would be excavated to determine the exact vertical extent of the contamination. If during soil removal, staining appears to continue below the ground surface, sampling would be performed to identify the extent of contamination and appropriate remedial measures, as required by MM G-3.

Due to the volume of vehicles traveling on US 101 the last 50 years or so, potential exists for lead contamination to be present in exposed soils on the northern boundary of the Specific Plan area that

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could be released into the air during construction activities. Areas of exposed soil 5 feet from the California Department of Transportation right-of-way along US 101 that will be disturbed during any excavation/grading activities would be sampled and tested for lead, and appropriate remediation measures if needed, would be recommended, as required by MM G-4. The Phase I site improvements would not impact Planning Areas 1 or 7, which are those adjacent to US 101.

Since the Specific Plan area has been used for agricultural purposes for several decades, several pesticides that are now banned may have been used throughout the site. While there is no requirement that agricultural soil be tested prior to development, the historical use of agricultural pesticides on the site may have resulted in residue of certain, persistent in-soil concentrations that may present a hazard to human health and/or the environment according to established State and federal regulatory levels. Therefore, the recommendation in the Specific Plan EIR was for soil sampling to occur throughout the Specific Plan area, including the pesticide mixing spaces in planning areas 1 and 3. The Phase I site improvements would impact Planning Area 3. The sampling would determine if pesticide concentrations exceed established regulatory requirements and would identify proper handling procedures that may be required as described in MM G-5.

With implementation of the above mentioned recommendations, impacts with regards to hazardous materials and wastes would be less than significant.

Oil/Gas Wells

In the Specific Plan EIR, six oil/gas wells were found located within the boundaries of the Specific Plan area. At the time of the Specific Plan EIR site reconnaissance, Padre Associates was in the process of conducting investigations with respect to the former wells, specifically regarding residual soil contamination associated with the historical operation of oil/gas extraction wells. Padre Associates findings should be reviewed and appropriate remedial recommendations should be administered, as appropriate. In addition to recommendations provided by Padre Associates (Appendix HAZ), it is recommended that the California Department of Conservation Geologic Energy Management Division (CalGEM, formerly the Department of Oil, Gas, and Geothermal Resources) well abandonment procedures be followed, and formal verification of closure be received from CalGEM. With implementation of these recommendations, impacts associated with oil/gas wells present on the Specific Plan site would be less than significant.

4) Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a substantial hazard to the public or environment?

For the Specific Plan EIR, multiple federal and State ASTM record databases were reviewed to determine the presence of hazardous materials on site. The Specific Plan area was not listed in any of the databases examined in the Specific Plan EIR. No notice of violation, cease and desist order, or the like has been

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issued with respect to the Specific Plan area. No corrective action, restoration, or remediation has been planned, is currently taking place, or has been completed on the site that was required by the programs listed in the Specific Plan EIR. The subject site has not been under investigation for violation of any environmental laws, regulations, or standards as identified in the databases above. The Specific Plan EIR stated that the Oxnard City Fire Department maintains one file for the Specific Plan area that appears to have been maintained because hazardous materials (fertilizers, pesticides, and gasoline/diesel) were used on site; no violations or improper storage were found. The Specific Plan EIR found 31 listed regulatory sites within a 1-mile radius of the Specific Plan area.

A records search was conducted of the databases maintained on the GeoTracker, CalGEM GIS Well Finder, and California Water Board's Groundwater Ambient Monitoring and Assessment (GAMA) databases in March 2020. The GeoTracker website depicts one cleanup site in the Specific Plan area, but based on a review of the files on GeoTracker, the site is actually not located within the Specific Plan area, but adjacent to the southern boundary at Del Norte Boulevard and Lunar Court. This records search did not identify any new hazards not previously analyzed in the Specific Plan EIR. The Specific Plan EIR found that this impact would be less than significant with the implementation of MM G-3 through MM G-7. The TTM and Phase I site improvements do not change these findings.

The CalGEM Well Finder database depicts seven abandoned wells in the Specific Plan area (four dry wells and three former oil and gas wells) in the Specific Plan area. This records search did not identify any new hazards not previously analyzed in the Specific Plan EIR. The Specific Plan EIR found that this impact would be less than significant with the implementation of MM G-6. The TTM and Phase I site improvements do not change these findings.

The California Water Board's GAMA database depicts two water supply wells (02N22W36A001S and 02N22W36L001S) in the Specific Plan area. Testing data available for the wells was for water quality parameters only (e.g., specific conductance, dissolved minerals, pH, hardness, etc.) collected in 1961 and 1952, respectively. The presence of these wells is not indicative of a release or threatened release of hazardous materials. There would be no impact. However, if the wells will no longer be in use they should be abandoned in accordance with the applicable local, State, and federal guidelines.

Specific Plan EIR Cumulative Impacts

Development of the Specific Plan in combination with the related projects has the potential to increase the use, storage, transport, and/or accidental release of hazardous materials during construction and operation. However, impacts with respect to hazards and hazardous materials are generally site specific. With respect to related projects, each project would require evaluation for potential threats to public safety, including those associated with routine transport, use, or disposal of hazardous materials; upset and accident conditions involving the release of hazardous materials into the environment; hazardous emissions in proximity to an existing or proposed school; hazardous materials site listing; and interference with an adopted emergency response or evacuation plan. Because hazardous materials and

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risk of upset conditions are largely site-specific, this would occur for each individual project affected, in conjunction with the development proposals on these properties. Further, local municipalities are required to follow local, state, and federal laws regarding hazardous materials and other hazards. Therefore, with compliance with local, state, and federal laws pertaining to Hazards and Hazardous Materials, cumulative impacts would be less than significant. The TTM and Phase I site improvements do not change this finding.

Impacts not Explicitly Analyzed in the Specific Plan EIR

The Specific Plan EIR did not specifically evaluate whether the project would emit hazardous substances or involve handling hazardous or acutely hazardous substances or waste within 0.25 mile of an existing or proposed school, in quantities or a manner that would create a substantial hazard (question 3). In May 2017, the City adopted an updated CEQA Checklist to include threshold question five. Because the City's CEQA Consistency Evaluation was implemented after the adoption of the Specific Plan, impacts related to impairing implementation of or physically interfering with an adopted emergency plan or emergency evacuation were not explicitly discussed in the Specific Plan EIR. The Specific Plan did state each project would be required to evaluate for potential interference with an adopted emergency response or evacuation plan.

3) Would the project emit hazardous substances or involve handling hazardous or acutely hazardous substances or waste within one-quarter mile of an existing or proposed school, in quantities or a manner that would create a substantial hazard?

The ITT Technical Institute Oxnard campus was located approximately 0.4 mile northwest of the project site at 2051 Solar Drive No. 150. Rio Rosales Elementary School is at 1001 Kohala Street, Oxnard, CA, approximately 0.6 mile from the project site. The proposed project would not emit hazardous substances or involve the handling of hazardous or acutely hazardous substances within 0.25 mile of a school in quantities that would create a substantial hazard. There would be no impact. Therefore, there would not be new or more severe impacts compared to the impacts analyzed in the Specific Plan EIR.

5) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The TTM and Phase I site improvements would establish 129 parcels and conduct Phase I mass grading, as well as establish Street A (Sakioka Drive) and portions of Street B (Gravity Circle) and Street C (Synergy Circle). The Phase I site improvements are meant to establish preliminary access to the Specific Plan and, therefore, would provide the necessary emergency access for future development projects. Roadways would be designed to meet all necessary City emergency access standards. Approval of the Specific Plan TTM and implementation of Phase I site improvements would not impair implementation of or physically interfere with an adopted emergency plan or emergency evacuation. There would be no impact.

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Specific Plan EIR Mitigation Measures that Apply to the Phase I Site Improvement Impacts

MM G-1: All miscellaneous vehicles, maintenance equipment and materials, construction/irrigation materials, miscellaneous stockpiled debris, dumpsters, pesticide application equipment, ASTs, 55-gallon drums, and 5-gallon buckets should be removed and properly disposed off site consistent with the phased development described in the Specific Plan. Once removed, a visual inspection of the areas beneath the removed materials should be performed. Any stained soils observed underneath the removed materials should be sampled. Results of the sampling would indicate the level of remediation efforts that may be required.

MM G-2: A visual inspection of all storage structures shall be performed prior to demolition activities. In the event that hazardous materials are encountered, the materials shall be tested and properly disposed of pursuant to local, State and federal regulations.

MM G-3: Due to visible evidence of dark surface soil staining of oil/petroleum products located within Area 5, soil shall be excavated to determine the exact vertical extent of the contamination. If during soil removal, staining appears to continue below the ground surface, sampling shall be performed to identify the extent of contamination and appropriate remedial measures shall be taken.

MM G-5: This is an adaptive management mitigation measure. Soil sampling shall occur throughout the Project site concurrent with phased development, including the pesticide mixing areas within Areas 1 and 3. The sampling will determine if pesticide concentrations exceed established regulatory requirements and will identify proper handling procedures that may be required.

MM G-6: Padre Associates findings regarding residual soil contamination associated with the historical operation of oil/gas extraction wells should be reviewed and appropriate remedial recommendations (if any) should be administered. In addition to recommendations provided by Padre Associates, the CalGEM well abandonment procedures shall be followed and formal verification of closure be sent to CalGEM⁶.

MM G-7: A qualified lead-paint abatement consultant shall be employed to comply with applicable state and federal rules and regulations governing lead paint abatement if any remaining structures are suspected of containing lead-based paint.

MM G-8: This is an adaptive management mitigation measure. Consistent with the Airport Comprehensive Land Use Plan for Ventura County and the Specific Plan, commercial/industrial development is permitted within the Extended Traffic Pattern Zone subject to aviation easements and appropriate recorded disclosures.

⁶ CalGEM was formally the California Department of Oil, Gas, and Geothermal Resources (DOGGR).

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Remaining Specific Plan EIR Mitigation Measures that May Apply to Future Phases

MM G-4: Areas of exposed soil five feet from the expanded California Department of Transportation right-of-way along US 101 after completion of the Rice Avenue/US 101 interchange reconstruction, which will be disturbed during any excavation/grading activities, shall be sampled and tested for lead. In the unlikely event that unacceptable levels of lead materials are encountered, the materials shall be disposed of pursuant to State and federal regulations.

Conclusions

The TTM and Phase I site improvements were anticipated as part of the Specific Plan EIR. Implementation of the project would not result in any new or more severe impacts on Hazards and Hazardous Materials not already evaluated and disclosed in the Specific Plan EIR. Neither new mitigation measures that were not adopted by the project proponent, due to project changes, changed circumstances, nor new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified are required. Therefore, further technical studies or environmental evaluation related to Hazards and Hazardous Materials are not required.

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3.9 Hydrology & Water Quality

Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because the Project would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
Would the Project:			
1) Cause any violation of any adopted water quality standards or waste discharge or treatment requirements?	Less than significant	No	No
2) Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	Less than significant	No	No
3) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in onsite or offsite flooding or exceed the capacity of existing or planned stormwater drainage systems?	Less than significant	No	No
4) Place new structures within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	Less than significant	No	No

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Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because the Project would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
5) Impede or redirect flood flows such that it would increase onsite or offsite flood potential?	Less than significant	No	No
6) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a dam or levee?	Less than significant	No	No
7) Be exposed to a substantial risk related to inundation by seiche, tsunami, or mudflow?	Less than significant	No	No

The analysis of Hydrology and Water Quality in the Specific Plan EIR was based on the report Conceptual Hydrology Drainage Study Report for Sakioka Farms, Between Rice Avenue, Del Norte Avenue, and the US 101 Freeway, Oxnard, California (RBF Consulting 2008). The Specific Plan EIR determined that implementation of Specific Plan projects would not result in any significant project-level or cumulative impacts related to Hydrology and Water Quality, and no mitigation measures were required.

Setting

Regionally, the Specific Plan area is located in the Santa Clara-Calleguas hydrological unit, one of the two major hydrological units in Ventura County. Oxnard lies almost entirely within the Oxnard Plain Basin and Oxnard Forebay Basin, with small portions in the Mound Basin south of the Santa Clara River and in the North La Posas Basin in the northeast. The Oxnard Plain Basin has approximately 7,800,000 acre-feet of groundwater storage capacity and is mostly confined (covered by an impermeable clay layer). The confined nature of the basin means that rain water or surface water cannot penetrate the surface of the ground and replenish or recharge the underlying basin. Soil on top of the clay layer will absorb rain and runoff to some extent, depending on its makeup and depth. Recharge must take place at the margins of the basin, where the clay cap is absent.

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The Specific Plan area is relatively flat, and drains generally from the northwest to the southeast at a slope of approximately 0.25 percent. Drainage is collected by two unlined earthen channels that traverse the site from west to east. These channels join an unlined earthen channel that runs through the site from north to south. This channel conveys the existing flows from the site as well as existing offsite flow to an existing concrete lined trapezoidal channel (Sturgis Road Drain) near the southeast corner of the Project site.

Specific Plan EIR Direct Impacts

Since the proposed Phase I site improvements would include rough grading of more than one acre, the project would require a General Construction Activity Stormwater Permit (General Permit) from the State Water Resources Control Board prior to the start of construction. The National Pollutant Discharge Elimination System (NPDES) requires that a Notice of Intent be filed with the State Water Resources Control Board. By filing a Notice of Intent, the project developer agrees to the conditions outlined in the General Permit. One of the conditions of the General Permit is the development and the implementation of a Stormwater Pollution Prevention Permit, which identifies what structural and nonstructural best management practices (BMP) will be implemented, such as sandbag barriers, temporary desilting basins near inlets, gravel driveways, dust controls, employee training, and general good housekeeping practices. With implementation of the applicable grading and building permit requirements and the application of BMPs specifically designed to minimize construction-related water quality impacts, the construction of the proposed project would not violate any water quality standards or waste discharge requirements. Therefore, construction-related impacts would be less than significant.

1) Would the project cause a violation of any adopted water quality standards or waste discharge or treatment requirements?

The City of Oxnard requires all new development in the city to incorporate stormwater quality control measures into the proposed improvement plans as part of the Ventura Countywide Stormwater Quality Urban Impact Mitigation Management Plan (SQUIMP), NPDES Permit No. CAS004002, Order 2010-0108 for projects deemed complete prior to October 11, 2011. The Sakioka Farm Specific Plan is “grandfathered” under the old permit because the project application was completed prior to the 2011 rule update. BMP devices for Phase I site improvements would be designed per the Ventura County Technical Guidance Manual (TGM), July 2002 (Ventura Countywide SQUIMP 2002). The Stormwater Quality Design Flow is defined as 10 percent of the 50 year storm event, and the Stormwater Quality Design Volume is defined as the volume necessary to capture and treat 80 percent or more of the average annual runoff volume from the site at the design drawdown period.

The overall design concept was established to allow water to be treated through treatment train methods. The “treatment train” allows for improved levels of pollutant removals by providing more than one method of removing pollutants and providing them in successive order. Providing more than one

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treatment method to treat runoff ensures that pollutants are captured with a higher success rate. The treatment train process begins with routine maintenance on the grounds. Each Parcel or Tract within the Specific Plan shall pretreat the runoff with a mechanical device or equal passive treatment and detain in onsite detention basins before allowing runoff to enter the backbone Public storm drain system. The backbone Storm Drain system would discharge into the Regional Detention Basin before leaving the site via the existing lined channel at the southeast corner of the site. The project would continue to comply with the SQUIMP. Therefore, water quality impacts would be consistent with those analyzed in the Specific Plan EIR and no further technical studies or environmental documentation is required.

A backbone storm drain system and the regional detention/water quality basin would be constructed that would prevent stormwater from a public system being discharged into a private system and then back to a public system. A business association would be set up to perform maintenance of the private system and the water quality facilities. A Hydrology and Post-Construction Stormwater Quality Report was prepared for the project, which presents a hydraulic analysis of the proposed drainage improvements (Delane Engineering 2020b). The report demonstrates that the project meets the City's drainage design goals consistent with the City of Oxnard master plan of Drainage and Ventura County Stormwater Quality Management Program requirements. Stormwater runoff from the project site would be limited and on site detention would be provided in conformance with the "Agreement for Storm Water Retention Within Rice Road Drain Watershed." The detention basins would be designed in accordance with Public Works Standards and Policies. BMP devices for this project would be designed per the Ventura County TGM, July 2002. The project continues to meet the Ventura County National Pollutant Discharge Elimination System standards as a "grandfathered" project meeting the requirements of the 2002 TGM (Ventura County 2002). Therefore, hydrology impacts would be consistent with those analyzed in the Specific Plan EIR and further technical studies or environmental documentation are not required.

2) Would the project substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

No water wells are proposed as part of the Specific Plan, and water rights are to be dedicated to the City as part of a tentative tract map condition of approval. As the Specific Plan site is currently undeveloped, construction of the proposed project would create a substantial increase in impervious surfaces, thus decreasing the potential for onsite soil infiltration of rainfall. However, according to the Specific Plan EIR, the confined nature of the basin means that rain water or surface water cannot penetrate the surface of the ground and replenish or recharge the basin. Recharge must take place at the margins of the basin, where the clay cap is absent. Therefore, although soil infiltration of rainfall would be reduced on site, it is not a major source of groundwater replenishment. In addition, bio-filtration, infiltration, detention

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filtration devices, and other BMPs would be used to treat polluted stormwater and reduce stormwater flows. Therefore, the Phase I site improvements would not directly impact groundwater and potential impacts would be less than significant, in line with the Specific Plan EIR.

3) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in on- or off-site flooding or exceed the capacity of existing or planned stormwater drainage systems?

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

5) Would the project impede or redirect flood flows such that it would increase on- or off-site flood potential?

The main drainage challenge for the Specific Plan area is that it is relatively flat and poorly drained. Grading of the Specific Plan area would provide positive drainage by raising the grade of much of the site to meet drainage requirements. In addition, some of the offsite flows from the north and northwest of the site would be diverted along the northern boundary of the site to the proposed Sturgis Drain extension, which would decrease flows on site.

The Specific Plan EIR found that under the 10-year storm conditions, runoff was estimated to be 1.37 cubic feet per second (cfs)/acre, and under the 100-year storm conditions, runoff was estimated to be 2.41 cfs/acre. Criteria from the City, sets the allowable runoff at 1 cfs/acre for the downstream drain in the 10-year storm event. As the runoff calculations for the proposed Project shows 1.37 cfs/acre, the proposed Project's runoff would exceed the allowable amount. Stormwater detention facilities would be used to reduce the runoff to 1 cfs/acre. These detention facilities would be constructed in phases with the development of each Planning Area.

The Storm Drainage Plan for the Specific Plan includes a system of storm drain lines to be constructed within the streets and easements in accordance with the anticipated drainage patterns of the developed site. The project is part of the Northeast Industrial Area in the City's Northeast Community Specific Plan and is required to meet the terms of the Agreement for Stormwater Retention that is part of that specific plan (City of Oxnard 1993). This agreement stipulates that all City developments in the Northeast Industrial Area must construct detention facilities to discharge 1 cfs/acre for a 100-year storm. A Preliminary Drainage and Water Quality Report was prepared to outline the project's detention, stormwater quality, and maintenance approach (Delane Engineering 2020a). The project would include a regional detention basin to handle increases during peak flows from the project through on site detention before discharging into the public system. Therefore, proposed impacts related to flooding would be consistent with those analyzed in the Specific Plan EIR.

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4) Would the project place new structures within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

According to the Federal Emergency Management Agency (FEMA), the project is located in Flood Zone X, an area of minimal flood hazard. A portion of the east side of the site is located in Flood Zone X, which contains a 0.2 percent of flood zone hazard City of Oxnard 2011b). The Specific Plan EIR found impacts to flood hazards from development in flood zones to be less than significant, with no mitigation required.

6) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

According to the Specific Plan EIR, several dams are located at least 35 miles to the east and northeast of the City of Oxnard within Ventura and Los Angeles Counties. These include the Santa Felicia Dam at Lake Piru, the Castaic Lake Dam and the Pyramid Lake Dam. The major threat to Oxnard is upstream along the Santa Clara River corridor. Although the potential for a dam failure is considered low, should one or more of these dams fail, the entire city (including the Specific Plan area) is in the Dam Inundation Zone, also called Dam Failure Hazard Area. Damage to the City could be in the form of a wall of fast-moving water, mud, and debris. Although the Specific Plan area is in the Dam Inundation Zone, the potential for dam failure is considered extremely low. Impacts related to dam or levee failure are considered less than significant.

7) Would the project be exposed to a substantial risk related to inundation by seiche, tsunami, or mudflow?

No impacts were determined from other flood hazards, including tsunami, seiche, or mudflow. The project would occur in the same area that was analyzed in the Specific Plan EIR. No new or more severe impacts would result from the project compared to those identified in the Specific Plan EIR. Therefore, impacts would be less than significant, which is consistent with the findings of the Specific Plan EIR.

Specific Plan EIR Cumulative Impacts

Development of the Specific Plan, in combination with related projects in Oxnard, would result in further development or redevelopment in an already urbanized area. Little additional cumulative runoff would be expected since this part of the city is mostly developed with impervious surfaces. Therefore, cumulative impacts to the existing or planned stormwater drainage system would be less than significant. In addition, development of individual projects within the Specific Plan area would be subject to development and construction standards that are designed to ensure water quality and hydrological conditions are not adversely affected. All projects would be required to implement BMPs and those that disturb more than one acre would be required to conform to the existing NPDES water quality program.

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Therefore, cumulative water quality impacts would be less than significant. The TTM and Phase I site improvements do not change this finding.

Specific Plan EIR Mitigation Measures that Apply to the Phase I Site Improvement Impacts

With implementation of all local, State and federal rules and regulations, impacts on hydrology and water quality would be less than significant. No mitigation measures are required.

Remaining Specific Plan EIR Mitigation Measures that May Apply to Future Phases

There are no mitigation measures that would apply only to future phases.

Conclusions

The TTM and Phase I site improvements were anticipated as part of the Specific Plan EIR. Implementation of the project would not result in any new or more severe impacts on Hydrology and Water Quality not already evaluated and disclosed in the Specific Plan EIR. No new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified are required. Therefore, further technical studies or environmental documentation related to Hydrology and Water Quality are not required.

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3.10 Land Use & Planning

Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because the Project would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
Would the Project:			
1) Conflict with an applicable land use plan, policy or regulation of the City or other agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating a significant environmental effect?	Less than significant	No	No
2) Involve land uses that are not allowed under an applicable airport land use compatibility plan?	This impact was not analyzed in the Specific Plan EIR	No new or substantially more severe significant impacts and no new mitigation measures are required	No
3) Conflict with an applicable habitat conservation plan or natural community conservation plan?	Less than significant	No	No
4) Physically divide an established community?	Less than significant	No	No

The potential Land Use impacts associated with the proposed Specific Plan were determined to be less than significant in the Specific Plan EIR. Therefore, no mitigation measures are required or recommended.

Setting

The City of Oxnard 2020 General Plan designates land uses for the Specific Plan site as Business & Research Park (BRP) and Light Industrial and requires the Specific Plan for development. The site has corresponding BRP and M-1 zone classifications. The Specific Plan area is bordered on the north by US 101, on the south by industrial uses, on the east by the Camino Real Business Park Specific Plan, and on

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the west by Rice Avenue. There are no existing residences located on or adjacent to the Specific Plan site.

Specific Plan EIR Direct Impacts

1) Would the project conflict with an applicable land use plan, policy or regulation of the City or other agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating a significant environmental effect?

The Specific Plan EIR found impacts resulting from conflicts with applicable land use plans, policies, or regulation to be less than significant. The Specific Plan identifies five primary land uses in the land use plan: business research, office, industrial, commercial, and optional residential, all of which are included in the Oxnard 2030 General Plan. The Oxnard 2030 General Plan considers the potential development of the site with up to 8,500,000 sf of business park and light industrial uses. The TTM and Phase I site improvements are consistent with the Specific Plan, which analyzed the subdivision and improvement of the site; therefore conflicts with applicable land use plans, policies or regulations are less than significant.

3) Would the project conflict with an applicable habitat conservation plan or natural community conservation plan?

Potential conflicts with an applicable habitat conservation plan or natural community conservation plan was evaluated in the Biological Resources section of the Specific Plan EIR and is addressed in Section 3.4 Biological Resources of this Consistency Evaluation which concluded the Specific Plan EIR found no conflict with any local policies or ordinances protecting biological resources. The Specific Plan area is not subject to any habitat or natural community conservation plan. The proposed project is consistent with these findings. There would be no impact.

Specific Plan EIR Cumulative Impacts

The Specific Plan EIR determined that development of the Specific Plan in conjunction with related projects would result in further “infilling” of various urban land uses in Oxnard. Each related project would be subject to individual review for conformance to current land use designations and zoning, and for compatibility with surrounding land uses. Additionally, each related project would be subject to independent environmental review. These procedures would provide assurances that potential cumulative impacts related to land use consistency and compatibility would generally be less than significant. The TTM and Phase I site improvements do not change this finding.

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Impacts not Explicitly Analyzed in the Specific Plan EIR

2) Would the project involve land uses that are not allowed under an applicable airport land use compatibility plan?

The Specific Plan EIR did not analyze whether Specific Plan implementation would involve land uses not allowed under an applicable airport land use compatibility plan. The entire Specific Plan area is in the planning area and protection zones for the Camarillo Airport. The eastern-most part of the Specific Plan area is in the Extended Traffic Pattern Zone (ETPZ) for Camarillo Airport as designated in the Airport Comprehensive Land Use Plan for Ventura County (Ventura County 2000). Most business research, office, commercial, and light industrial uses are compatible with the ETPZ, according to the compatibility standards in the Ventura County Airport Comprehensive Land Use Plan with a recommended maximum structural coverage of no more than 50 percent. No residential units would be located within the ETPZ boundary. Therefore, implementation of the Phase I site improvements is not expected to result in any abnormal or significant safety hazard for the employees accessing the Specific Plan site. The Specific Plan site is not located in the vicinity of any other airstrips that have regular operations over the site. Therefore, impacts would be less than significant, and no further technical studies or environmental documentation are required.

Specific Plan EIR Mitigation Measures that Apply to the Phase I Site Improvement Impacts

No mitigation measures are required.

Remaining Specific Plan EIR Mitigation Measures that May Apply to Future Phases

Note: This mitigation measure is no longer applicable to any phase of development of the Specific Plan as the 2030 General Plan was adopted in 2011 and updated in 2016, and did not identify new or modified mitigations. This mitigation measure is included for informational purposes only.

MM B-1: If the Oxnard 2030 General Plan is adopted before the Final Sakioka Farms EIR is certified or the Development Services Director determines that the Sakioka Farms Specific Plan final adoption actions are likely to occur after adoption of the Oxnard 2030 General Plan, a 2030 General Plan consistency analysis shall be completed by the City and reimbursed by the Applicant. The 2030 General Plan consistency analysis shall, at a minimum, be prepared as an Addendum to the Draft or Final Sakioka Farms EIR, whichever is applicable. If the 2030 General Plan consistency analysis identifies significant impacts and/or new or modified mitigations, the appropriate CEQA required actions shall be taken, the costs of which are to be reimbursed by the Applicant consistent with the City's CEQA review policies and practices.

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Conclusions

The TTM and Phase I site improvements were anticipated as part of the Specific Plan EIR. Implementation of the project would not result in any new or more severe impacts on Land Use and Planning not already evaluated and disclosed in the Specific Plan EIR. Neither new mitigation measures that were not adopted by the project proponent, due to project changes, changed circumstances, nor new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified are required. Therefore, further technical studies or environmental evaluation related to Land Use and Planning are not required.

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3.11 Mineral Resources

Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because the Project would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
Would the Project:			
1) Result in the loss of availability of a known mineral resource of value to the region or State?	No impact	No	No
2) Result in the loss of availability of a locally important mineral resource recovery site delineated in the Oxnard 2030 General Plan or other adopted land use plan?	No impact	No	No

The Specific Plan EIR found there would be no impacts to Mineral Resources associated with the Specific Plan. Therefore, no mitigation measures are required or recommended.

Setting

The City of Oxnard 2020 General Plan designates project site land uses as BRP and Light Industrial and requires the Specific Plan for development. The project site has corresponding BRP and M-1 zone classifications.

Specific Plan EIR Direct Impacts

1) Would the project result in the loss of availability of a known mineral resource of value to the region or State?

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

2) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated in the Oxnard 2030 General Plan or other adopted land use plan?

The Specific Plan EIR found no impact to mineral resources impacted by Specific Plan implementation-induced changes to the environment. No oil extraction or mineral extraction activities

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are presently conducted on the project site. The project site is not within an area where significant mineral deposits are present. There is no known locally significant mineral resource on the site. Therefore, no impacts would occur, and no mitigation measures are required. The TTM and Phase I site improvements do not change this finding.

Specific Plan EIR Cumulative Impacts

The Specific Plan EIR determined there was no evidence that the Specific Plan would cause significant environmental effects to mineral resources and therefore, no cumulative discussion was provided. The City certified the 2030 General Plan Program EIR, which considered the possible environmental impacts of build-out to 2030, including the Specific Plan as approved. The 2030 General Plan Final Program EIR found that significant and unavoidable impacts would occur to the following resources: Air Quality and Greenhouse Gases; Agricultural Resources; Circulation, Traffic and Transportation; and Noise. All other environmental impacts were found to be less than significant with implementation of mitigating policies and programs. The TTM and Phase I site improvements do not change this finding.

Specific Plan EIR Mitigation Measures that Apply to the Phase I Site Improvement Impacts

No mitigation measures are required.

Remaining Specific Plan EIR Mitigation Measures that May Apply to Future Phases

There are no mitigation measures that would apply only to future phases.

Conclusions

The TTM and Phase I site improvements were anticipated as part of the Specific Plan EIR. Implementation of the project would not result in any new or more severe impacts on Mineral Resources not already evaluated and disclosed in the Specific Plan EIR. Neither new mitigation measures that were not adopted by the project proponent, due to project changes, changed circumstances, nor new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified are required. Therefore, further technical studies or environmental evaluation related to Mineral Resources are not required.

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3.12 Noise

Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because the Project would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
Would the Project:			
1) Generate or expose persons to noise levels exceeding standards established in the Oxnard 2030 General Plan or Noise Ordinance, or applicable standards of other agencies?	Less than significant	No	No
2) Generate or expose persons to excessive groundborne vibration or groundborne noise levels?	Less than significant	No	No
3) Generate a substantial temporary or periodic increase in ambient noise in the project vicinity above levels existing without the project?	Less than significant	No	No
4) Generate a substantial permanent increase in ambient noise in the project vicinity above levels existing without the project?	Significant	No	No
5) For a project located within the airport land use plan for Oxnard Airport or within two miles of Naval Base, Ventura County at Point Mugu, would the project expose people residing or working in the project area to excessive noise levels?	Less than significant	No	No

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Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because the Project would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
6) Expose non-human species to excessive noise?	This impact was not analyzed in the Specific Plan EIR	No new or substantially more severe significant impacts and no new mitigation measures are required	

The Specific Plan EIR determined that construction of the Sakioka Farms Specific Plan area would have a less than significant impact with respect to construction noise, as construction would comply with the City Municipal Code allowable hours and because the nearest sensitive receivers (residences located north across the US 101) are too far to be impacted. Vibration from construction would not exceed levels that could damage buildings or annoy humans at sensitive receiver sites.

The Specific Plan EIR determined traffic noise levels would not exceed General Plan Noise Element standards at the Specific Plan site of 75 A-weighted decibels (dBA) community noise equivalent level (CNEL) for industrial, office, and commercial uses. Noise level increases from traffic modeled in the Specific Plan EIR would increase by up to 1.7 dBA CNEL on Gonzales Road from Rice Avenue to Rose Avenue, which is inaudible/imperceptible to most people and would not exceed the identified thresholds of significance. However, the Specific Plan EIR determined that these increases would contribute to cumulative noise impacts, as cumulative noise levels on this section of roadway exceeded 3.0 dBA CNEL; thus, the Specific Plan build out would contribute in a manner considered cumulatively considerable. Regarding this impact and per Public Resources Code Section 21081(b), the City Council found that the overriding economic, legal, social, technological, or other benefits of Specific Plan implementation outweighed the unavoidable, adverse, cumulative environmental effects of Specific Plan implementation on roadway noise.

Setting

The primary source of noise in the area is vehicular traffic on US 101. The Specific Plan EIR showed that existing roadway noise levels in the area range from 62 to 74 dBA CNEL. Existing noise levels on site include the operation of farming equipment.

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Specific Plan EIR Direct Impacts

1) Would the project generate or expose persons to noise levels exceeding standards established in the Oxnard 2030 General Plan or Noise Ordinance, or applicable standards of other agencies?

Construction of the project would generate noise from operation of heavy equipment. The closest residential home would be located approximately 500 feet north across the US 101 from the nearest construction activity. At this distance and assuming construction using a grader, scraper, and a loader (typical of large grading activities), noise levels calculated in the Roadway Construction Noise Model would be 64 dBA, which would not be audible over freeway noise at the residences on the north side of US 101. The Oxnard City Code limits noise associated with or created by construction repair, remodeling or grading of any real property to between the hours of 7:00 a.m. and 6:00 p.m. on weekdays, including Saturday. The Specific Plan projects would comply with these permissible construction hours. Therefore, noise impacts from Project construction would be less than significant.

2) Would the project generate or expose persons to excessive groundborne vibration or groundborne noise levels?

Of the variety of equipment used during construction, potential paving equipment such as vibratory rollers may produce the greatest groundborne vibration levels. Impact equipment such as pile drivers is not expected to be used during construction of this Project. Large vibratory rollers produce groundborne vibration levels ranging up to 0.210 inch per second peak particle velocity at 25 feet from the operating equipment. The closest off-site structure to the proposed construction areas is an industrial building located south of the Project site. The facade of this building would be located approximately 200 feet from the proposed construction footprint where heavy equipment would operate. At this distance, groundborne vibration levels would attenuate to approximately 0.02 inch per second peak particle velocity from the operation of a vibratory roller. These levels are well below the Federal Transit Administration's construction vibration impact criteria of 0.2 inch per second peak particle velocity identified in the Specific Plan EIR. Therefore, construction-related groundborne vibration levels would have a less than significant impact to offsite receptors in the Project vicinity.

Implementation of the Specific Plan would not include any permanent sources that would expose persons in the Specific Plan area vicinity to groundborne vibration levels that could be perceptible without instruments at any existing sensitive land use in the Specific Plan vicinity. Therefore, Specific Plan project operational groundborne vibration level impacts would be considered less than significant.

3) Would the project generate a substantial temporary or periodic increase in ambient noise in the project vicinity above levels existing without the project?

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

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4) Would the project generate a substantial permanent increase in ambient noise in the project vicinity above levels existing without the project?

The Specific Plan projects would generate roadway noise from construction traffic. Per the CalEEMod modeling that counted hauling trips and worker trips, the project's highest average daily trips would occur during the grading phases with approximately 525 trips per day, or approximately 67 trips per hour during an 8-hour construction day. According to the Focused Transportation Assessment (Appendix TRA), traffic counts at Rice Avenue north of Gonzales Road next to the Specific Plan site are 4,090 vehicles in the a.m. peak hour and 4,593 in the p.m. peak hour. The project's addition of 67 trips during either of the peak hours would represent less than a two percent increase in noise levels, or an approximate 0.1 dBA increase. In addition, construction traffic noise increases would be temporary with the length of construction. This would be well below a 3 dBA increase, and the project's construction traffic noise impacts would be less than significant.

As the project would result in the approval of a TTM and implementation of Phase I site improvements only, it would have no operational components and no permanent operational noise would occur.

5) For a project located within the airport land use plan for Oxnard Airport or within two miles of Naval Base, Ventura County at Point Mugu, would the project expose people residing or working in the project area to excessive noise levels?

The Specific Plan site is not located within the airport land use plan for Oxnard Airport or within 2 miles of Naval Base Ventura County Point Mugu or private airstrip. The nearest public airport to the site is Camarillo Airport, located approximately 1.1 miles to the east. Because of its distance from the airport runways, the Specific Plan site is considered outside of the 60 dBA CNEL airport noise contours. Therefore, implementation of the Specific Plan would not expose persons visiting or working at the Specific Plan site to noise levels from airport activity that would be in excess of normally acceptable standards established by the City or in an airport land use plan. Impacts associated with public airport noise would be less than significant.

Specific Plan EIR Cumulative Impacts

The consideration of cumulative noise impacts is limited to cases when projects constructed simultaneously are within a few hundred yards of each other because of the short range of noise levels before they are attenuated below ambient noise levels. It is unlikely that Specific Plan project construction would occur within a few hundred yards of major offsite construction, and as described above it would be temporary. Therefore, Specific Plan implementation would not result in a cumulatively considerable construction noise impact.

The Specific Plan EIR found significant and unavoidable cumulative noise impacts would occur primarily because of increased operational traffic on Gonzales Road from Rice Avenue to Rose Avenue. The

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Specific Plan EIR found that no mitigation measures are feasible to reduce the cumulative roadway noise impacts along Gonzales Road between Rice Avenue and Rose Avenue. With regard to the Specific Plan and per Public Resources Code Section 21081(b), the City found that the specific overriding economic, legal, social, technological, or other benefits of the Specific Plan outweigh the unavoidable adverse environmental effects of the cumulative effects to roadway noise that could be generated by implementation of the Specific Plan. The project would not result in operational traffic, and would not contribute to the cumulative impact from operational traffic of the Specific Plan. The TTM and Phase I site improvements do not change this finding.

Impacts not Explicitly Analyzed in the Specific Plan EIR

In May 2017, the City adopted an updated CEQA Checklist to include threshold question six. Because the City's CEQA Consistency Evaluation was implemented after the adoption of the Specific Plan, impacts related to noise impacts to non-human species were not explicitly discussed in the Specific Plan EIR.

6) Would the project expose non-human species to excessive noise?

As discussed in Section 3.4, *Biological Resources*, potential impacts may occur to resident and migratory species during Phase I site improvements that would render the Project temporarily unsuitable for nesting birds because of the noise, vibration, and increased activity levels associated with various construction activities. These activities could subject birds to risk of death or injury, and they are likely to avoid using the area until such construction activities are finished. To reduce potential impacts to Migratory Bird Treaty Act -protected and other special-status birds, MM E-1 requires vegetation removal outside of nesting season or the presence of a qualified ecologist/biologist to monitor any vegetation removal during the nesting season, which would reduce impacts to a less than significant level.

Specific Plan EIR Mitigation Measures that Apply to the Phase I Site Improvement Impacts

Construction Noise

No mitigation measures are required.

Remaining Specific Plan EIR Mitigation Measures that May Apply to Future Phases

Operational Noise

The Specific Plan, together with other pending urban development projects in the City, will result in cumulative roadway noise impacts along Gonzales Road between Rice Avenue and Rose Avenue for which no mitigation measures are feasible and that are considered significant and unavoidable. Accordingly, a Statement of Overriding Considerations was prepared in accordance with CEQA and included within the resolution approving the Specific Plan.

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Conclusions

The TTM and Phase I site improvements were anticipated as part of the Specific Plan EIR. Implementation of the project would not result in any new or more severe impacts from Noise not already evaluated and disclosed in the Specific Plan EIR. Neither new mitigation measures that were not adopted by the project proponent, due to project changes, changed circumstances, nor new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified are required. Therefore, further technical studies or environmental evaluation related to Noise are not required.

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3.13 Population, Education & Housing

Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because the Project would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
Would the Project:			
1) Would the project involve a General Plan amendment that could result in an increase in population beyond that projected in the Oxnard 2030 General Plan that may result in one or more significant physical environmental effects?	No impact	No	No
2) Would the project induce substantial unplanned growth on the project site or surrounding area, resulting in one or more significant physical environmental effects?	Less than significant	No	No
3) Would the project result in a substantial (15 single-family or 25 multifamily dwelling units—about one-half block) net loss of housing units through demolition, conversion, or other means that may necessitate the development of replacement housing?	No impact	No	No

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Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because the Project would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
4) Would the project result in a net loss of existing housing units affordable to very low- or low income households (as defined by federal and/or City standards), through demolition, conversion, or other means that may necessitate the development of replacement housing?	No impact	No	No
5) Would the project cause an increase in enrollment at local public schools that would exceed capacity and necessitate the construction of new or expanded facilities?	Less than significant with mitigation	No	No
6) Would the project directly or indirectly interfere with the operation of an existing or planned school?	Less than significant	No	No

The potential Population, Education, and Housing impacts associated with the proposed Specific Plan were determined to be less than significant in the Specific Plan EIR. Therefore, no mitigation measures are required or recommended for the TTM and Phase I site improvements.

Setting

The Specific Plan EIR stated California Department of Finance (DOF) estimated the City's January 1, 2009 population at 197,067. The City of Oxnard 2030 General Plan estimates that the population of Oxnard will grow to 285,521 by 2030, following market trends for housing development. The current estimated population of Oxnard is 209,879 (DOF 2020).

The Specific Plan EIR also evaluated the ratio of jobs to housing units in a community or given geographic area, a statistic often used to evaluate a community's relative success in balancing

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jobs-producing and residential land uses. A Vacant Land Study was conducted in 2008 based on the Specific Plan area being developed with industrial and commercial space under full build-out of the General Plan. The 2005 Oxnard jobs-housing balance (JHB) was 1.19 jobs per household. Between 2005 and 2035, the 2008 Vacant Land Study estimated that Oxnard would add about 11,500 households and 37,850 jobs resulting in a 2035 JHB of 1.13, still within the acceptable JHB range (1.10 - 1.34 jobs per household).

The Specific Plan site is in the Rio School District, which serves northern Oxnard and the El Rio area and provides education services to over 5,050 students through five elementary schools, one K-8 school academy, and two middle schools (Rio School District 2020). It is also in the Oxnard Union High School District, which provides service to over 16,000 students through ten high schools, one alternative education school, and one adult school (Oxnard Union High School District 2020).

Specific Plan EIR Direct Impacts

1) Would the project involve a General Plan amendment that could result in an increase in population beyond that projected in the 2030 General Plan that may result in one or more significant physical environmental effects?

The 2030 General Plan considered build-out to 2030, including the Specific Plan as approved. The TTM and Phase I site improvements do not require a General Plan Amendment. There would be no impact resulting in an increase in population beyond that projected in the 2030 General Plan.

2) Would the project induce substantial growth on the project site or surrounding area, resulting in one or more significant physical environmental effects?

Implementation of the Specific Plan could increase direct population growth in the project area through creating up to 890 housing units (City of Oxnard 2011b). MM L-1 of the Specific Plan EIR includes provisions for the inclusion of very low- and low-income housing as a component if any project within the Specific Plan area includes over 10 dwelling units. The TTM and Phase I site improvements would not change the number of proposed housing units in the Specific Plan. Therefore, impacts related to direct population growth would continue to be less than significant with mitigation and further technical studies or environmental documentation are not required.

Implementation of the Specific Plan would also increase indirect population growth through creating new jobs. Construction would result in increased employment opportunities during construction periods. However, the Specific Plan EIR laid out multiple reasons why the employment opportunities provided by the construction of the Specific Plan would not likely result in household relocation by construction workers to the vicinity of the Specific Plan area (City of Oxnard 2011b: 396-397). At build-out, the Specific Plan could generate opportunities for up to 15,489 jobs. This growth would be consistent with population and housing forecasts by the City, Ventura Council of Governments, and

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Southern California Association of Governments. The project would not change the number of proposed job opportunities in the Specific Plan. Therefore, impacts related to indirect population growth would continue to be less than significant and further technical studies or environmental documentation are not required.

3) Would the project result in a substantial (15 single-family or 25 multi-family dwelling units— about one-half block) net loss of housing units through demolition, conversion, or other means that may necessitate the development of replacement housing?

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

4) Would the project result in a net loss of existing housing units affordable to very low- or low- income households (as defined by federal and/or City standards), through demolition, conversion, or other means that may necessitate the development of replacement housing?

The project site is currently an agricultural use and the proposed development would not remove existing housing (including affordable units) or displace people, necessitating the construction of replacement housing. The TTM and Phase I site improvements would not change these conditions. Therefore, impacts related to the demolition, conversion, or development of replacement housing would continue to be less than significant and further technical studies or environmental documentation are not required.

5) Would the project cause an increase in enrollment at local public schools that would exceed capacity and necessitate the construction of new or expanded facilities?

The Specific Plan would result in population growth that could increase enrollment at schools. To offset a project's potential impact on schools, Government Code 65995 (b) establishes the base amount of allowable developer fees a school district can collect from development projects located within its boundaries. The fees obtained by RSD and OUHSD are used to maintain the desired school capacity and the maintenance and/or development of new school facilities. The project proponents for any future residential developments would be required to pay the state-mandated school impact fees. Pursuant to Section 65995(3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." The TTM and Phase I site improvements would not result in growth beyond what was accounted for in the Specific Plan EIR.

6) Would the project directly or indirect interfere with the operation of an existing or planned school?

Approval of the proposed TTM and implementation of Phase I site improvements would not directly or indirectly interfere with the operation of an existing or planned school. The nearest school to the project

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site is Rio Rosales Elementary School, 0.6 mile away at 1001 Kohala Street, Oxnard. In 2017, the Oxnard School District voted in 2017 to move forward with the purchase of a 25-acre plot of land at the intersection of Doris Avenue and Patterson Road for the development of elementary and middle schools. This school site is over 4 miles from the Specific Plan area. Construction of the proposed project would not directly or indirectly interfere with the operation of this existing or planned school site.

Specific Plan EIR Cumulative Impacts

The Specific Plan EIR found the Specific Plan and related projects would contribute to cumulative population, housing, and employment growth in Oxnard. The commercial and industrial projects as of June 2009 would generate a combined increase of approximately 6,116 employees. Based on a high estimate of one new housing unit per new employee, the cumulative employment would indirectly result in demand for approximately 6,116 new residences in the area. However, this is a conservative estimate of new permanent residents and households, as new employment positions are often filled from the existing community and typically do not result in relocation into the area to be closer to the place or work.

Based on a population increase of approximately 88,454 persons between the analysis under the Specific Plan EIR and the assumed 2030 General Plan build-out, the development of the related projects would not indirectly induce substantial cumulative population and housing growth as a result of new employment opportunities (which represent about seven percent of the planned growth), and the associated cumulative impact would be less than significant. Therefore, the cumulative population and housing growth would not be considerable, and cumulative impacts associated with population and housing would be less than significant. The TTM and Phase I site improvements do not change this finding.

Specific Plan EIR Mitigation Measures that Apply to the Phase I Site Improvement Impacts

MM M-3.1: This is an adaptive management mitigation measure. The subsequent developer(s) under the Specific Plan would be required to pay all applicable school fees to offset the impact of additional student enrollment at schools. No other mitigation measures are required as part of the environmental review process unless State law changes to allow subsequent environmental reviews to identify appropriate, feasible mitigations to reduce a significant impact on schools to a level below the significance threshold.

Remaining Specific Plan EIR Mitigation Measures that May Apply to Future Phases

MM L-1: If there is a housing component within the Project of over 10 units, ten percent of the total units within each project or a percentage determined by an economic impact assessment that estimates the need for very low and low income housing created by actual and anticipated development with the Specific Plan, whichever percentage is higher but not to exceed 23 percent, would be developed as

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affordable housing in a manner consistent with the City's inclusionary housing program for qualified low and moderate income households, to be determined by an economic impact assessment that estimates the need for very low and low income housing created by the actual and anticipated development and the wages paid to their employees. This information shall also be reflected in the Specific Plan document under section 4.7, Affordable Housing.

Conclusions

The TTM and Phase I site improvements were anticipated as part of the Specific Plan EIR. Implementation of the project would not result in any new or more severe impacts on Population, Education, and Housing not already evaluated and disclosed in the Specific Plan EIR. Neither new mitigation measures that were not adopted by the project proponent, due to project changes, changed circumstances, nor new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified are required. Therefore, further technical studies or environmental evaluation related to Population, Education, and Housing are not required.

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3.14 Public Services & Recreation

Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because the Project would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
Would the Project:			
1) Would the project increase demand for fire protection service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?	Less than significant with mitigation	There are no new or substantially more severe significant impacts from the TTM and Phase I site improvements. The lead agency has provided alternative and comparable mitigation to replace MM M.1-1. The project proponent has agreed to implement the alternative mitigation.	No
2) Would the project increase demand for law enforcement service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?	Less than significant with mitigation	No	No
3) Would the project increase the use of existing park facilities such that substantial physical deterioration of the facilities would occur or be accelerated or that new or expanded park facilities would be needed to maintain acceptable service levels?	Less than significant	No	No
4) Would the project increase the need for or use of existing library or other community facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	Less than significant	No	No

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The Specific Plan EIR found that impacts to fire and police services would be less than significant with mitigation. The lead agency has determined that since the certification of the Specific Plan EIR, MM M.1-1 is no longer relevant for reducing Specific Plan impacts related to fire services. Adaptive, comparable mitigation is provided herein and would be included as a condition of project approval. The project proponent has agreed to the alternative mitigation provided herein and the implementation of the alternative mitigation measure would reduce the potential impact to fire service to less than significant levels, comparable to the findings of the Specific Plan EIR. Impacts to parks and libraries were found to be less than significant.

Setting

Fire Services

Fire prevention, fire suppression, and emergency medical services are provided throughout the Oxnard by the Oxnard Fire Department (OFD). According to the Specific Plan EIR, in 2010, OFD provided fire protection and paramedic services to the project from seven fire stations. The OFD was staffed by 87 uniformed members, with 28 on duty per shift. The National Fire Protection Association (NFPA) recommended standard for fire department staffing is one firefighter per 1,000 residents. Oxnard's ratio at the time of Specific Plan EIR publication was one firefighter per approximately 2,300 residents. NFPA recommends one fire station for every 15,000 residents. The NFPA recommends each fire station service approximately 15,000 residents. Oxnard's seven fire stations served approximately 30,000 residents per station. The nearest fire station to the Specific Plan area was, and continues to be, Fire Station 5, located at 1450 Colonia Road, approximately 2 miles west of the site.

The 2019 population of Oxnard was 209,879 (DOF 2020). There are eight fire stations in Oxnard as of April 2020 (City of Oxnard 2020a). The OFD is staffed by 124 uniformed members, with 36 on duty per shift. Based on the current population, Oxnard's ratio at the time this report was written is one firefighter per approximately 1,693 residents, and the eight fire stations serve approximately 26,000 residents per station. The Fire Department can access additional manpower and equipment through an automatic aid agreement with Ventura County and mutual aid agreements with the City of Ventura and Point Mugu Naval Air Station.

The Specific Plan EIR found that several areas were outside the reach of a response unit within desired response time objectives, including the Specific Plan area. In 2010, OFD projected the need for three more fire stations to provide sufficient response to meet existing and future needs, each with an engine apparatus and three assigned staff. Station 8 located at 3000 South Rose Avenue, was built since that evaluation and operates now. OFD's goal in response to a call for emergency services is to have a fire unit on the scene within five minutes. Improvements in technology have contributed to improved response times, and they continue to be equal to or better than the response times anticipated in the Specific Plan EIR, even though only one of the three expected stations has been built. The average

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response time at the time of the Specific Plan EIR publication was five minutes, seven seconds. In 2019, the average response time was five minutes, five seconds.

Police Services

The Oxnard Police Department (OPD) is the local law enforcement agency responsible for providing police services to the Specific Plan area. The OPD operates several police storefronts and drop-in centers, but major operations are based in the Public Safety Building at 251 South C Street in Oxnard. The Patrol Division is part of OPD's Field Services Bureau and has four districts; the Specific Plan area and the project site are in the North Oxnard District, Beat 12 (OPD 2020). In 2010, the OPD had 238 sworn officers and 152 civilian personnel. The estimated 2010 population of Oxnard was 200,000, making the 2010 ratio 1.2 officers per 1,000 people. The OPD states its target service ratio is 1.3 officers per 1,000 residents. The 2019 population of Oxnard was 209,879 (DOF 2020). The OPD has 249 sworn officers and 126 civilian personnel. Based on the current population of the City, Oxnard's ratio today is 1.9 police officers per 1,000 people.

Police units are often mobile, making actual distance between a headquarters facility and the project site less relevant. Instead, the number of officers on the street relates more directly to the realized response time. OPD has no official goal for emergency calls but strives to respond within five minutes or less. The OPD uses a metric of 0.5 police calls per year per resident. In 2007, OPD handled an average of 1,176 calls for service per year per patrol officer. In 2019, OPD handled an average of 1,134 calls for service per year per patrol officer. The optimum number is no more than 550 calls for service per person per patrol officer.

Park Services

The City of Oxnard Public Works Park Division manages all municipally owned and operated recreation and park facilities in Oxnard. In 2006, the department operated and maintained 453 park acres in 41 parks, which included a range of services and facilities. With a 2008 population of approximately 195,000 residents, the department had a ratio of 2.32 acres/1,000 residents. Oxnard's estimated 2019 population was 209,879 (DOF 2020). As identified in the City of Oxnard 2030 General Plan, approximately 759 acres of developed or planned parks are in Oxnard (2030 General Plan page 1-21). There will be about 2.76 acres of park facilities per 1,000 residents, which is better than what was analyzed in the Specific Plan EIR. If regional parks, beaches, and other accessible open space are all considered, then the parkland available to Oxnard residents is higher.

Libraries

The Oxnard Public Library (OPL) provides library services throughout the city at three locations: Downtown Main Library, South Oxnard Center Library, and the Colonia Branch Library. The Colonia Branch is closest to the Specific Plan area. The OPL has nearly 400,000 items in its collection. The State of California library standards are a goal of 0.5 sf of library facility per resident. The 1996 American

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Library Association minimum standard for public library space was 0.6 sf per person residing in the library's service area. In the 1990s, the ALA standard was increased to 1.0 sf per resident. Specific Plan EIR Table IV.M-8 shows the need for additional library space to adequately serve the Oxnard community through 2020.

Specific Plan EIR Direct Impacts

1) Would the project increase demand for fire protection service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?

Assumed Fire Station No. 10

The Specific Plan includes a 1.5-acre site for a new fire station (Station 10) near Rice Avenue and the easterly extension of Gonzales Road. The Specific Plan EIR determined construction of a fire station in the Specific Plan would service the project area and eastern Oxnard with adequate response time and distance.

In early 2020, the City determined that adding a fourth firefighter on each shift at the nearest fire station (Station 5) would provide the recommended response time to the Specific Plan area, negating the need to construct and staff a fire station in the Specific Plan vicinity. The City found constructing a new fire station on the eastern edge of Oxnard not to be the best use of resources. This approach assumes that the Specific Plan area does not include specific types of uses, including residential developments and High Hazard Occupancies from Part IV and V of the 2016 California Fire Code such as schools, hospitals, nursing homes, explosive plants, refineries, high-rise buildings, and other high life hazard or large fire potential occupancies.

The lead agency has provided alternative and comparable mitigation to replace MM M.1-1. With the implementation of the revised mitigation measure, impacts would continue to be less than significant. No new or significantly severe impacts would result from the TTM and Phase I site improvements. Revised mitigation has been provided herein and would be incorporated as a condition of project approval. The project proponent has agreed to implement the alternative mitigation with long term funding being secured through a Development Agreement being processed simultaneously with this TTM and Phase I site improvements. Additional environmental review or documentation are not required.

Construction

Construction activities in the Specific Plan area, including the proposed Phase I site improvements, would increase the potential for accidental, on-site fires from such sources as the operation of mechanical equipment, use of flammable construction materials, and discarding of cigarettes. In most cases, the implementation of "good housekeeping" procedures by the construction contractors and the

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work crews would minimize these hazards. Good housekeeping procedures would be implemented during construction of the Specific Plan, including the maintenance of mechanical equipment in good operating condition; careful storage of flammable materials in appropriate containers; and the immediate and complete cleanup of spills of flammable materials when they occur.

Construction activities also have the potential to affect fire protection services, such as emergency vehicle response times, by adding construction traffic to the street network and by partial lane closures during street improvements and utility installations. These impacts, while potentially adverse, are less than significant for the following reasons:

- Construction impacts are temporary in nature and do not cause lasting effects.

Partial lane closures would not greatly affect emergency vehicles, the drivers of which normally have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. If partial closures to streets surrounding the project site become necessary, then flagmen would be used to facilitate the traffic flow until construction is complete.

2) Would the project increase demand for law enforcement service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?

Construction sites can invite theft and vandalism. Developers typically take precautions to prevent trespassing through construction sites by installing temporary fencing around the construction site to keep out trespassers and discourage theft and damage. Although minor traffic delays may occur during construction, particularly during the construction of utilities and street improvements, impacts to police response times would be minimal and temporary. Therefore, the construction-related impacts of the Phase I site improvements to police protection services would be less than significant.

3) Would the project increase the use of existing park facilities such that substantial physical deterioration of the facilities would occur or be accelerated or that new or expanded park facilities would be needed to maintain acceptable service levels?

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

4) Would the project increase the need for or use of existing libraries or other community facilities such that substantial physical deterioration of the facilities would occur or be accelerated?

The TTM and Phase I site improvements would establish 129 parcels, conduct Phase I mass grading, and establish Street A (Sakioka Drive) and portions of Street B (Gravity Circle) and Street C (Synergy Circle) (Figure 7). Future operational impacts of the Specific Plan were found to have less than significant direct impacts. Approval of the Specific Plan tract map and implementation of Phase I site improvements would not create new impacts to parks and libraries beyond what was analyzed in the Specific Plan EIR.

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Specific Plan EIR Cumulative Impacts

The TTM and Phase I site improvements would establish 129 parcels, conduct Phase I mass grading, and establish Street A (Sakioka Drive) and portions of Street B (Gravity Circle) and Street C (Synergy Circle). Approval of the Specific Plan TTM and implementation of Phase I site improvements would not cumulatively contribute to impacts to public services.

Fire Services

The Specific Plan, in combination with the construction and operation of the related projects in Oxnard, will increase the demand for fire protection services. This need will be funded via existing development fee mechanisms. Each of the related projects would be individually subject to OFD review and would be required to comply with all applicable construction-related and operational fire safety requirements of the OFD and the City in order to adequately mitigate fire protection impacts.

In early 2020, the City determined that adding a fourth firefighter on each shift at the nearest fire station (Station 5) would provide the recommended response time to the Specific Plan area, negating the need to construct and staff a fire station within the Specific Plan. The lead agency has provided alternative and comparable mitigation to replace MM M.1-1. With the implementation of the revised mitigation measure, cumulative impacts would continue to be less than significant.

Police Services

The related projects in Oxnard would increase the demand for police protection services in the Specific Plan area, but expanded police services would be funded via existing revenue to which the Specific Plan projects would contribute. Each of the Specific Plan projects would be subject to OPD review and required to comply with all applicable safety requirements of the OPD to address police protection services. Significant impacts would be discussed and mitigated as part of the development and environmental review process. Therefore, cumulative impacts to police protection services would be less than significant.

Parks and Libraries

Future operational impacts of the Specific Plan were found to have less than significant cumulative impacts. Approval of the Specific Plan tract map and implementation of Phase I site improvements would not cumulatively contribute to impacts to parks and libraries.

Specific Plan EIR Mitigation Measures that Apply to the Phase I Site Improvement Impacts

Development Fees

During the plan check and permitting process the City Development Services Department would assess and determine project impact fees depending on each type of development under the Specific Plan.

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Development impact fees typically involve, but are not limited to, Planned Traffic Circulation System Facilities Fees (Traffic Impact); Planned Water Facilities Fee; Planned Wastewater Facilities Fee; Planned Drainage Facilities Fee; and Growth Requirement Capital Fee.

Mitigation Measures

The following mitigation measures apply to Phase I site improvements. The lead agency has provided alternative and comparable mitigation to replace MM M.1-1. With the implementation of the revised mitigation measure, impacts would continue to be less than significant. Deleted language is indicated with ~~strikethrough~~ text, while replacement language is indicated with underlined text.

~~**MM M.1-1** The Specific Plan permits the development of 1.7 million sf of development (approximately 20 percent of allowed development by the Specific Plan) prior to the completion of a fully operational fire station. The exact location of an approximately 1.5-acre site near Rice Avenue and the easterly extension of Gonzales Road and construction of the fire station are subject to a future agreement among City, Oxnard Fire Department (OFD) and Developer.~~

MM M.1-1 (Adaptive Replacement Measure): The parties agree that the formation of a Financing District that includes the obligation to pay for the annual cost of three firefighters (including benefits) is in lieu of the Specific Plan's obligation for developer to dedicate a 1.5-acre site near Rice Avenue and the easterly extension of Gonzales Road for a new fire station site and that such obligation fully mitigates the impact of the Project upon the City's fire services. This is provided, however, that the parties acknowledge and agree that the development of the property with residential uses and/or schools, hospitals, nursing homes, explosive plants, refineries, high-rise buildings and other high life hazard or large fire potential occupancies will, subject to the Fire Chief's determination, trigger additional obligations above and beyond the obligations imposed by this section based upon the specific uses added to the property or any portion thereof.

MM M.2-1 During all construction activities, the project or subsequent developer shall ensure that all onsite areas of active development, material and equipment storage, and vehicle staging, are secured with temporary fences to prevent trespass.

Remaining Specific Plan EIR Mitigation Measures that May Apply to Future Phases

MM M.2-2: The building and site design of subsequent developments under the Specific Plan program shall include crime deterrence and prevention features, building security systems, architectural design modifications, surveillance systems, and secure parking facilities. In addition, industrial businesses may be required to enroll into existing Oxnard Police crime prevention programs, depending on the nature of the business.

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Conclusions

The TTM and Phase I site improvements were anticipated as part of the Specific Plan EIR. In early 2020, the City determined that adding a fourth firefighter on each shift at the nearest fire station (Station 5) would provide the recommended response time to the Specific Plan area, negating the need to construct and staff a fire station in the Specific Plan area. Therefore, the lead agency has provided adaptive and comparable mitigation to MM M.1-1. With the implementation of the revised mitigation measure, impacts would continue to be less than significant. No new or more severe impacts result from the TTM and Phase I site improvements. Revised mitigation is provided above and would be incorporated as a condition of project approval. The project proponent has agreed to implement the alternative mitigation. Therefore, further technical studies or environmental documentation related to Public Services & Recreation are not required.

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3.15 Transportation & Circulation

Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because the Project would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
Would the Project:			
1) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections) based on adopted City of Oxnard level of service standards?	Less than significant with mitigation	No	No
2) Exceed, either individually or cumulatively, a level of service standard established by the Ventura County Congestion Management Program for designated roads or highways?	Less than significant with mitigation	No	No
3) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	Less than significant	No	No
4) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No impact	No	No
5) Result in inadequate emergency access?	No impact		

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Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because the Project would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
6) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	This impact was not analyzed in the Specific Plan EIR	No new or substantially more severe significant impacts and no new mitigation measures are required	No

The Specific Plan EIR found impacts to Transportation and Circulation to vary between no impact to less than significant impact with mitigation incorporated. The Sakioka Specific Plan EIR outlines 33 mitigation measures to reduce impacts to transportation and traffic. With implementation of the relevant portions of these mitigation measures, the impacts of Specific Plan implementation on transportation and traffic would be reduced to a less than significant level. These mitigation measures provide for numerous transportation improvements to be developed in synchronization with project development. The Specific Plan EIR determined that each project developed within the Specific Plan area would be required to either fully implement or pay a fair share contribution to the planned transportation improvements.

Setting

US 101 provides access to the Specific Plan area. The City's General Plan designates the intersection of Gonzales Road and Rice Avenue as the primary entry node to Oxnard. Access to the Specific Plan area is provided by a system of arterial highways including Rice Avenue, Del Norte Boulevard, and Gonzales Road.

The Specific Plan Circulation Plan requires an extension of Gonzales Road into and through the Specific Plan area. A second west to east major arterial is planned approximately 1200 feet to the south. This is proposed Street A (Sakioka Drive) under this TTM. Secondary roadways are to connect these west/east corridors. These are represented as Street B (Gravity Circle) and Street C (Synergy Circle) on the TTM. Additional internal project circulation will be provided by a network of public and private streets serving as access to individual parcels with the Specific Plan area and will be developed in conjunction with individual development projects as needed.

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The master plan concept incorporates a public pedestrian walkway system. As a means of achieving a strong landscape image, landscape parkways and pedestrian walkways are required on both sides of the street and shall be provided in the street right-of-way adjacent to new development projects. The TTM and Phase I site improvements accounts for these requirements.

Specific Plan Circulation Policy 4.4.7, Trip Reduction Measures, will be included in future development projects to implement the Ventura County Congestion Management Program. Trip reduction measures may include providing for bicycle parking facilities and an adequate number of vanpool and carpool parking spaces. Alternative transportation forms including bus service and future rail access, shall be investigated with each development project. Where feasible and appropriate, transit stops improvements, like bus pullouts, pads, and shelters, should be included in the plan. Future projects that employ 50 or more employees may be required to provide basic transportation opportunities and options information to their employees through a Transportation Management Plan.

Specific Plan Circulation Policy 4.4.12, Circulation System Improvements, shall be master planned to accommodate ultimate build-out of the Specific Plan. Onsite and offsite circulation improvement shall be completed prior to occupancy to provide appropriate vehicular, pedestrian, and bicycle circulation to each parcel.

Specific Plan EIR Direct Impacts

1) Would the project cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections) based on adopted City of Oxnard level of service standards?

Impacts associated with the proposed TTM and Phase I site improvements are limited to site preparation needed to prepare the project site for future development and occupancy. As such, traffic impacts associated with the current proposal would be limited to temporary construction-related worker and truck trips. The City of Oxnard has not adopted specific thresholds for temporary construction-related impacts and the Sakioka Farms Specific Plan EIR does not specifically address such impacts. Employee and truck traffic associated with the site preparation would temporarily increase traffic levels on Rice Avenue and Del Norte Avenue in the immediate vicinity of the project site. However, construction-related traffic would be subject to standard City construction management requirements. Rice Avenue and Del Norte Boulevard are designated truck routes (City of Oxnard 2020b) and because the site is immediately adjacent to US 101, trucks would use these routes to access the freeway with minimal impact to the overall transportation system. Employee trips would similarly have minimal temporary impacts to the transportation system.

Based on the above discussion and because the current proposal would not generate any permanent increase in traffic on the local transportation system, the proposed TTM would not result in any new

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significant impacts not identified in the previously certified Sakioka Farms Specific Plan EIR. Thus, a finding of consistency with the EIR can be made and this impact does not warrant further review under CEQA.

2) Would the project exceed, either individually or cumulatively, an LOS standard established by the Ventura County Congestion Management Program for designated roads or highways?

The Ventura County Congestion Management Program adopted in 2009 does not have any specific standards related to temporary construction-related traffic (Ventura County Transportation Commission 2009). Because the current proposal would not involve any long-term increase in traffic, it would not conflict with the Congestion Management Plan standards. Thus, a finding of consistency with the EIR can be made and this impact does not warrant further review under CEQA.

3) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

The TTM and Phase I site improvements project site is located just over 1 mile from Camarillo Airport, about 3 miles from Oxnard Airport, and over 7 miles from Naval Air Station Point Mugu. The site is not in the airport hazard zone for any of these facilities (Ventura County Airport Land Use Commission 2000). Thus, the proposed TTM and Phase I site improvements would have no impact with respect to air traffic patterns or airport-related safety risks. The TTM and Phase I site improvements would not result in any significant impacts not previously identified in the certified Specific Plan EIR. A finding of consistency with the EIR can be made and further review under CEQA is not warranted.

4) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The circulation plan for the Specific Plan includes an extension of Gonzales Road into and through the Specific Plan area. A second west to east major arterial is planned approximately 1,200 feet to the south. This is the proposed Street A (Sakioka Drive) under the currently proposed TTM. Secondary roadways are to connect these west/east corridors. These are represented as Street B (Gravity Circle) and Street C (Synergy Circle) on the TTM (Figure 8).

Additional internal project circulation would be provided by a network of public and private streets serving as access to individual parcels in the Specific Plan area and would be developed in conjunction with individual projects, as needed.

All the proposed roadways would be entirely consistent with the adopted Specific Plan and none would involve design features such as sharp curves, dangerous intersections, or other traffic hazards. None of the proposed roads are intended to facilitate incompatible activities such use of farm equipment. Based on the above, a finding of consistency with the EIR can be made and this impact does not warrant further review under CEQA.

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5) Would the project result in inadequate emergency access?

As described above, none of the proposed road improvements would create any design features that would inhibit emergency access to the site or the site vicinity. The planned improvements would generally enhance access to the area by completing components of the planned roadway system for the area. This would generally improve emergency access to the project site, as well as emergency evacuation from the area.

Proposed temporary construction activity would not alter travel patterns or otherwise alter emergency access to the site or site vicinity. Employee and truck trips associated with construction activity would temporarily increase traffic and associated congestion on the surrounding transportation system, but all construction activities would be subject to standard City traffic control requirements to ensure adequate emergency access. Truck haul trips would be expected to enter and leave the site via the Rice Avenue-US 101 or Del Norte Boulevard-US 101 interchanges, both of which are located immediately adjacent to the site and provide direct access. Thus, a finding of consistency with the EIR can be made and this impact does not warrant further review under CEQA.

Specific Plan EIR Cumulative Impacts

Cumulative development through 2030 has been planned for in the Oxnard Traffic Model. With the implementation of mitigation measures I-1 through I-34, the cumulative impacts of the Specific Plan to the study area would be reduced to a less than significant level. Approval of the TTM and implementation of Phase I site improvements do not change the cumulative impacts of the Specific Plan.

Impacts not Explicitly Analyzed in the Specific Plan EIR

In May 2017, the City adopted an updated CEQA Checklist to include threshold question six. Because the City's CEQA Consistency Evaluation was implemented after the adoption of the Specific Plan, impacts related to compliance with CEQA Guideline Section 15064.3 (i.e., analysis of vehicle miles traveled) were not explicitly discussed in the Specific Plan EIR.

6) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

The proposed TTM and Phase I site improvements would facilitate construction activity that would generate temporary increases in employee and haul-truck vehicle trips. However, because the TTM and Phase I site improvements would not involve any new trip-generating development, it would not result in any direct increase in regional vehicle miles traveled (VMT) in the long term.

Local agencies are required to begin using VMT as a primary metric in defining project transportation-related impacts by July 1, 2020. The City of Oxnard has not yet adopted specific methodologies or significance thresholds for determining VMT-related impacts. Therefore, this analysis considers the methodologies and thresholds included in the Office of Planning and Research's Technical

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Advisory on Evaluating Transportation Impacts in CEQA (Governor's Office of Planning and Research 2018). Page three of the Technical Advisory indicates that proposed Section 15064.3, subdivision (a), states the following:

For the purposes of this section, 'vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project" and that "the term 'automobile' refers to on-road passenger vehicles, specifically cars and light trucks. Heavy-duty truck VMT could be included for modeling convenience and ease of calculation (for example, where models or data provide combined auto and heavy truck VMT).

In other words, heavy duty trucks such as those used for construction haul trips, are not intended to be included in VMT calculations or impact analysis.

Page 10 of the Technical Advisory, discusses significance thresholds, states that "absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a sustainable communities strategy or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than significant transportation impact." While this passage does not specifically state that the 110 trips do not apply to temporary construction, footnote 6 on that same page states that "typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110 to 124 trips per 10,000 sf." This statement suggests that the trips to consider for VMT analysis are long-term operational trips generated by new development, not temporary employee trips generated by project construction. Moreover, nowhere does the Technical Advisory explicitly discuss temporary construction trips or VMT.

Based on this information, the Technical Advisory specifically excludes temporary, heavy truck traffic from consideration with respect to VMT impacts and suggests that projects generating fewer than 110 daily permanent operational trips can be assumed to have less than significant impacts. The proposed TTM would generate no permanent operational trips; therefore, it would have no long-term impact with respect to VMT and impacts would be less than significant. In addition, Mitigation Measures J-4 requires the a Specific Plan-wide Transportation Demand Management program be prepared by a qualified consultant for review by the Development Services Director within one year of the recordation of the first Final Tract Map and implemented on a phase by phase basis thereafter. The Transportation Demand Management program shall incorporate best and commonly used trip-reduction incentives, programs, and practices found in TDMs of similar projects in terms of allowed uses, size, and transportation and transit service context. Thus, the proposed TTM would not result in any new significant impact not identified in the previously certified EIR, a finding of consistency with the EIR can be made, and this impact does not warrant further review under CEQA.

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Specific Plan EIR Mitigation Measures that Apply to the Phase I Site Improvement Impacts

The following mitigation measures are part of an adaptive management mitigation program. The traffic improvements I-1 through I-34, inclusive, are intended to maintain Level of Service C with the development of the Project unless accepted by the City Council based upon the traffic modeling completed in February 2010 for the Specific Plan Draft EIR. Subsequent traffic studies required by the Specific Plan may change the number and type of improvements based upon phasing of development, traffic counts, and future travel behavior. Adaptive management will allow consideration of such subsequent traffic studies in the implementation of the Transportation/Traffic mitigation measures. The February 2010 traffic modeling did not consider the City's Intelligent Transportation Systems (ITS) project under construction in 2011⁷. Similar ITS projects have improved travel time and speed by 12 to 16 percent and decreased delay by 32 to 44 percent (City of Los Angeles 1994). As part of the adaptive management of Transportation/Traffic mitigation measures, implementation of such mitigation measures shall take into account, when feasible, the ITS, future traffic counts, and updated trip generation data which may reduce, change, or make unnecessary the mitigation measures while still achieving the City's adopted Level of Service, unless modified by the City Council. The Developer's payment of applicable City and County traffic impact fees in the amount agreed to by the City, County and Developer or, if there is no agreement, in the amount in effect at the time of issuance of a building permit, satisfies in full the action required by Developer in connection with the implementation of the Transportation/Traffic mitigation measures. Developers may also contribute additional funds towards the traffic improvements subject to reimbursement from the City in the form of credits against future City traffic impact fees or repayment by the City.

MM I-1: Rose Avenue & Gonzales Road: The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and developer towards implementing improvements to the Rose Avenue & Gonzales Road intersection that adds a fourth westbound thru lane which will mitigate both Project and cumulative (2010 no Project) impacts.

MM I-2: Rose Avenue & Camino Del Sol: The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and developer towards implementing improvements to the Rose Avenue & Camino Del Sol intersection that adds a third northbound thru lane by removing the existing northbound right-turn lane.

MM I-3: Rice Avenue & Fifth Street: The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and developer towards implementing improvements to the Rice Avenue & Fifth Street intersection that adds a third southbound thru lane by removing the existing southbound right turn lane.

⁷ As of the date of this report, fiber optic cable has been installed throughout the city in support of the ITS project; the system remains under construction.

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MM I-4: *Del Norte Boulevard & US 101 Northbound Ramps:* The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and developer towards providing signalization.

MM I-5: *Del Norte Boulevard & US 101 Southbound Ramps:* The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to signalize and add a northbound right turn lane which will mitigate both Project and cumulative (2010 no Project) impacts.

MM I-34: *101 (Ventura) Freeway:* The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements that are, or are subsequently included, component(s) of the Oxnard Traffic Capital Improvement Program which: 1) extend and connect north- and south-bound US 101 exit and entrance ramps between Oxnard Blvd and Del Norte Blvd. and/or 2) extend Gonzales Road and/or Ventura Road to Central Avenue.

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

Remaining Specific Plan EIR Mitigation Measures that May Apply to Future Phases

Assumed Phase 2

MM I-6: *Ventura Road & Wooley Road:* The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Ventura Road & Wooley Road intersection that adds a third northbound thru lane and a third southbound thru lane which will mitigate both Project and cumulative (2010 no Project) impacts.

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MM I-7: Oxnard Boulevard & Gonzales Road: The Project developer shall pay applicable City and County traffic impact fees toward improvements adding a third eastbound thru lane at the Oxnard Boulevard & Gonzales Road intersection.

MM I-8: Rose Avenue & Gonzales Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Gonzales Road intersection that adds a fourth southbound thru lane.

MM I-9: Rose Avenue & Fifth Street: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Fifth Street intersection that adds a second eastbound thru lane.

MM I-10: Rice Avenue & Fifth Street: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rice Avenue & Fifth Street intersection that adds a second westbound left turn lane which will mitigate both Project and cumulative (2010 no Project) impacts.

MM I-11: Rice Avenue & Channel Islands Boulevard: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rice Avenue & Channel Islands Boulevard intersection that changes the southbound de facto right turn lane to a free right turn lane.

MM I-12: Del Norte Boulevard & Ventura Freeway NB Ramps: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Del Norte Boulevard & Ventura Freeway NB Ramps intersection that adds a second northbound thru lane, adds a separate northbound left turn lane, adds a second southbound thru lane, adds a separate southbound right turn lane, and adds a separate westbound left turn lane.

MM I-13: Del Norte Boulevard & Ventura Freeway SB Ramps: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Del Norte Boulevard & Ventura Freeway SB Ramps intersection that adds a second northbound thru lane, adds a separate northbound free-right turn lane, adds a second southbound thru lane, adds a separate southbound left turn lane, and adds a separate eastbound left turn lane.

MM I-14: Oxnard Boulevard & Vineyard Avenue: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Oxnard Boulevard & Vineyard Avenue intersection that adds a third northbound thru lane.

Assumed Phase 3

MM I-15: Oxnard Boulevard & Vineyard Avenue: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Oxnard Boulevard & Vineyard Avenue intersection that adds a fourth southbound thru lane.

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MM I-16: Rose Avenue & Gonzales Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Gonzales Road intersection that adds a second westbound left turn lane.

MM I-17: Rose Avenue & Fifth Street: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Fifth Street intersection that adds a second westbound left turn lane.

MM I-18: Rice Avenue & Fifth Street: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rice Avenue & Fifth Street intersection that completes the grade separation / bypass which will mitigate both Project and cumulative (2020 no Project) impacts.

MM I-19: Rice Avenue & Wooley Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rice Avenue & Wooley Road intersection that adds a third northbound thru lane and a third southbound thru lane.

MM I-20: Ventura Road & Wooley Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Ventura Road & Wooley Road intersection that adds a second southbound left lane.

MM I-21: Rose Avenue & Camino Del Sol: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Camino Del Sol intersection that adds a second eastbound left lane and a second westbound left lane.

MM I-22: Del Norte Blvd & Fifth Street: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Del Norte Blvd & Fifth Street intersection that adds a second westbound thru lane.

Assumed Phase 4

MM I-23: Ventura Road & Gonzales Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Ventura Road & Gonzales Road intersection that adds a second northbound left turn lane and a third northbound thru lane which will mitigate both Project and cumulative (2025 no Project) impacts.

MM I-24: Ventura Road & Wooley Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Ventura Road & Wooley Road intersection that adds a third eastbound thru lane and a third westbound thru lane which will mitigate both Project and cumulative (2025 no Project) impacts.

MM I-25: Rose Avenue & Camino Del Sol: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Camino Del Sol intersection that removes the southbound free right turn lane, adds a third southbound thru lane and

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adds an eastbound right turn lane which will mitigate both Project and cumulative (2025 no Project) impacts.

MM I-26: Rose Avenue & Fifth Street: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Fifth Street intersection that adds a southbound right turn lane or grade separation.

MM I-27: Rose Avenue & Channel Islands Boulevard: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Channel Islands Boulevard intersection that adds a third northbound thru lane.

MM I-28: Rose Avenue & Bard Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Bard Road intersection that adds a third northbound thru lane and a third southbound thru lane by removing the existing northbound and southbound right turn lanes.

MM I-29: Rice Avenue & Camino Del Sol: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rice Avenue & Camino Del Sol intersection that adds a second eastbound left turn lane which will mitigate both Project and cumulative (2025 no Project) impacts.

MM I-30: Rose Avenue & Wooley Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Wooley Road intersection that adds a third southbound thru lane.

MM I-31: Rose Avenue & Pleasant Valley Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Pleasant Valley Road intersection that adds a third northbound thru lane and a third southbound thru lane by removing existing northbound and southbound right turn lanes.

MM I-32: SR-1/Rice NB & Pleasant Valley Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the SR- 1/Rice NB & Pleasant Valley Road intersection that adds a westbound right turn lane.

Buildout

MM I-33: Rice Avenue & Gonzales Road: The Project developer shall pay applicable City and County traffic impact fees and dedicate additional land to accommodate improvements to the Rice Avenue & Gonzales Road intersection to achieve LOS C, unless the City Council decides this mitigation is infeasible and accepts LOS D for this intersection with an accompanying Statement of Overriding Consideration.

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Conclusions

The TTM and Phase I site improvements were anticipated as part of the Specific Plan EIR. Implementation of the project would not result in any new or more severe impacts on Transportation and Circulation not already evaluated and disclosed in the Specific Plan EIR. No new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified are required. Therefore, further technical studies or environmental documentation related to Transportation and Circulation are not required.

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3.16 Utilities & Energy

Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because the Project would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
Would the Project:			
1) Need new or expanded water supply entitlements that are not anticipated in the current Urban Water Management Plan?	Less than significant with mitigation	No	No
2) [Require] additional wastewater conveyance or treatment capacity to serve project demand and existing commitments?	Less than significant	No	No
3) Generate solid waste that would exceed the permitted capacity of a landfill serving the City?	Less than significant	No	No
4) Conflict with federal, State, or local statutes or regulations related to solid waste?	Less than significant	No	No
5) Involve wasteful, inefficient, or unnecessary consumption of energy during project construction, operation, maintenance, and/or removal?	Less than significant	No	No
6) Require additional energy facilities, the provision of which may have a significant effect on the environment?	Less than significant	No	No
7) Be inconsistent with existing energy standards?	Less than significant	No	No

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Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the Project have effects not evaluated in the Specific Plan EIR because the Project would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the Project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
8) Preempt future energy development or future energy conservation, or inhibit the future use of renewable energy or energy storage?	Less than significant	No	No

The Specific Plan EIR found that impacts to wastewater, solid waste, and energy would be less than significant. The Specific Plan EIR found that impacts to water supply would be less than significant with mitigation incorporated. Accordingly, the Project will implement MM N-1 through N-13 from the Specific Plan EIR. The lead agency has determined that since the certification of the Specific Plan EIR, details of certain mitigation measures are no longer relevant for reducing Specific Plan impacts related to water supply entitlements. Adaptive, comparable mitigation is provided herein and would be included as a condition of project approval. The project proponent has agreed to the alternative mitigation provided herein and the implementation of the alternative mitigation measure would reduce the potential impact to water to less than significant levels, comparable to the findings of the Specific Plan EIR. The findings for the Specific Plan are consistent with the findings of the Specific Plan EIR.

Setting

Water

The City of Oxnard owns and operates its own municipal water supply system. In this capacity, the City is responsible for ensuring that potable water demand is met and that State and federal water quality standards are achieved. The City's water supply consists of a blend of local groundwater produced through the City's own groundwater wells, local groundwater that the City purchases from the United Water Conservation District (UWCD), and imported surface water purchased from the Calleguas Municipal Water District (CMWD). The CMWD is a member agency of the Metropolitan Water District (MWD) of Southern California, from which it purchases water from the State Water Project. The City's water system includes five blending stations where imported water is blended with local water. The City works to achieve a blending ratio of one part imported water to one part local water to balance quality and supply costs.

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Water Supply Drought Management Plan

In 1999, MWD incorporated the water shortage contingency analysis required by the State as part of any urban water management plan into a separate, more detailed plan, called the Water Supply Drought Management Plan (WSDM). This plan provides policy guidance to manage the MWD's supplies and achieve the goals laid out in the agency's Integrated Resources Plan. The WSDM also "identifies the expected sequence of resource management actions that [the MWD] will execute during surpluses and shortages to minimize the probability of severe shortages and eliminate the possibility of extreme shortages and shortages allocations" (MWD 1999). The MWD's ten-year WSDM categorizes its ability to deliver water to its customers by distinguishing between surpluses, shortages, severe shortages, and extreme shortages. The WSDM integrates management actions taken during times of surplus and shortage and reflects MWD's approach that considers these actions are interrelated.

Water Conservation in Oxnard

The City of Oxnard's Groundwater Recovery Enhancement and Treatment (GREAT) Program is an innovative approach to maximize the benefits from local recycled and groundwater resources. An Advanced Water Purification Facility at the Oxnard Wastewater Treatment Plant processes wastewater and makes it available to agricultural users in the Oxnard Plain currently served by UCWD and other water districts (Western City 2006). The City receives groundwater credits from Fox Canyon Groundwater Management (FCGMA) and the program ensures over 20,000 acre feet per year (AFY) of additional water supply.

A detailed water demand model was developed as part of the 2005 UWMP and includes existing demand, demand from proposed build-out of the 2020 General Plan, unaccounted for water loss, potential increase in per-unit demand, and a contingency. The model also accounts for reductions in demand due to the increased use of recycled water and water conservation. This model was updated for build-out of the proposed 2030 General Plan Alternative B and to reflect recent changes in water supply and consumption, as accurately and as reasonably possible. The Specific Plan EIR indicates that these projections likely overestimate demand as the Oxnard City Council directed staff to require that all new projects defined as discretionary and not exempt from CEQA be water demand neutral to the City's water system, which would include projects developed under the Specific Plan (City of Oxnard 2011b). Adaptive, comparable mitigation is provided herein and would be included as a condition of project approval. The project proponent has agreed to the alternative mitigation provided herein and the implementation of the alternative mitigation measure would reduce the potential impact to water demand to less than significant levels, comparable to the findings of the Specific Plan EIR.

Wastewater

The City of Oxnard Public Works Wastewater Division (PWWD) provides sewer conveyance infrastructure and wastewater treatment services to the project area. The Specific Plan area is part of

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the Eastern Trunk Sewer area which combines and travels south along Rice Avenue and Pleasant Valley Road where it meets the Rose Avenue Trunk Sewer and into the Oxnard Wastewater Treatment Plant (OWWTP). The nearest sewer lines to the project site include an 18-inch vitrified clay pipe (VCP) gravity sewer line underneath Rice Avenue and a 21-inch VCP gravity sewer line underneath Del Norte Boulevard. Connected to the northern end of the gravity line in Del Norte Boulevard is a 10-inch force main that originates at the Nyeland Acres pump station located north of the site. Another 10-inch force main that originates east of the site is also connected to the northern end of the Del Norte gravity sewer line. Currently, there are no sewer lines located onsite.

Oxnard established a Wastewater Conveyance Fund and Wastewater Treatment Plant Fund to pay for operations, maintenance, and capital costs of the wastewater collection system and wastewater treatment. In addition to these funds, Oxnard utilizes State and Federal grants to pay for a portion of the recent OWWTP expansion. Oxnard also collects sewer connection fees, and/or requires developers to build improvements to expand the wastewater collection system to service new customers (City of Oxnard 2006).

Solid Waste

The City of Oxnard Solid Waste Division Municipal Haulers provides solid waste management, and currently collects, separates, and disposes in excess of 200,000 tons of refuse annually through the City-owned but privately operated Del Norte Regional Recycling and Transfer Station (City of Oxnard 2020c). Del Norte Regional Recycling and Transfer Station includes waste transfer from the City, permitted haulers, and self-haulers throughout the region, and materials recovery, which is responsible for diverting material from the waste stream to prevent marketable recyclable material and divertable material from entering the landfill. Del Norte also includes the buyback center, responsible for accepting and dispensing payments to customers that redeem California Redemption Value material such as aluminum cans, plastic beverage containers and glass, and the Recyclable Household Hazardous Waste Center, which is responsible for accepting and recycling material from Oxnard residents that drop-off antifreeze, batteries, used motor oil, water-based paint and electronic devices.

The California Integrated Waste Management Act of 1989 (AB 939) requires that local governments ensure that solid wastes are diverted from disposal. In addition, the CalGreen building standards mandates that 65% of construction and demolition materials be reused, recycled, composted or otherwise diverted from landfill disposal.

Solid waste that cannot be recycled is disposed of at the Toland Road Landfill east of Santa Paula and the Simi Valley Landfill. The Toland Road Landfill is a Class II municipal landfill operated by the Ventura County Sanitation District. It has a permitted capacity of 1,500 tpd and accepts an average of 1,200 to 1,400 tpd, of which 200 to 240 tpd come from Oxnard. The projected closure date for the Toland Road Landfill is in 2027. The Simi Valley Landfill is a private facility operated by Waste Management, Inc. It has

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a capacity of 3,000 tpd and currently accepts an average of 2,600 tpd, of which about 800 to 960 tpd come from Oxnard. The projected closure date for the Simi Valley Landfill is between 2022 and 2034.

Energy Consumption

The State Building Energy Efficiency Standards Energy regulates energy consumption by new buildings in California, including electricity and natural gas. These standards are embodied in Title 24 of the California Code of Regulations. The efficiency standards apply to new construction of residential and non-residential buildings, and regulate energy consumed for heating, cooling, ventilation, water heating, and lighting. The building efficiency standards are enforced through the local building permit process. Local government agencies may adopt and enforce energy standards for new buildings, provided that these standards meet or exceed those provided in Title 24 guidelines.

Natural Gas

Southern California Gas Company (SoCal Gas) is the primary natural gas provider for Oxnard. SoCal Gas serves the Specific Plan area through existing subterranean gas mains in the adjoining dedicated streets. Natural gas service is provided in accordance with SoCal Gas's policies and extension rules on file with the California Public Utilities Commission at the time contractual agreements are made.

California produces about 15 percent of the natural gas it uses. The remaining 85 percent is obtained from sources outside of the state, 62 percent from the Southwest and Rocky Mountain area, and 23 percent from Canada. The availability of natural gas is based upon present conditions of gas supply and regulatory policies. As a public utility, SoCal Gas is under the jurisdiction of the California PUC, but can be affected by the actions of federal regulatory agencies. Should these agencies take any action affecting natural gas supply or the conditions under which service is available, natural gas service would be provided in accordance with those revised conditions.

Electricity

The City of Oxnard receives electricity from Southern California Edison (SCE). Facilities and infrastructure providing service to the project site include transmission, distribution, and communication lines. SCE provides electricity service to central, coastal and southern California in 180 cities over 50,000 square miles in 15 counties. SCE serves more than 15 million people, 5,000 large businesses, and 280,000 small businesses. The SCE power mix in 2010 (at the time of the Specific Plan EIR) included 6% large hydroelectric, 7% coal, 18% renewable combined (e.g., biomass, geothermal, small hydro, solar, wind), 19% nuclear, 37% natural gas and 13% unspecified sources of power. The SCE power mix in 2018 included 0% coal, 4% large hydroelectric, 6% nuclear, 17% natural gas, 36% renewable combined (e.g., biomass, geothermal, small hydro, solar, wind), and 37% unspecified sources of power.

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Specific Plan EIR Direct Impacts

Water

A system of water mains would be contained in all the roadways in the Specific Plan area and would connect to existing water lines in Rice Avenue and Del Norte Boulevard. Several of the existing water lines that connect to the project site lines are not large enough to support the proposed uses and would need to be abandoned. The new water mains would be sized in accordance with calculations for the maximum projected water demand. Should fire protection needs exceed the capacity of the proposed system, additional system upgrades would be completed by the facility or parcel requiring such upgrades to accommodate these increased requirements. Development of the Specific Plan is part of the overall planned water demand increase for Oxnard. The Specific Plan EIR found that projected water demand for Oxnard in 2030 with complete build-out of the Specific Plan, other future projects, and ambient growth would be approximately 40,980 AFY (an increase of 13,965 or 33 percent above existing demand in 2007). Thus, the Specific Plan requirement of 1,025 AFY represents 2.4 percent of the projected demand and 7.4 percent of the projected increase from 2007 to 2030 (City of Oxnard 2011b: IV.N-30).

Wastewater

As indicated in Table IV.N-4 of the Specific Plan EIR, the Specific Plan is estimated to generate a total of up to approximately 860 AFY of wastewater. This translates to up to 767,759 gpd. New sewer facilities constructed onsite will have to be connected to both the Rice Avenue and Del Norte Boulevard existing sewer lines. The eventual development of the Project site was anticipated when the Northeast Industrial Area infrastructure was planned.

Since there are existing sewer lines adjacent to and nearby the project site, with sufficient capacity to handle the flows from the Specific Plan, no offsite sewer line improvements are anticipated, other than the Specific Plan's connection. The OWWTP has a remaining capacity of 11.7 million gpd and the Specific Plan's flows of up to 767,759 gpd can be accommodated. At most, the project would utilize 6.5 percent of the OWWTP's remaining capacity. The Specific Plan would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities. Furthermore, all industries proposing to connect to or discharge into the local sewer system shall first obtain the appropriate permit from the City of Oxnard Public Works Department, Wastewater Division. Sewer plans shall be approved by the City Engineer and the Oxnard Wastewater Division.

Prior to recordation of the final map, the developer/project applicant shall enter into an agreement with the City which specifies the funding mechanism for all wastewater conveyance facilities. In addition, the mitigation measures required for potable water supply would further reduce the amount of wastewater generated by the Specific Plan. Therefore, the impact of the Specific Plan on sewer systems would be less than significant. The TTM and Phase I site improvements do not change this finding.

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Solid Waste

Construction

Construction activities generate a variety of waste, with most recyclables being wood waste, drywall, metal, paper, and cardboard. Construction of the Specific Plan projects could generate up to 33,084,450 pounds of solid waste over the construction period. Recycling of construction-related waste materials in compliance with AB 939 and City recycling programs would substantially reduce this waste stream that would otherwise go to a landfill. The City requires developers to prepare a Solid Waste Management and Recycling Plan prior to the issuance of building permits that identifies the materials to be recycled and the management methods to be implemented during construction. Therefore, using a conservative assumption of 50 percent recycling rate of construction waste, approximately 16,542,225 pounds (8,271 tons)⁸ of construction waste could be disposed of in the landfills.

The Toland Road Landfill has capacity for between 100 and 300 tons of additional solid waste per day and the Simi Valley landfill has capacity for about 400 additional tpd. As such, both landfills would have adequate capacity to accommodate the construction waste of 8,271 tons generated by Specific Plan build-out over a construction period of several years. Therefore, a less than significant impact associated with construction waste would occur. The TTM and Phase I site improvements do not change this finding and will adhere to policy regulations.

Energy

Natural Gas

The Specific Plan would result in an increase in natural gas consumption. However, SoCal Gas would be able to provide the increase in its portion of the volume of natural gas anticipated from development of the Specific Plan. As indicated in Table IV.N-9 of the Specific Plan EIR, the Specific Plan is estimated to consume up to 776,082 cubic feet (cf) of natural gas per day. SoCal Gas operates various medium and high pressure gas mains within the limits of the Specific Plan and will accommodate the natural gas needs from current supplies. Natural gas will be provided to the Specific Plan area through existing pressure mains in the adjoining streets.

Title 24 of the California Code of Regulations establishes energy conservation standards for new construction, including residential and non-residential buildings. Development under the Specific Plan would be required to meet or exceed Title 24 energy conservation standards for insulation, glazing, lighting, shading, and water and space heating systems in all new construction. With modern energy efficient construction materials and compliance with Title 24 standards, development under the Specific Plan would be consistent with the State's energy conservation standards and, therefore, would not conflict with adopted energy conservation plans.

⁸ (33,084,450 pounds of solid waste generated by the Specific Plan)/2 per AB 939.

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Individual developer(s) will be responsible for paying any connection costs. Natural gas connection to the Specific Plan will not entail expansion of distribution infrastructure nor capacity enhancing alterations to existing facilities. Therefore, there would be a less than significant impact on natural gas supply systems. The TTM and Phase I site improvements do not change this finding.

Electricity

The Specific Plan is under agricultural land use and has had minimal need for electricity. The Specific Plan projects would result in increased electricity consumption, but SCE has indicated that the electrical loads of the Project are within parameters of projected load growth. As indicated in Table IV.N-10 of the Specific Plan EIR, the Specific Plan is estimated to consume up to a total of 264,999 kilowatt-hours of electricity per day at build-out.

Title 24 of the California Code of Regulations establishes energy conservation standards for new construction, including residential and non-residential buildings. The Specific Plan would meet or exceed Title 24 energy conservation standards for insulation, glazing, lighting, shading, and water and space heating systems in all new construction. With modern energy efficient construction materials and compliance with Title 24 standards, the Specific Plan would be consistent with the State's energy conservation standards and, therefore, would not conflict with adopted energy conservation plans.

Proposed Phase I site improvements would be required to comply with Title 24, which establishes energy conservation standards for new construction, and would contribute minimally to the total assumed energy consumption for the Specific Plan area. Therefore, there would be a less than significant impact on electrical supply systems, in line with the Specific Plan EIR.

Specific Plan EIR Cumulative Impacts

Water

Implementation of Specific Plan projects with water neutral mitigation would not result in a cumulative impact on water supply or water infrastructure. There is the potential that due to uncertainties, the City could face water shortages. Therefore, the following measures are available and shall be implemented by the City and future developers, as necessary, to avoid or reduce the risk of potential future water shortages. While many of these measures are programmatic in nature and go beyond what can be accomplished at the project level, the Project developers and subsequent developers shall be required to support the City with implementation of the following measures, as applicable (City of Oxnard 2011b). These measures help to illustrate the flexibility in programs that the City has to avoid environmental impacts associated with future water supply and demand issues.

- The City shall continue to maximize its reliance on the M&I Supplemental Water Supply Program.

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- The City has the option to pump additional groundwater from City wells above their allocation. However, this may result in additional surcharges from the GMA.
- The supply and demand comparison tables presented earlier are predicated on the City's utilizing its full purchase order entitlement of CMWD water, less the PHWA water use and reservation as discussed above. However, in 2007 PHWA only used 2,220 AFY of its 3,262.5 AFY of reservation. Thus, the City could potentially purchase an additional 1,040 AFY of CMWD in times of need.
- Obtain City Council approval for use of the allocation and credits associated with UWCD's acquisition of the Ferro Property.
- The City also has options of purchasing unused O-H water from other water purveyors.
- Plan for the first expansion of the GREAT Program to be an additional 5.2 MGD (to 11.45 MGD).
- The City should plan for the second expansion of the GREAT Program to be an additional 5.0 MGD (to 16.45 MGD). Before designing the second expansion, in particular, the demand and surplus projections should be revisited. The City could also implement additional temporary water demand measures for periods when supply is not sufficient to meet demand as outlined in City Ordinance No. 2729, City of Oxnard Water Conservation and Water Shortage Response Ordinance.
- The City shall monitor the pace of new development as it relates to the phasing and implementation of new water supply systems and changing legal, environmental, technological, and social conditions. If it becomes apparent that the anticipated water supply systems are not keeping pace with development or should unanticipated events occur that would cause such new development to adversely impact local water supplies, the City shall curtail or limit the issuance of building permits until such time that a water supply can be assured.

Each project shall be required to pay a fair share contribution to all programs, such as the City's fee program, that are in place to fund the GREAT Program and to facilitate implementation of new water supplies for the City. In addition, all projects shall be required to comply with standard water conservation requirements of the City, State, and Uniform Building Code. These include the use of low-flush toilets and urinals, compliance with statewide efficiency standards for shower heads and faucets, and insulation of pipes to reduce water used before hot water reaches equipment or fixtures. CEQA also requires that an EIR disclose the environmental effects of potential mitigation measures such as the implementation of the City's GREAT Program. The 2030 General Plan Program EIR is hereby incorporated by reference for the cumulative analysis of water impacts.

Wastewater

At the time the Specific Plan EIR was certified, the residential, commercial, and industrial projects that were proposed, recently approved, or under construction in the City had an estimated wastewater generation of approximately 1,176,835 gpd. This amount was further divided by the land usage associated with each type of project as listed below:

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- Residential projects with 5,633 dwelling units generate 901,280 gpd
- Commercial projects with 2,455,726 sf generate 196,457 gpd
- Industrial related projects with 988,726 sf and generate 79,098 gpd

Build-out of cumulative projects in Oxnard will continue to increase demands on the OWTP. City general fund monies and wastewater treatment connection fees provide revenue for any necessary replacement or improvements to the OWTP. Cumulative development would also increase the demand on the wastewater conveyance system. Funding for increases in sewer capacity and other improvements come from a combination of connection fees paid by project developers and general fund monies. The wastewater conveyance connection fee is required so that necessary expansions to the sewage collection system can accommodate new development throughout Oxnard.

Based on this information, cumulative impacts relating to the collection and treatment of wastewater would be less than significant. The TTM and Phase I site improvements do not change this finding.

Solid Waste

The Specific Plan EIR provided a list of residential, commercial, and industrial projects proposed, recently approved, or under construction in the City in its Appendix C. The estimated solid waste generation by the related projects would be approximately 131,937 pounds per day (66 tpd). This was divided further by the land usage associated with each type of related project, the estimates for which follow:

- Residential projects generate 68,980 lbs/day
- Commercial projects generate 57,074 lbs/day
- Industrial projects generate 5,883 lbs/day

The commercial and industrial sections were generated based on numbers of employees estimated in the Population and Housing section of the Specific Plan EIR. Cumulative impacts were found to be less than significant in the Specific Plan EIR. The TTM and Phase I site improvements do not change this finding.

Energy

Natural Gas

The Specific Plan EIR provided a list of residential, commercial, and industrial projects proposed, recently approved, or under construction in the City in its Appendix C. Estimated natural gas consumption by the related projects would be approximately 1,133,456 cf/day. This is further divided by the land usage associated with each type of related project as follows:

- Residential related projects consume 804,974 cf/day
- Commercial related projects consume 231,587 cf/day
- Industrial related projects consume 96,895 cf/day

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The increase in natural gas consumption over existing levels does not constitute a significant environmental impact due to the following reasons: All of the related projects would be required to meet or exceed Title 24 of the CCR, which establishes energy conservation standards for new construction and would be consistent with the State's energy conservation standards and, therefore, would not conflict with adopted energy conservation plans. In addition, each related project would be in contact with SoCal Gas to aid in future planning and development of infrastructure. Cumulative impacts related to natural gas service would be addressed through this process. As a result, cumulative natural gas impacts are not expected to be significant. The TTM and Phase I site improvements do not change this finding.

Specific Plan EIR Mitigation Measures that Apply to the Phase I Site Improvement Impacts

No mitigation measures are required for impacts to wastewater, solid waste, or energy. The following mitigation measures apply to impacts to water.

Mitigation measures MM N-1, N-2, N-12.3-12.5 and N-13 are adaptive replacement mitigations that provide in-lieu sustainability measures with equivalent or improved efficacy than the original 2012 EIR measures, reflecting the city's updated policy to develop the GREAT program as more effective at improving water supply than the previous recycled water program in place when the 2012 EIR was adopted. Deleted language is indicated with ~~striketrough~~ text, while replacement language is indicated with underlined text.

MM N-1 (Adaptive Replacement Measure): The on-site domestic water system shall include the following:

- A public pipeline system which feeds into separate water meters for each ownership. ~~In addition, there shall be separate water meters for each multi-family unit townhouses, but not apartment units. The high-rise residential towers may be master-metered.~~
- A separate water meter (1) for the common landscape areas that would be connected to the future recycled water system.
- All domestic water pipelines shall adhere to the Division of Occupational Health and Safety (DOHS) requirements for separation between water and recycled water/wastewater pipelines.
- The Project developer shall be responsible for payment of capital improvement/connection fees, including all related "installation fees."

The Project developer shall provide the City any approvals necessary to dedicate to the City all FCGMA allocation associated with the Project site, on a phase-by-phase basis and upon the conversion of land from agricultural to urban uses.

MM N-2 (Adaptive Replacement Measure): This is an adaptive management mitigation measure. The Project developer shall provide a ~~recycled~~ water system that serves all practical irrigated areas and

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is: (1) separated from the domestic water system, (2) constructed per the City's Recycled Water Construction Standards (being developed), constructed per the City's GREAT Program, (23) irrigated at night, and (34) properly signed once the system is fully operational.

- ~~The portion of the irrigation intended for the future recycled water system shall be separately metered from that portion of the system that will not be connected to the future recycled water system, if any.~~
- ~~Until the recycled water system is operational, the common area irrigation system shall be connected to the domestic system. Once recycled water is available, and connection to the recycled water system is made, the Project developer shall remove the connection to the domestic water system. No domestic water back-up is needed, since the City will provide such back-up including an appropriate air gap facility as part of the City's system.~~
- ~~Prior to the availability of recycled water, the Project developer shall be responsible for payment of the Recycled Water Connection Fee or the water connection fee, whichever is greater for facilities constructed.~~
- ~~At such time as recycled water is available, the Project developer shall be responsible for all costs involved with the re-connection of the applicable portions of the irrigation system to the public recycled water system, including appropriate signage. Credits for connection fees shall be given by the City based on the size of the meter(s). Under no circumstance will there be a refund of water connection fees already paid.~~

The Project developer shall be responsible for appropriate Sakioka Farms Specific Plan Covenants, Conditions and Restrictions (CC&Rs) covering the use of recycled water and for proper disclosures. The Project developer shall be responsible for appropriate Sakioka Farms Specific Plan Covenants, Conditions and Restrictions (CC&Rs) covering the water use of recycled water and for proper disclosures. The Project developer shall provide the City any approvals necessary to dedicate to the City all FCGMA allocation associated with the Project site, on a phase-by-phase basis and upon the conversion of land from agricultural to urban uses.

MM N-3: This is an adaptive management mitigation measure. The project developer shall, to the extent feasible, incorporate exterior water conservation features, as recommended by the State Department of Water Resources at the time of adoption or in common practice in the future, into the project. These shall include, but are not limited to:

- Landscaping of common areas with low water-using plants,
- Minimizing the use of turf by limiting it to lawn dependent uses, and
- Wherever turf is used, installing warm season grasses.

MM N-4: This is an adaptive management mitigation measure. The project developer shall, to the extent feasible, use reclaimed water for irrigation of landscaping and other uses if or when such water is available at the project site.

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MM N-5: The project developer shall predominantly use vegetation that requires minimal irrigation (i.e., drought tolerant plant species) in all site landscaping where feasible for new plantings.

MM N-6: The future water system shall be designed in a loop configuration with connections to the existing 16-inch water line on Del Norte Boulevard.

MM N-7: The use of a 14-inch line would be feasible and should only be connected to mainlines of 14-inches or larger.

MM N-8: Rice Avenue is planned to become a state highway; therefore, no new utilities shall be installed along this roadway.

MM N-9: The Project developer shall ensure that the landscape irrigation system be designed, installed, and tested to provide uniform irrigation coverage. Sprinkler head patterns shall be adjusted to minimize overspray onto walkways and streets.

MM N-10: The project developer shall, to the extent feasible, install a “smart sprinkler” system to provide irrigation for the landscaped areas. Irrigation run times for all zones shall be adjusted seasonally, reducing water times and frequency in the cooler months (fall, winter, spring). Sprinkler timer run times shall be automatically adjusted by a state-of-the-art system that relies on local weather forecasts.

MM N-11: The project developer shall, to extent fasile , install a “smart sprinkler” system to provide irrigation for the landscaped areas irrigation run times for all zones shall be adjusted seasonally , reducing water times and frequency in the cooler months (fall, winter, spring) Sprinkler timer run times shall be automatically adjusted by a state-of-the art system that relies on local weather forecasts.

MM N-12: This is an adaptive management mitigation measure. The project’s annual water supply deficit of 330 acre feet was estimated using 2010 water use estimates for the theoretical build-out of the entire project. Actual water demand over the build-out of the project is likely to change as actual development and uses occur and changing water consumption. Subsequent water demand/supply analyses required by subsequent CEQA review may change water supply needs relative to the City’s future water supply. The Draft 2010 Urban Water Management Plan (UWMP) incorporates the project’s water demand as proposed. Should subsequent project development incur water demand in excess of that anticipated by the adopted 2010 UWMP and/or the City’s water supplies are reduced below those anticipated by the adopted 2010 UWMP, the project shall, to the extent feasible, implement one or more, but not limited to, the following adaptive measures to remain water neutral to the City’s available and projected supply at the time of subsequent project approvals that involve a Negative Declaration, Mitigated Negative Declaration, or Subsequent EIR:

MM N-12.1: The Project developer shall provide to the City additional water rights of at least the shortage amount.

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MM N-12.2: The Project developer shall provide to the City water supplies equal to the shortage amount until City supply is adequate.

MM N-12.3(Adaptive Replacement Measure): The Project developer shall provide to the City permanent quantified water offsets in the form of ~~recycled water facilities or conservation retrofits~~ water conservation measures that meet best practices and current City policies as determined at the time of application.

MM N-12.4 (Adaptive Replacement Measure): The Project developer shall provide to the City financial contributions towards City programs which generate in-City water conservation or ~~recycled water capacity or conveyance.~~ Dedication of water rights, purchase of City water, and other contributions to water conservation shall be considered at time of application and determined as part of Planning entitlement.

MM N-12.5: The Project developer shall participate in other similar programs which cumulatively result in an adequate water supply contribution.

~~**MM N-13:** The project developer shall, in a manner as agreed to in a development agreement, participate in an assessment district or similar financing instrument for the construction of a recycled water supply pipeline that will connect into the project's recycled internal pipelines required by mitigation, or pay applicable connection fees to connect to the City's recycled water line when requested.~~

MM N-13 (Adaptive Replacement Measure): The Project developer(s) of proposed and future uses in the Specific Plan area are expected to meet the water usage expectations of the 2012 EIR. Projects that demonstrate water usage commensurate, or less, than what was assumed under the 2012 EIR area not required to make additional off-sets. Proposed land uses that require water usage that exceeds the established 2012 EIR thresholds will require water demand mitigation to be determined on a project by project basis.

Remaining Specific Plan EIR Mitigation Measures that May Apply to Future Phases

There are no remaining mitigation measures that would apply only to future phases.

Conclusions

The TTM and Phase I site improvements were anticipated as part of the Specific Plan EIR. Implementation of the project would not result in any new or more severe impacts on Utilities and Energy not already evaluated and disclosed in the Specific Plan EIR. No new mitigation measures not adopted by the project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the

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time the Specific Plan EIR was certified are required. Therefore, further technical studies or environmental documentation related to Utilities and Energy are not required.

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3.17 Wildfire

Environmental Evaluation Criteria	Specific Plan EIR Significance Conclusions	Would the project have effects not evaluated in the Specific Plan EIR because the project would: (1) cause new or substantially more severe significant impacts, or (2) require new mitigation measures not adopted by the project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified? (CEQA Guidelines §§ 15168(c)(1) & (2) and 15162.)	Additional Environmental Review Required (Y/N)?
Would the project:			
1) Substantially impair an adopted emergency response plan or emergency evacuation plan?	This impact was not analyzed in the Specific Plan EIR	No new or substantially more severe significant impacts and no new mitigation measures are required	No
2) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	This impact was not analyzed in the Specific Plan EIR	No new or substantially more severe significant impacts and no new mitigation measures are required	No
3) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	This impact was not analyzed in the Specific Plan EIR	No new or substantially more severe significant impacts and no new mitigation measures are required	No
4) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	This impact was not analyzed in the Specific Plan EIR	No new or substantially more severe significant impacts and no new mitigation measures are required	No

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In February 2019, the CEQA Checklist was updated to include questions related to fire hazard impacts for projects located in or near state responsibility areas or lands classified as very high fire hazard severity zones. Fire hazard significance thresholds were not included in the City's CEQA Guidelines released in May 2017. Because the State CEQA Guidelines for wildfires were implemented after the adoption of the Specific Plan, fire hazard impacts were not explicitly discussed in the Specific Plan EIR. Other discussions related to fire response and potential hazards in the Specific Plan area are included in Section G Hazards and Hazardous Materials and Section M.1 Public Services of the Specific Plan EIR. The analysis below analyzes the project pursuant to the 2019 CEQA Guidelines in assessing the risk of wildfire.

1) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

The TTM and Phase I site improvements would establish 129 parcels, conduct Phase I mass grading, and establish Street A (Sakioka Drive) and portions of Street B (Gravity Circle) and Street C (Synergy Circle). The Phase I site improvements are meant to establish preliminary access to the Specific Plan and, therefore, would provide the necessary emergency access for future development projects. Roadways would be designed to meet all necessary City emergency access standards. Approval of the Specific Plan TTM and implementation of Phase I site improvements would not impair implementation of or physically interfere with an adopted emergency plan or emergency evacuation. There would be no impact.

2) Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

The Specific Plan site is flat and in an urban area that is not forested. The project would not contribute to or be subject to an increased risk of large wildfires that would expose project occupants to pollutant concentrations from wildfire or the uncontrolled spread of wildfire. Impacts would be less than significant.

3) Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

The Specific Plan site is not in or near a designated very high fire hazard severity zone of local, state, or federal responsibility according to the California Department of Forestry and Fire Protection (CAL FIRE), Fire and Resource Assessment Program, Very High Fire Hazard Severity Zones Map for Ventura County (CAL FIRE 2007). Additionally, Oxnard is not a community at risk, which means development in the city is not built among lands prone to wildland fire (Ojai Valley Fire Safe Council 2010). Approval of the Specific

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Plan TTM and implementation of Phase I site improvements would not exacerbate fire risk in the area. There would be no impact.

4) Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The Specific Plan area and vicinity is flat and not located on soil that is unstable or that would become unstable as a result of the project and potentially result in a landslide. The project would not expose people or structures to significant risks of downslope or downstream flooding or landslides. Furthermore, the site would not be subject to unstable slopes except where temporary slopes are created during excavations for foundations and utility trenches. Any temporary slopes created by construction would be stabilized by appropriate temporary measures during construction, in compliance with current building codes and U.S. Occupational Health and Safety Administration standards, thereby reducing the potential impact to a less than significant level.

Specific Plan EIR Mitigation Measures that Apply to the Phase I Site Improvement Impacts

No mitigation measures are required.

Remaining Specific Plan EIR Mitigation Measures that May Apply to Future Phases

There are no mitigation measures that would apply only to future phases.

Conclusions

The TTM and Phase I site improvements were anticipated as part of the Specific Plan EIR. Implementation of the project would not result in any new or more severe significant impacts related to Wildfire not already evaluated and disclosed in the Specific Plan EIR. No new mitigation measures not adopted by the project proponent, due to project changes, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the Specific Plan EIR was certified are required. Therefore, further technical studies or environmental documentation related to Wildfire risk are not required.

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Section 4. Environmental Conclusion

In accordance with CEQA Guidelines sections 15168 and 15162 and as set forth in this Consistency Evaluation, the TTM and Phase I site improvements would not have effects that were not examined in the Specific Plan FEIR because:

- No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken, that will require major revisions to the FEIR, due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no new information of substantial importance as that term is used in CEQA Guideline Section 15162(a)(3).
- The project proponent does not refuse to implement any mitigation measures that were previously infeasible but are now feasible, or any other mitigation measures, including mitigation measures considerably different from those in the FEIR, that would be necessary to substantially reduce significant environmental impacts.
- The project proponent is required to comply with the applicable mitigation measures and regulatory programs identified in the FEIR and Appendix MM to this document.

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

Sakioka Farms Business Park, Tentative Tract Map & Development Agreement Checklist for Consistency Evaluation

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Section 5. References

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Sakioka Farms Business Park, Tentative Tract Map Checklist for Consistency Evaluation

Appendix AQ

CalEEMod Results

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Annual

Sakioka Farms Business Park TTM
Ventura County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	1.00	User Defined Unit	430.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	31
Climate Zone	8			Operational Year	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Land Use - TTM size

Construction Phase - Schedule adjusted per first phase approximate timeline (appx 3.5 msf); phase after first phase assumed to begin after completion of first phase and take similar length of construction (appx 4.2 msf).

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - Trenchers and loaders assumed for undergrounding.

Off-road Equipment - Trenchers and loaders assumed for undergrounding.

Trips and VMT -

Grading -

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Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	300.00	65.00
tblConstructionPhase	NumDays	775.00	173.00
tblConstructionPhase	NumDays	550.00	65.00
tblConstructionPhase	NumDays	300.00	66.00
tblConstructionPhase	NumDays	775.00	173.00
tblConstructionPhase	NumDays	550.00	44.00
tblGrading	MaterialImported	0.00	669,156.00
tblGrading	MaterialImported	0.00	699,155.00
tblLandUse	LotAcreage	0.00	430.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	PhaseName		Underground Utilities
tblOffRoadEquipment	PhaseName		Underground Utilities - 2
tblOffRoadEquipment	PhaseName		Underground Utilities
tblOffRoadEquipment	PhaseName		Underground Utilities - 2

2.0 Emissions Summary

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Annual

2.1 Overall Construction

Unmitigated Construction

Year	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
tons/yr											MT/yr					
2020	0.4001	7.4371	2.7433	0.0154	1.6804	0.1613	1.8417	0.6237	0.1491	0.7727	0.0000	1,485,706 ⁴	1,485,706 ⁴	0.2073	0.0000	1,490,889 ³
2021	0.6418	11.3474	4.9532	0.0254	1.8662	0.2609	2.1271	0.7147	0.2410	0.9557	0.0000	2,452,197 ⁵	2,452,197 ⁵	0.3528	0.0000	2,461,017 ⁵
2022	0.6501	13.8136	5.6360	0.0381	1.5664	0.2062	1.7727	0.5288	0.1911	0.7199	0.0000	3,722,943 ¹	3,722,943 ¹	0.4737	0.0000	3,734,786 ⁴
2023	0.0119	0.1124	0.1639	2.6000e-004	1.3300e-003	5.6200e-003	6.9500e-003	3.5000e-004	5.1700e-003	5.5200e-003	0.0000	23,0538	23,0538	7.1500e-003	0.0000	23,2325
Maximum	0.6501	13.8136	5.6360	0.0381	1.8662	0.2609	2.1271	0.7147	0.2410	0.9557	0.0000	3,722,943 ¹	3,722,943 ¹	0.4737	0.0000	3,734,786 ⁴

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2.2 Overall Operational

Mitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Area	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Annual

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	• Site Preparation	• Site Preparation	8/1/2020	10/30/2020	5	65	
2	• Grading	• Grading	10/1/2020	5/31/2021	5	173	
3	• Underground Utilities	• Trenching	1/1/2021	5/31/2021	5	107	
4	• Paving	• Paving	4/1/2021	6/30/2021	5	65	
5	• Site Preparation - 2	• Site Preparation	10/1/2021	12/31/2021	5	66	
6	• Grading - 2	• Grading	1/1/2022	8/31/2022	5	173	
7	• Underground Utilities - 2	• Trenching	9/1/2022	11/30/2022	5	65	
8	• Paving - 2	• Paving	12/1/2022	1/31/2023	5	44	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 432.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Underground Utilities	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Underground Utilities	Trenchers	2	8.00	78	0.50
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Site Preparation - 2	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation - 2	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading - 2	Excavators	2	8.00	158	0.38
Grading - 2	Graders	1	8.00	187	0.41
Grading - 2	Rubber Tired Dozers	1	8.00	247	0.40
Grading - 2	Scrapers	2	8.00	367	0.48
Grading - 2	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Underground Utilities - 2	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Underground Utilities - 2	Trenchers	2	8.00	78	0.50
Paving - 2	Pavers	2	8.00	130	0.42
Paving - 2	Paving Equipment	2	8.00	132	0.36
Paving - 2	Rollers	2	8.00	80	0.38

Trips and VMT

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Annual

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation		7	18.00	0.00	0.00	10.80	7.30	20.00:LD_Mix	HDT_Mix	HHDT
Grading		8	20.00	0.00	83,645.00	10.80	7.30	20.00:LD_Mix	HDT_Mix	HHDT
Underground Utilities		4	10.00	0.00	0.00	10.80	7.30	20.00:LD_Mix	HDT_Mix	HHDT
Paving		6	15.00	0.00	0.00	10.80	7.30	20.00:LD_Mix	HDT_Mix	HHDT
Site Preparation - 2		7	18.00	0.00	0.00	10.80	7.30	20.00:LD_Mix	HDT_Mix	HHDT
Grading - 2		8	20.00	0.00	87,394.00	10.80	7.30	20.00:LD_Mix	HDT_Mix	HHDT
Underground Utilities - 2		4	10.00	0.00	0.00	10.80	7.30	20.00:LD_Mix	HDT_Mix	HHDT
Paving - 2		6	15.00	0.00	0.00	10.80	7.30	20.00:LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2020

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Fugitive Dust					0.5872	0.0000	0.5872	0.3228	0.0000	0.3228	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1325	1.3786	0.6992	1.2400e-003		0.0714	0.0714		0.0657	0.0657	0.0000	108.6497	108.6497	0.0351	0.0000	109.5282
Total	0.1325	1.3786	0.6992	1.2400e-003	0.5872	0.0714	0.6586	0.3228	0.0657	0.3885	0.0000	108.6497	108.6497	0.0351	0.0000	109.5282

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3.2 Site Preparation - 2020

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1600e-003	1.4500e-003	0.0156	4.0000e-005	4.7200e-003	3.0000e-005	4.7500e-003	1.2500e-003	3.0000e-005	1.2800e-003	0.0000	4.0413	4.0413	1.1000e-004	0.0000	4.0440
Total	2.1600e-003	1.4500e-003	0.0156	4.0000e-005	4.7200e-003	3.0000e-005	4.7500e-003	1.2500e-003	3.0000e-005	1.2800e-003	0.0000	4.0413	4.0413	1.1000e-004	0.0000	4.0440

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Fugitive Dust					0.5872	0.0000	0.5872	0.3228	0.0000	0.3228	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1325	1.3786	0.6992	1.2400e-003		0.0714	0.0714		0.0657	0.0657	0.0000	108.6496	108.6496	0.0351	0.0000	109.5281
Total	0.1325	1.3786	0.6992	1.2400e-003	0.5872	0.0714	0.6586	0.3228	0.0657	0.3885	0.0000	108.6496	108.6496	0.0351	0.0000	109.5281

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3.2 Site Preparation - 2020

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1600e-003	1.4500e-003	0.0156	4.0000e-005	4.7200e-003	3.0000e-005	4.7500e-003	1.2500e-003	3.0000e-005	1.2800e-003	0.0000	4.0413	4.0413	1.1000e-004	0.0000	4.0440
Total	2.1600e-003	1.4500e-003	0.0156	4.0000e-005	4.7200e-003	3.0000e-005	4.7500e-003	1.2500e-003	3.0000e-005	1.2800e-003	0.0000	4.0413	4.0413	1.1000e-004	0.0000	4.0440

3.3 Grading - 2020

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Fugitive Dust					0.4751	0.0000	0.4751	0.1411	0.0000	0.1411	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1469	1.6565	1.0546	2.0500e-003		0.0717	0.0717		0.0660	0.0660	0.0000	179.7982	179.7982	0.0582	0.0000	181.2519
Total	0.1469	1.6565	1.0546	2.0500e-003	0.4751	0.0717	0.5468	0.1411	0.0660	0.2071	0.0000	179.7982	179.7982	0.0582	0.0000	181.2519

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3.3 Grading - 2020

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.1162	4.3989	0.9562	0.0120	0.6082	0.0181	0.6262	0.1572	0.0173	0.1744	0.0000	1,188,657 ⁸	1,188,657 ⁸	0.1138	0.0000	1,191,502 ⁶
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4400e-003	1.6400e-003	0.0176	5.0000e-005	5.3200e-003	4.0000e-005	5.3600e-003	1.4100e-003	4.0000e-005	1.4500e-003	0.0000	4,5594	4,5594	1.2000e-004	0.0000	4,5625
Total	0.1186	4.4006	0.9738	0.0120	0.6135	0.0181	0.6316	0.1586	0.0173	0.1759	0.0000	1,193,217 ²	1,193,217 ²	0.1139	0.0000	1,196,065 ¹

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Fugitive Dust					0.4751	0.0000	0.4751	0.1411	0.0000	0.1411	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1469	1.6565	1.0546	2.0500e-003		0.0717	0.0717		0.0660	0.0660	0.0000	179,7980	179,7980	0.0582	0.0000	181,2517
Total	0.1469	1.6565	1.0546	2.0500e-003	0.4751	0.0717	0.5468	0.1411	0.0660	0.2071	0.0000	179,7980	179,7980	0.0582	0.0000	181,2517

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Annual

3.3 Grading - 2020

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.1162	4.3989	0.9562	0.0120	0.6082	0.0181	0.6262	0.1572	0.0173	0.1744	0.0000	1,188.657 ⁸	1,188.657 ⁸	0.1138	0.0000	1,191.502 ⁶
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4400e-003	1.6400e-003	0.0176	5.0000e-005	5.3200e-003	4.0000e-005	5.3600e-003	1.4100e-003	4.0000e-005	1.4500e-003	0.0000	4.5594	4.5594	1.2000e-004	0.0000	4.5625
Total	0.1186	4.4006	0.9738	0.0120	0.6135	0.0181	0.6316	0.1586	0.0173	0.1759	0.0000	1,193.217 ²	1,193.217 ²	0.1139	0.0000	1,196.065 ¹

3.3 Grading - 2021

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Fugitive Dust					0.5985	0.0000	0.5985	0.2090	0.0000	0.2090	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2242	2.4824	1.6520	3.3200e-003		0.1062	0.1062		0.0977	0.0977	0.0000	291.5482	291.5482	0.0943	0.0000	293.9055
Total	0.2242	2.4824	1.6520	3.3200e-003	0.5985	0.1062	0.7048	0.2090	0.0977	0.3067	0.0000	291.5482	291.5482	0.0943	0.0000	293.9055

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3.3 Grading - 2021

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.1782	6.5241	1.5399	0.0192	0.6499	0.0258	0.6757	0.1723	0.0247	0.1970	0.0000	1,906,291 ⁹	1,906,291 ⁹	0.1816	0.0000	1,910,832 ¹
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-003	2.4000e-003	0.0264	8.0000e-005	8.6300e-003	6.0000e-005	8.6900e-003	2.2900e-003	6.0000e-005	2.3500e-003	0.0000	7,1697	7,1697	1.8000e-004	0.0000	7,1743
Total	0.1819	6.5265	1.5663	0.0193	0.6585	0.0259	0.6843	0.1746	0.0247	0.1993	0.0000	1,913,461 ⁶	1,913,461 ⁶	0.1818	0.0000	1,918,006 ⁴

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Fugitive Dust					0.5985	0.0000	0.5985	0.2090	0.0000	0.2090	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2242	2.4824	1.6520	3.3200e-003		0.1062	0.1062		0.0977	0.0977	0.0000	291,5478	291,5478	0.0943	0.0000	293,9051
Total	0.2242	2.4824	1.6520	3.3200e-003	0.5985	0.1062	0.7048	0.2090	0.0977	0.3067	0.0000	291,5478	291,5478	0.0943	0.0000	293,9051

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3.3 Grading - 2021

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.1782	6.5241	1.5399	0.0192	0.6499	0.0258	0.6757	0.1723	0.0247	0.1970	0.0000	1,906,291 ⁹	1,906,291 ⁹	0.1816	0.0000	1,910,832 ¹
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-003	2.4000e-003	0.0264	8.0000e-005	8.6300e-003	6.0000e-005	8.6900e-003	2.2900e-003	6.0000e-005	2.3500e-003	0.0000	7.1697	7.1697	1.8000e-004	0.0000	7.1743
Total	0.1819	6.5265	1.5663	0.0193	0.6585	0.0259	0.6843	0.1746	0.0247	0.1993	0.0000	1,913,461 ⁶	1,913,461 ⁶	0.1818	0.0000	1,918,006 ⁴

3.4 Underground Utilities - 2021

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	0.0610	0.5786	0.5207	6.9000e-004	0.0393	0.0393	0.0393	0.0361	0.0361	0.0361	0.0000	60.9420	60.9420	0.0197	0.0000	61.4347
Total	0.0610	0.5786	0.5207	6.9000e-004	0.0393	0.0393	0.0393	0.0361	0.0361	0.0361	0.0000	60.9420	60.9420	0.0197	0.0000	61.4347

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3.4 Underground Utilities - 2021

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8500e-003	1.2000e-003	0.0132	4.0000e-005	4.3100e-003	3.0000e-005	4.3400e-003	1.1500e-003	3.0000e-005	1.1700e-003	0.0000	3.5849	3.5849	9.0000e-005	0.0000	3.5871
Total	1.8500e-003	1.2000e-003	0.0132	4.0000e-005	4.3100e-003	3.0000e-005	4.3400e-003	1.1500e-003	3.0000e-005	1.1700e-003	0.0000	3.5849	3.5849	9.0000e-005	0.0000	3.5871

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	0.0610	0.5786	0.5207	6.9000e-004	0.0393	0.0393	0.0393	0.0361	0.0361	0.0361	0.0000	60.9419	60.9419	0.0197	0.0000	61.4346
Total	0.0610	0.5786	0.5207	6.9000e-004	0.0393	0.0393	0.0393	0.0361	0.0361	0.0361	0.0000	60.9419	60.9419	0.0197	0.0000	61.4346

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3.4 Underground Utilities - 2021

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8500e-003	1.2000e-003	0.0132	4.0000e-005	4.3100e-003	3.0000e-005	4.3400e-003	1.1500e-003	3.0000e-005	1.1700e-003	0.0000	3.5849	3.5849	9.0000e-005	0.0000	3.5871
Total	1.8500e-003	1.2000e-003	0.0132	4.0000e-005	4.3100e-003	3.0000e-005	4.3400e-003	1.1500e-003	3.0000e-005	1.1700e-003	0.0000	3.5849	3.5849	9.0000e-005	0.0000	3.5871

3.5 Paving - 2021

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	0.0408	0.4199	0.4762	7.4000e-004	0.0220	0.0220	0.0220	0.0203	0.0203	0.0203	0.0000	65.0763	65.0763	0.0211	0.0000	65.6025
Paving	0.0000				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0408	0.4199	0.4762	7.4000e-004	0.0220	0.0220	0.0220	0.0203	0.0203	0.0203	0.0000	65.0763	65.0763	0.0211	0.0000	65.6025

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3.5 Paving - 2021

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6900e-003	1.0900e-003	0.0120	4.0000e-005	3.9300e-003	3.0000e-005	3.9600e-003	1.0400e-003	3.0000e-005	1.0700e-003	0.0000	3.2666	3.2666	8.0000e-005	0.0000	3.2666
Total	1.6900e-003	1.0900e-003	0.0120	4.0000e-005	3.9300e-003	3.0000e-005	3.9600e-003	1.0400e-003	3.0000e-005	1.0700e-003	0.0000	3.2666	3.2666	8.0000e-005	0.0000	3.2666

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	0.0408	0.4199	0.4762	7.4000e-004	0.0220	0.0220	0.0220	0.0203	0.0203	0.0203	0.0000	65.0762	65.0762	0.0211	0.0000	65.6024
Paving	0.0000				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0408	0.4199	0.4762	7.4000e-004	0.0220	0.0220	0.0220	0.0203	0.0203	0.0203	0.0000	65.0762	65.0762	0.0211	0.0000	65.6024

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3.5 Paving - 2021

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6900e-003	1.0900e-003	0.0120	4.0000e-005	3.9300e-003	3.0000e-005	3.9600e-003	1.0400e-003	3.0000e-005	1.0700e-003	0.0000	3.2666	3.2666	8.0000e-005	0.0000	3.2666
Total	1.6900e-003	1.0900e-003	0.0120	4.0000e-005	3.9300e-003	3.0000e-005	3.9600e-003	1.0400e-003	3.0000e-005	1.0700e-003	0.0000	3.2666	3.2666	8.0000e-005	0.0000	3.2666

3.6 Site Preparation - 2 - 2021

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Fugitive Dust					0.5962	0.0000	0.5962	0.3277	0.0000	0.3277	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1283	1.3364	0.6981	1.2500e-003		0.0675	0.0675		0.0621	0.0621	0.0000	110.3379	110.3379	0.0357	0.0000	111.2300
Total	0.1283	1.3364	0.6981	1.2500e-003	0.5962	0.0675	0.6637	0.3277	0.0621	0.3898	0.0000	110.3379	110.3379	0.0357	0.0000	111.2300

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3.6 Site Preparation - 2 - 2021

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0500e-003	1.3300e-003	0.0146	4.0000e-005	4.7900e-003	3.0000e-005	4.8200e-003	1.2700e-003	3.0000e-005	1.3000e-003	0.0000	3.9802	3.9802	1.0000e-004	0.0000	3.9827
Total	2.0500e-003	1.3300e-003	0.0146	4.0000e-005	4.7900e-003	3.0000e-005	4.8200e-003	1.2700e-003	3.0000e-005	1.3000e-003	0.0000	3.9802	3.9802	1.0000e-004	0.0000	3.9827

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Fugitive Dust					0.5962	0.0000	0.5962	0.3277	0.0000	0.3277	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1283	1.3364	0.6981	1.2500e-003		0.0675	0.0675		0.0621	0.0621	0.0000	110.3377	110.3377	0.0357	0.0000	111.2299
Total	0.1283	1.3364	0.6981	1.2500e-003	0.5962	0.0675	0.6637	0.3277	0.0621	0.3898	0.0000	110.3377	110.3377	0.0357	0.0000	111.2299

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3.6 Site Preparation - 2 - 2021

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0500e-003	1.3300e-003	0.0146	4.0000e-005	4.7900e-003	3.0000e-005	4.8200e-003	1.2700e-003	3.0000e-005	1.3000e-003	0.0000	3.9802	3.9802	1.0000e-004	0.0000	3.9827
Total	2.0500e-003	1.3300e-003	0.0146	4.0000e-005	4.7900e-003	3.0000e-005	4.8200e-003	1.2700e-003	3.0000e-005	1.3000e-003	0.0000	3.9802	3.9802	1.0000e-004	0.0000	3.9827

3.7 Grading - 2 - 2022

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Fugitive Dust					0.7994	0.0000	0.7994	0.3185	0.0000	0.3185	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3136	3.3600	2.5121	5.3700e-003		0.1414	0.1414		0.1301	0.1301	0.0000	471.7243	471.7243	0.1526	0.0000	475.5384
Total	0.3136	3.3600	2.5121	5.3700e-003	0.7994	0.1414	0.9408	0.3185	0.1301	0.4486	0.0000	471.7243	471.7243	0.1526	0.0000	475.5384

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3.7 Grading - 2 - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.2828	9.9982	2.5986	0.0319	0.7492	0.0370	0.7862	0.2055	0.0354	0.2409	0.0000	3,177.817 ²	3,177.817 ²	0.3017	0.0000	3,185.360 ²
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.6300e-003	3.5000e-003	0.0394	1.2000e-004	0.0140	1.0000e-004	0.0141	3.7100e-003	9.0000e-005	3.7900e-003	0.0000	11.1662	11.1662	2.7000e-004	0.0000	11.1729
Total	0.2885	10.0017	2.6380	0.0320	0.7631	0.0371	0.8002	0.2092	0.0355	0.2447	0.0000	3,188.983 ⁵	3,188.983 ⁵	0.3020	0.0000	3,196.533 ¹

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.7994	0.0000	0.7994	0.3185	0.0000	0.3185	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3136	3.3600	2.5121	5.3700e-003		0.1414	0.1414		0.1301	0.1301	0.0000	471.7237	471.7237	0.1526	0.0000	475.5379
Total	0.3136	3.3600	2.5121	5.3700e-003	0.7994	0.1414	0.9408	0.3185	0.1301	0.4486	0.0000	471.7237	471.7237	0.1526	0.0000	475.5379

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3.7 Grading - 2 - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.2828	9.9982	2.5986	0.0319	0.7492	0.0370	0.7862	0.2055	0.0354	0.2409	0.0000	3,177.817 ²	3,177.817 ²	0.3017	0.0000	3,185.360 ²
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.6300e-003	3.5000e-003	0.0394	1.2000e-004	0.0140	1.0000e-004	0.0141	3.7100e-003	9.0000e-005	3.7900e-003	0.0000	11.1662	11.1662	2.7000e-004	0.0000	11.1729
Total	0.2885	10.0017	2.6380	0.0320	0.7631	0.0371	0.8002	0.2092	0.0355	0.2447	0.0000	3,188.983 ⁵	3,188.983 ⁵	0.3020	0.0000	3,196.533 ¹

3.8 Underground Utilities - 2 - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0344	0.3286	0.3144	4.2000e-004		0.0214	0.0214		0.0197	0.0197	0.0000	37.0424	37.0424	0.0120	0.0000	37.3419
Total	0.0344	0.3286	0.3144	4.2000e-004		0.0214	0.0214		0.0197	0.0197	0.0000	37.0424	37.0424	0.0120	0.0000	37.3419

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3.8 Underground Utilities - 2 - 2022

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0600e-003	6.6000e-004	7.4000e-003	2.0000e-005	2.6200e-003	2.0000e-005	2.6400e-003	7.0000e-004	2.0000e-005	7.1000e-004	0.0000	2.0977	2.0977	5.0000e-005	0.0000	2.0990
Total	1.0600e-003	6.6000e-004	7.4000e-003	2.0000e-005	2.6200e-003	2.0000e-005	2.6400e-003	7.0000e-004	2.0000e-005	7.1000e-004	0.0000	2.0977	2.0977	5.0000e-005	0.0000	2.0990

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	0.0344	0.3286	0.3144	4.2000e-004	0.0214	0.0214	0.0214	0.0197	0.0197	0.0197	0.0000	37.0424	37.0424	0.0120	0.0000	37.3419
Total	0.0344	0.3286	0.3144	4.2000e-004	0.0214	0.0214	0.0214	0.0197	0.0197	0.0197	0.0000	37.0424	37.0424	0.0120	0.0000	37.3419

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3.8 Underground Utilities - 2 - 2022

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0600e-003	6.6000e-004	7.4000e-003	2.0000e-005	2.6200e-003	2.0000e-005	2.6400e-003	7.0000e-004	2.0000e-005	7.1000e-004	0.0000	2.0977	2.0977	5.0000e-005	0.0000	2.0990
Total	1.0600e-003	6.6000e-004	7.4000e-003	2.0000e-005	2.6200e-003	2.0000e-005	2.6400e-003	7.0000e-004	2.0000e-005	7.1000e-004	0.0000	2.0977	2.0977	5.0000e-005	0.0000	2.0990

3.9 Paving - 2 - 2022

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	0.0121	0.1224	0.1604	2.5000e-004	6.2500e-003	6.2500e-003	6.2500e-003	5.7500e-003	5.7500e-003	5.7500e-003	0.0000	22.0303	22.0303	7.1300e-003	0.0000	22.2084
Paving	0.0000				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0121	0.1224	0.1604	2.5000e-004	6.2500e-003	6.2500e-003	6.2500e-003	5.7500e-003	5.7500e-003	5.7500e-003	0.0000	22.0303	22.0303	7.1300e-003	0.0000	22.2084

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3.9 Paving - 2 - 2022

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.4000e-004	3.3000e-004	3.7600e-003	1.0000e-005	1.3300e-003	1.0000e-005	1.3400e-003	3.5000e-004	1.0000e-005	3.6000e-004	0.0000	1.0650	1.0650	3.0000e-005	0.0000	1.0656
Total	5.4000e-004	3.3000e-004	3.7600e-003	1.0000e-005	1.3300e-003	1.0000e-005	1.3400e-003	3.5000e-004	1.0000e-005	3.6000e-004	0.0000	1.0650	1.0650	3.0000e-005	0.0000	1.0656

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	0.0121	0.1224	0.1604	2.5000e-004	6.2500e-003	6.2500e-003	6.2500e-003	5.7500e-003	5.7500e-003	5.7500e-003	0.0000	22.0303	22.0303	7.1300e-003	0.0000	22.2084
Paving	0.0000				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0121	0.1224	0.1604	2.5000e-004	6.2500e-003	6.2500e-003	6.2500e-003	5.7500e-003	5.7500e-003	5.7500e-003	0.0000	22.0303	22.0303	7.1300e-003	0.0000	22.2084

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3.9 Paving - 2 - 2022

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.4000e-004	3.3000e-004	3.7600e-003	1.0000e-005	1.3300e-003	1.0000e-005	1.3400e-003	3.5000e-004	1.0000e-005	3.6000e-004	0.0000	1.0650	1.0650	3.0000e-005	0.0000	1.0656
Total	5.4000e-004	3.3000e-004	3.7600e-003	1.0000e-005	1.3300e-003	1.0000e-005	1.3400e-003	3.5000e-004	1.0000e-005	3.6000e-004	0.0000	1.0650	1.0650	3.0000e-005	0.0000	1.0656

3.9 Paving - 2 - 2023

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	0.0114	0.1121	0.1604	2.5000e-004	5.6100e-003	5.6100e-003	5.6100e-003	5.1600e-003	5.1600e-003	0.0000	22.0296	22.0296	7.1200e-003	0.0000	0.0000	22.2077
Paving	0.0000				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0114	0.1121	0.1604	2.5000e-004	5.6100e-003	5.6100e-003	5.6100e-003	5.1600e-003	5.1600e-003	0.0000	22.0296	22.0296	7.1200e-003	0.0000	0.0000	22.2077

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3.9 Paving - 2 - 2023

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.1000e-004	3.0000e-004	3.4700e-003	1.0000e-005	1.3300e-003	1.0000e-005	1.3400e-003	3.5000e-004	1.0000e-005	3.6000e-004	0.0000	1.0242	1.0242	2.0000e-005	0.0000	1.0248
Total	5.1000e-004	3.0000e-004	3.4700e-003	1.0000e-005	1.3300e-003	1.0000e-005	1.3400e-003	3.5000e-004	1.0000e-005	3.6000e-004	0.0000	1.0242	1.0242	2.0000e-005	0.0000	1.0248

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	0.0114	0.1121	0.1604	2.5000e-004	5.6100e-003	5.6100e-003	5.6100e-003	5.1600e-003	5.1600e-003	0.0000	22.0295	22.0295	7.1200e-003	0.0000	0.0000	22.2077
Paving	0.0000				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0114	0.1121	0.1604	2.5000e-004	5.6100e-003	5.6100e-003	5.6100e-003	5.1600e-003	5.1600e-003	0.0000	22.0295	22.0295	7.1200e-003	0.0000	0.0000	22.2077

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3.9 Paving - 2 - 2023

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr											MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.1000e-004	3.0000e-004	3.4700e-003	1.0000e-005	1.3300e-003	1.0000e-005	1.3400e-003	3.5000e-004	1.0000e-005	3.6000e-004	0.0000	1.0242	1.0242	2.0000e-005	0.0000	1.0248
Total	5.1000e-004	3.0000e-004	3.4700e-003	1.0000e-005	1.3300e-003	1.0000e-005	1.3400e-003	3.5000e-004	1.0000e-005	3.6000e-004	0.0000	1.0242	1.0242	2.0000e-005	0.0000	1.0248

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated		Mitigated	
Land Use	Weekday	Saturday	Sunday	Annual VMT		Annual VMT	
User Defined Industrial	0.00	0.00	0.00				
Total	0.00	0.00	0.00				

4.3 Trip Type Information

	Miles				Trip %				Trip Purpose %			
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW		H-W or C-W	H-S or C-C	H-O or C-NW		Primary	Diverted		Pass-by
User Defined Industrial	9.50	7.30	7.30		0.00	0.00	0.00		0	0		0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Industrial	0.593330	0.040945	0.188012	0.107577	0.017981	0.006204	0.019981	0.018142	0.001176	0.001026	0.003857	0.000384	0.001386

5.0 Energy Detail

Historical Energy Use: N

Unmitigated

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5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas s Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	KBtu/yr	tons/yr										MT/yr					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

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5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Unmitigated	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005

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6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000		2.0000e-005
Total	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000		2.0000e-005
Total	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005

7.0 Water Detail

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7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
User Defined Industrial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

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7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
User Defined	0 / 0	0.0000	0.0000	0.0000	0.0000
Industrial	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

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8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
User Defined	0	0.0000	0.0000	0.0000	0.0000
Industrial					
Total		0.0000	0.0000	0.0000	0.0000

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
User Defined	0	0.0000	0.0000	0.0000	0.0000
Industrial					
Total		0.0000	0.0000	0.0000	0.0000

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

Sakioka Farms Business Park TTM
Ventura County APCD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	1.00	User Defined Unit	430.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	31
Climate Zone	8			Operational Year	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

Project Characteristics -

Land Use - TTM size

Construction Phase - Schedule adjusted per first phase approximate timeline (appx 3.5 msf); phase after first phase assumed to begin after completion of first phase and take similar length of construction (appx 4.2 msf).

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - Trenchers and loaders assumed for undergrounding.

Off-road Equipment - Trenchers and loaders assumed for undergrounding.

Trips and VMT -

Grading -

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	300.00	65.00
tblConstructionPhase	NumDays	775.00	173.00
tblConstructionPhase	NumDays	550.00	65.00
tblConstructionPhase	NumDays	300.00	66.00
tblConstructionPhase	NumDays	775.00	173.00
tblConstructionPhase	NumDays	550.00	44.00
tblGrading	MaterialImported	0.00	669,156.00
tblGrading	MaterialImported	0.00	699,155.00
tblLandUse	LotAcreage	0.00	430.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	PhaseName		Underground Utilities
tblOffRoadEquipment	PhaseName		Underground Utilities - 2
tblOffRoadEquipment	PhaseName		Underground Utilities
tblOffRoadEquipment	PhaseName		Underground Utilities - 2

2.0 Emissions Summary

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

Year	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO _{2e}
	lb/day											lb/day				
2020	12.2674	224.4523	84.6490	0.4626	46.3805	4.9296	51.3101	18.5417	4.5556	23.0974	0.0000	49,315.9473	49,315.9473	7.0172	0.0000	49,491.3772
2021	10.1498	190.7383	86.2669	0.4561	21.9529	3.8894	25.8423	9.9699	3.5962	11.8517	0.0000	48,710.5354	48,710.5354	6.8828	0.0000	48,882.6043
2022	7.0258	153.0782	60.6388	0.4286	18.2082	2.0719	20.2801	6.1364	1.9221	8.0585	0.0000	46,267.0881	46,267.0881	5.8606	0.0000	46,413.6042
2023	1.0845	10.2200	14.9018	0.0238	0.1232	0.5110	0.6342	0.0327	0.4701	0.5028	0.0000	2,309.3953	2,309.3953	0.7163	0.0000	2,327.3014
Maximum	12.2674	224.4523	86.2669	0.4626	46.3805	4.9296	51.3101	18.5417	4.5556	23.0974	0.0000	49,315.9473	49,315.9473	7.0172	0.0000	49,491.3772

Mitigated Construction

[illegible]

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

2.2 Overall Operational

Unmitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Area	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	1.0000e-005	0.0000	1.0000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000	0.0000	2.3000e-004

Mitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Area	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	1.0000e-005	0.0000	1.0000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000	0.0000	2.3000e-004

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	8/1/2020	10/30/2020	5	65	
2	Grading	Grading	10/1/2020	5/31/2021	5	173	
3	Underground Utilities	Trenching	1/1/2021	5/31/2021	5	107	
4	Paving	Paving	4/1/2021	6/30/2021	5	65	
5	Site Preparation - 2	Site Preparation	10/1/2021	12/31/2021	5	66	
6	Grading - 2	Grading	1/1/2022	8/31/2022	5	173	
7	Underground Utilities - 2	Trenching	9/1/2022	11/30/2022	5	65	
8	Paving - 2	Paving	12/1/2022	1/31/2023	5	44	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 432.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Underground Utilities	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Underground Utilities	Trenchers	2	8.00	78	0.50
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Site Preparation - 2	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation - 2	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading - 2	Excavators	2	8.00	158	0.38
Grading - 2	Graders	1	8.00	187	0.41
Grading - 2	Rubber Tired Dozers	1	8.00	247	0.40
Grading - 2	Scrapers	2	8.00	367	0.48
Grading - 2	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Underground Utilities - 2	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Underground Utilities - 2	Trenchers	2	8.00	78	0.50
Paving - 2	Pavers	2	8.00	130	0.42
Paving - 2	Paving Equipment	2	8.00	132	0.36
Paving - 2	Rollers	2	8.00	80	0.38

Trips and VMT

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation		7	18.00	0.00	0.00	10.80	7.30	20.00:LD_Mix	HDT_Mix	HHDT
Grading		8	20.00	0.00	83,645.00	10.80	7.30	20.00:LD_Mix	HDT_Mix	HHDT
Underground Utilities		4	10.00	0.00	0.00	10.80	7.30	20.00:LD_Mix	HDT_Mix	HHDT
Paving		6	15.00	0.00	0.00	10.80	7.30	20.00:LD_Mix	HDT_Mix	HHDT
Site Preparation - 2		7	18.00	0.00	0.00	10.80	7.30	20.00:LD_Mix	HDT_Mix	HHDT
Grading - 2		8	20.00	0.00	87,394.00	10.80	7.30	20.00:LD_Mix	HDT_Mix	HHDT
Underground Utilities - 2		4	10.00	0.00	0.00	10.80	7.30	20.00:LD_Mix	HDT_Mix	HHDT
Paving - 2		6	15.00	0.00	0.00	10.80	7.30	20.00:LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2020

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216		3,685,101 ⁶	3,685,101 ⁶	1.1918		3,714.897 ⁵
Total	4.0765	42.4173	21.5136	0.0380	18.0663	2.1974	20.2637	9.9307	2.0216	11.9523		3,685,101 ⁶	3,685,101 ⁶	1.1918		3,714.897 ⁵

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

3.2 Site Preparation - 2020

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0746	0.0463	0.4857	1.3700e-003	0.1479	1.0400e-003	0.1489	0.0392	9.6000e-004	0.0402		135.9677	135.9677	3.6900e-003		136.0598
Total	0.0746	0.0463	0.4857	1.3700e-003	0.1479	1.0400e-003	0.1489	0.0392	9.6000e-004	0.0402		135.9677	135.9677	3.6900e-003		136.0598

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216	0.0000	3,685.1016	3,685.1016	1.1918		3,714.8975
Total	4.0765	42.4173	21.5136	0.0380	18.0663	2.1974	20.2637	9.9307	2.0216	11.9523	0.0000	3,685.1016	3,685.1016	1.1918		3,714.8975

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

3.2 Site Preparation - 2020

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0746	0.0463	0.4857	1.3700e-003	0.1479	1.0400e-003	0.1489	0.0392	9.6000e-004	0.0402		135.9677	135.9677	3.6900e-003		136.0598
Total	0.0746	0.0463	0.4857	1.3700e-003	0.1479	1.0400e-003	0.1489	0.0392	9.6000e-004	0.0402		135.9677	135.9677	3.6900e-003		136.0598

3.3 Grading - 2020

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					9.2169	0.0000	9.2169	3.6788	0.0000	3.6788			0.0000			0.0000
Off-Road	4.4501	50.1975	31.9583	0.0620		2.1739	2.1739		2.0000	2.0000		6,005.8653	6,005.8653	1.9424		6,054.4257
Total	4.4501	50.1975	31.9583	0.0620	9.2169	2.1739	11.3908	3.6788	2.0000	5.6788		6,005.8653	6,005.8653	1.9424		6,054.4257

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

3.3 Grading - 2020

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	3.5834	131.7397	30.1517	0.3597	18.7852	0.5560	19.3413	4.8495	0.5320	5.3814		39,337.9376	39,337.9376	3.8752		39,434.8167
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0828	0.0515	0.5397	1.5200e-003	0.1643	1.1600e-003	0.1655	0.0436	1.0700e-003	0.0447		151.0752	151.0752	4.0900e-003		151.1776
Total	3.6663	131.7912	30.6914	0.3612	18.9495	0.5572	19.5067	4.8930	0.5331	5.4261		39,489.0128	39,489.0128	3.8793		39,585.9942

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					9.2169	0.0000	9.2169	3.6788	0.0000	3.6788			0.0000			0.0000
Off-Road	4.4501	50.1975	31.9583	0.0620		2.1739	2.1739		2.0000	2.0000	0.0000	6,005.8653	6,005.8653	1.9424		6,054.4257
Total	4.4501	50.1975	31.9583	0.0620	9.2169	2.1739	11.3908	3.6788	2.0000	5.6788	0.0000	6,005.8653	6,005.8653	1.9424		6,054.4257

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

3.3 Grading - 2020

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	3.5834	131.7397	30.1517	0.3597	18.7852	0.5560	19.3413	4.8495	0.5320	5.3814		39,337.9376	39,337.9376	3.8752		39,434.8167
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0828	0.0515	0.5397	1.5200e-003	0.1643	1.1600e-003	0.1655	0.0436	1.0700e-003	0.0447		151.0752	151.0752	4.0900e-003		151.1776
Total	3.6663	131.7912	30.6914	0.3612	18.9495	0.5572	19.5067	4.8930	0.5331	5.4261		39,489.0128	39,489.0128	3.8793		39,585.9942

3.3 Grading - 2021

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					9.2169	0.0000	9.2169	3.6788	0.0000	3.6788			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	4.1912	46.3998	30.8785	0.0620	9.2169	1.9853	11.2022	3.6788	1.8265	5.5053		6,007.0434	6,007.0434	1.9428		6,055.6134

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

3.3 Grading - 2021

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	3.3887	120.4993	29.8827	0.3550	12.3664	0.4902	12.8565	3.2741	0.4690	3.7431		38,910.9292	38,910.9292	3.8116		39,006.2196
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0777	0.0464	0.4975	1.4700e-003	0.1643	1.1400e-003	0.1654	0.0436	1.0500e-003	0.0446		146.5363	146.5363	3.7300e-003		146.6294
Total	3.4664	120.5457	30.3802	0.3564	12.5307	0.4913	13.0220	3.3177	0.4700	3.7877		39,057.4655	39,057.4655	3.8154		39,152.8491

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					9.2169	0.0000	9.2169	3.6788	0.0000	3.6788			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	4.1912	46.3998	30.8785	0.0620	9.2169	1.9853	11.2022	3.6788	1.8265	5.5053	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

3.3 Grading - 2021

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Hauling	3.3887	120.4993	29.8827	0.3550	12.3664	0.4902	12.8565	3.2741	0.4690	3.7431		38,910.9292	38,910.9292	3.8116		39,006.2196
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0777	0.0464	0.4975	1.4700e-003	0.1643	1.1400e-003	0.1654	0.0436	1.0500e-003	0.0446		146.5363	146.5363	3.7300e-003		146.6294
Total	3.4664	120.5457	30.3802	0.3564	12.5307	0.4913	13.0220	3.3177	0.4700	3.7877		39,057.4655	39,057.4655	3.8154		39,152.8491

3.4 Underground Utilities - 2021

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Off-Road	1.1395	10.8158	9.7331	0.0130		0.7336	0.7336		0.6749	0.6749		1,255.6452	1,255.6452	0.4061		1,265.7977
Total	1.1395	10.8158	9.7331	0.0130		0.7336	0.7336		0.6749	0.6749		1,255.6452	1,255.6452	0.4061		1,265.7977

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

3.4 Underground Utilities - 2021

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0389	0.0232	0.2488	7.4000e-004	0.0822	5.7000e-004	0.0827	0.0218	5.2000e-004	0.0223		73.2682	73.2682	1.8600e-003		73.3147
Total	0.0389	0.0232	0.2488	7.4000e-004	0.0822	5.7000e-004	0.0827	0.0218	5.2000e-004	0.0223		73.2682	73.2682	1.8600e-003		73.3147

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.1395	10.8158	9.7331	0.0130		0.7336	0.7336		0.6749	0.6749	0.0000	1,255,645 ²	1,255,645 ²	0.4061		1,265,797 ⁷
Total	1.1395	10.8158	9.7331	0.0130		0.7336	0.7336		0.6749	0.6749	0.0000	1,255,645 ²	1,255,645 ²	0.4061		1,265,797 ⁷

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

3.4 Underground Utilities - 2021

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0389	0.0232	0.2488	7.4000e-004	0.0822	5.7000e-004	0.0827	0.0218	5.2000e-004	0.0223		73.2682	73.2682	1.8600e-003		73.3147
Total	0.0389	0.0232	0.2488	7.4000e-004	0.0822	5.7000e-004	0.0827	0.0218	5.2000e-004	0.0223		73.2682	73.2682	1.8600e-003		73.3147

3.5 Paving - 2021

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235		2,207.210 ⁹	2,207.210 ⁹	0.7139		2,225.057 ³
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235		2,207.210⁹	2,207.210⁹	0.7139		2,225.057³

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

3.5 Paving - 2021

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0583	0.0348	0.3731	1.1000e-003	0.1232	8.5000e-004	0.1241	0.0327	7.9000e-004	0.0335		109.9022	109.9022	2.7900e-003		109.9721
Total	0.0583	0.0348	0.3731	1.1000e-003	0.1232	8.5000e-004	0.1241	0.0327	7.9000e-004	0.0335		109.9022	109.9022	2.7900e-003		109.9721

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235	0.0000	2,207.210 ⁹	2,207.210 ⁹	0.7139		2,225.057 ³
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235	0.0000	2,207.210⁹	2,207.210⁹	0.7139		2,225.057³

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

3.5 Paving - 2021

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0583	0.0348	0.3731	1.1000e-003	0.1232	8.5000e-004	0.1241	0.0327	7.9000e-004	0.0335		109.9022	109.9022	2.7900e-003		109.9721
Total	0.0583	0.0348	0.3731	1.1000e-003	0.1232	8.5000e-004	0.1241	0.0327	7.9000e-004	0.0335		109.9022	109.9022	2.7900e-003		109.9721

3.6 Site Preparation - 2 - 2021

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.656 ⁹	3,685.656 ⁹	1.1920		3,715.457 ³
Total	3.8882	40.4971	21.1543	0.0380	18.0663	2.0445	20.1107	9.9307	1.8809	11.8116		3,685.656⁹	3,685.656⁹	1.1920		3,715.457³

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

3.6 Site Preparation - 2 - 2021

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0699	0.0417	0.4478	1.3200e-003	0.1479	1.0200e-003	0.1489	0.0392	9.4000e-004	0.0402		131.8827	131.8827	3.3500e-003		131.9665
Total	0.0699	0.0417	0.4478	1.3200e-003	0.1479	1.0200e-003	0.1489	0.0392	9.4000e-004	0.0402		131.8827	131.8827	3.3500e-003		131.9665

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	3.8882	40.4971	21.1543	0.0380	18.0663	2.0445	20.1107	9.9307	1.8809	11.8116	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

3.6 Site Preparation - 2 - 2021

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0699	0.0417	0.4478	1.3200e-003	0.1479	1.0200e-003	0.1489	0.0392	9.4000e-004	0.0402		131.8827	131.8827	3.3500e-003		131.9665
Total	0.0699	0.0417	0.4478	1.3200e-003	0.1479	1.0200e-003	0.1489	0.0392	9.4000e-004	0.0402		131.8827	131.8827	3.3500e-003		131.9665

3.7 Grading - 2 - 2022

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					9.2412	0.0000	9.2412	3.6825	0.0000	3.6825			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	9.2412	1.6349	10.8761	3.6825	1.5041	5.1866		6,011.4105	6,011.4105	1.9442		6,060.0158

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

3.7 Grading - 2 - 2022

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	3.3278	114.1929	31.1379	0.3651	8.8027	0.4359	9.2386	2.4103	0.4170	2.8273		40,114.5247	40,114.5247	3.9131		40,212.3514
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0732	0.0418	0.4594	1.4200e-003	0.1643	1.1100e-003	0.1654	0.0436	1.0200e-003	0.0446		141.1529	141.1529	3.3600e-003		141.2369
Total	3.4010	114.2348	31.5973	0.3665	8.9670	0.4370	9.4040	2.4539	0.4180	2.8719		40,255.6776	40,255.6776	3.9164		40,353.5883

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					9.2412	0.0000	9.2412	3.6825	0.0000	3.6825			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	9.2412	1.6349	10.8761	3.6825	1.5041	5.1866	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

3.7 Grading - 2 - 2022

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Hauling	3.3278	114.1929	31.1379	0.3651	8.8027	0.4359	9.2386	2.4103	0.4170	2.8273		40,114.5247	40,114.5247	3.9131		40,212.3514
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0732	0.0418	0.4594	1.4200e-003	0.1643	1.1100e-003	0.1654	0.0436	1.0200e-003	0.0446		141.1529	141.1529	3.3600e-003		141.2369
Total	3.4010	114.2348	31.5973	0.3665	8.9670	0.4370	9.4040	2.4539	0.4180	2.8719		40,255.6776	40,255.6776	3.9164		40,353.5883

3.8 Underground Utilities - 2 - 2022

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Off-Road	1.0571	10.1106	9.6738	0.0130		0.6592	0.6592		0.6064	0.6064		1,256.3768	1,256.3768	0.4063		1,266.5352
Total	1.0571	10.1106	9.6738	0.0130		0.6592	0.6592		0.6064	0.6064		1,256.3768	1,256.3768	0.4063		1,266.5352

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

3.8 Underground Utilities - 2 - 2022

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0366	0.0209	0.2297	7.1000e-004	0.0822	5.6000e-004	0.0827	0.0218	5.1000e-004	0.0223		70.5764	70.5764	1.6800e-003		70.6185
Total	0.0366	0.0209	0.2297	7.1000e-004	0.0822	5.6000e-004	0.0827	0.0218	5.1000e-004	0.0223		70.5764	70.5764	1.6800e-003		70.6185

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.0571	10.1106	9.6738	0.0130		0.6592	0.6592		0.6064	0.6064	0.0000	1,256.3768	1,256.3768	0.4063		1,266.5352
Total	1.0571	10.1106	9.6738	0.0130		0.6592	0.6592		0.6064	0.6064	0.0000	1,256.3768	1,256.3768	0.4063		1,266.5352

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

3.8 Underground Utilities - 2 - 2022

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0366	0.0209	0.2297	7.1000e-004	0.0822	5.6000e-004	0.0827	0.0218	5.1000e-004	0.0223		70.5764	70.5764	1.6800e-003		70.6185
Total	0.0366	0.0209	0.2297	7.1000e-004	0.0822	5.6000e-004	0.0827	0.0218	5.1000e-004	0.0223		70.5764	70.5764	1.6800e-003		70.6185

3.9 Paving - 2 - 2022

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.660 ³	2,207.660 ³	0.7140		2,225.510 ⁴
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.660 ³	2,207.660 ³	0.7140		2,225.510 ⁴

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

3.9 Paving - 2 - 2022

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0549	0.0314	0.3446	1.0600e-003	0.1232	8.3000e-004	0.1241	0.0327	7.7000e-004	0.0335		105.8647	105.8647	2.5200e-003		105.9277
Total	0.0549	0.0314	0.3446	1.0600e-003	0.1232	8.3000e-004	0.1241	0.0327	7.7000e-004	0.0335		105.8647	105.8647	2.5200e-003		105.9277

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225	0.0000	2,207.660 ³	2,207.660 ³	0.7140		2,225.510 ⁴
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225	0.0000	2,207.660³	2,207.660³	0.7140		2,225.510⁴

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

3.9 Paving - 2 - 2022

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0549	0.0314	0.3446	1.0600e-003	0.1232	8.3000e-004	0.1241	0.0327	7.7000e-004	0.0335		105.8647	105.8647	2.5200e-003		105.9277
Total	0.0549	0.0314	0.3446	1.0600e-003	0.1232	8.3000e-004	0.1241	0.0327	7.7000e-004	0.0335		105.8647	105.8647	2.5200e-003		105.9277

3.9 Paving - 2 - 2023

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

3.9 Paving - 2 - 2023

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0518	0.0283	0.3176	1.0200e-003	0.1232	8.1000e-004	0.1240	0.0327	7.5000e-004	0.0334		101.8111	101.8111	2.2700e-003		101.8678
Total	0.0518	0.0283	0.3176	1.0200e-003	0.1232	8.1000e-004	0.1240	0.0327	7.5000e-004	0.0334		101.8111	101.8111	2.2700e-003		101.8678

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

3.9 Paving - 2 - 2023

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Worker	0.0518	0.0283	0.3176	1.0200e-003	0.1232	8.1000e-004	0.1240	0.0327	7.5000e-004	0.0334	101.8111	101.8111	2.2700e-003			101.8678
Total	0.0518	0.0283	0.3176	1.0200e-003	0.1232	8.1000e-004	0.1240	0.0327	7.5000e-004	0.0334	101.8111	101.8111	2.2700e-003			101.8678

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated		Mitigated	
Land Use	Weekday	Saturday	Sunday	Annual VMT		Annual VMT	
User Defined Industrial	0.00	0.00	0.00				
Total	0.00	0.00	0.00				

4.3 Trip Type Information

	Miles					Trip %					Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted			Pass-by		
User Defined Industrial	9.50	7.30	7.30	0.00	0.00	0.00	0	0			0		

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Industrial	0.593330	0.040945	0.188012	0.107577	0.017981	0.006204	0.019981	0.018142	0.001176	0.001026	0.003857	0.000384	0.001386

5.0 Energy Detail

Historical Energy Use: N

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
NaturalGas	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Mitigated																
NaturalGas	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated																

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use kBTU/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day																
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day															
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Unmitigated	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Total	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Total	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004

7.0 Water Detail

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

Sakioka Farms Business Park TTM
Ventura County APCD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	1.00	User Defined Unit	430.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	31
Climate Zone	8			Operational Year	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

Project Characteristics -

Land Use - TTM size

Construction Phase - Schedule adjusted per first phase approximate timeline (appx 3.5 msf); phase after first phase assumed to begin after completion of first phase and take similar length of construction (appx 4.2 msf).

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - Trenchers and loaders assumed for undergrounding.

Off-road Equipment - Trenchers and loaders assumed for undergrounding.

Trips and VMT -

Grading -

Construction Off-road Equipment Mitigation -

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

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Table Name	Column Name	Default Value	New Value
tb\ConstrDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tb\ConstructionPhase	NumDays	300.00	65.00
tb\ConstructionPhase	NumDays	775.00	173.00
tb\ConstructionPhase	NumDays	550.00	65.00
tb\ConstructionPhase	NumDays	300.00	66.00
tb\ConstructionPhase	NumDays	775.00	173.00
tb\ConstructionPhase	NumDays	550.00	44.00
tb\Grading	MaterialImported	0.00	669,156.00
tb\Grading	MaterialImported	0.00	699,155.00
tb\LandUse	LotAcreage	0.00	430.00
tb\OffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tb\OffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tb\OffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tb\OffRoadEquipment	PhaseName		Underground Utilities
tb\OffRoadEquipment	PhaseName		Underground Utilities - 2
tb\OffRoadEquipment	PhaseName		Underground Utilities
tb\OffRoadEquipment	PhaseName		Underground Utilities - 2

2.0 Emissions Summary

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

Year	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO _{2e}
	lb/day										lb/day					
2020	12.2674	224.4523	84.6490	0.4626	46.3805	4.9296	51.3101	18.5417	4.5556	23.0974	0.0000	49,315.9473	49,315.9473	7.0172	0.0000	49,491.3772
2021	10.1498	190.7383	86.2669	0.4561	21.9529	3.8894	25.8423	9.9699	3.5962	11.8517	0.0000	48,710.5354	48,710.5354	6.8828	0.0000	48,882.6043
2022	7.0258	153.0782	60.6388	0.4286	18.2082	2.0719	20.2801	6.1364	1.9221	8.0585	0.0000	46,267.0881	46,267.0881	5.8606	0.0000	46,413.6042
2023	1.0845	10.2200	14.9018	0.0238	0.1232	0.5110	0.6342	0.0327	0.4701	0.5028	0.0000	2,309.3953	2,309.3953	0.7163	0.0000	2,327.3014
Maximum	12.2674	224.4523	86.2669	0.4626	46.3805	4.9296	51.3101	18.5417	4.5556	23.0974	0.0000	49,315.9473	49,315.9473	7.0172	0.0000	49,491.3772

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

Year	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
2020	12.2674	224.4523	84.6490	0.4626	31.3748	4.9296	36.3043	11.0565	4.5556	15.6121	0.0000	49,315.9473	49,315.9473	7.0172	0.0000	49,491.3772
2021	10.1498	190.7383	86.2669	0.4561	16.8836	3.8894	20.7730	5.0276	3.5962	8.6238	0.0000	48,710.5354	48,710.5354	6.8828	0.0000	48,882.6042
2022	7.0258	153.0782	60.6388	0.4286	13.1255	2.0719	15.1974	4.1110	1.9221	6.0331	0.0000	46,267.0881	46,267.0881	5.8606	0.0000	46,413.6042
2023	1.0845	10.2200	14.9018	0.0238	0.1232	0.5110	0.6342	0.0327	0.4701	0.5028	0.0000	2,309.3953	2,309.3953	0.7163	0.0000	2,327.3014
Maximum	12.2674	224.4523	86.2669	0.4626	31.3748	4.9296	36.3043	11.0565	4.5556	15.6121	0.0000	49,315.9473	49,315.9473	7.0172	0.0000	49,491.3772
Percent Reduction	0.00	0.00	0.00	0.00	29.03	0.00	25.65	41.67	0.00	29.28	0.00	0.00	0.00	0.00	0.00	0.00

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

2.2 Overall Operational

Unmitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Area	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	1.0000e-005	0.0000	1.0000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000	0.0000	2.3000e-004

Mitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Area	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	1.0000e-005	0.0000	1.0000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000	0.0000	2.3000e-004

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	8/1/2020	10/30/2020	5	65	
2	Grading	Grading	10/1/2020	5/31/2021	5	173	
3	Underground Utilities	Trenching	1/1/2021	5/31/2021	5	107	
4	Paving	Paving	4/1/2021	6/30/2021	5	65	
5	Site Preparation - 2	Site Preparation	10/1/2021	12/31/2021	5	66	
6	Grading - 2	Grading	1/1/2022	8/31/2022	5	173	
7	Underground Utilities - 2	Trenching	9/1/2022	11/30/2022	5	65	
8	Paving - 2	Paving	12/1/2022	1/31/2023	5	44	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 432.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Underground Utilities	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Underground Utilities	Trenchers	2	8.00	78	0.50
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Site Preparation - 2	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation - 2	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading - 2	Excavators	2	8.00	158	0.38
Grading - 2	Graders	1	8.00	187	0.41
Grading - 2	Rubber Tired Dozers	1	8.00	247	0.40
Grading - 2	Scrapers	2	8.00	367	0.48
Grading - 2	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Underground Utilities - 2	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Underground Utilities - 2	Trenchers	2	8.00	78	0.50
Paving - 2	Pavers	2	8.00	130	0.42
Paving - 2	Paving Equipment	2	8.00	132	0.36
Paving - 2	Rollers	2	8.00	80	0.38

Trips and VMT

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	83,645.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Underground Utilities	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation - 2	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading - 2	8	20.00	0.00	87,394.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Underground Utilities - 2	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving - 2	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2020

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216		3,685,101 ⁶	3,685,101 ⁶	1,1918		3,714,897 ⁵
Total	4.0765	42.4173	21.5136	0.0380	18.0663	2.1974	20.2637	9.9307	2.0216	11.9523		3,685,101 ⁶	3,685,101 ⁶	1,1918		3,714,897 ⁵

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

3.2 Site Preparation - 2020

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0746	0.0463	0.4857	1.3700e-003	0.1479	1.0400e-003	0.1489	0.0392	9.6000e-004	0.0402		135.9677	135.9677	3.6900e-003		136.0598
Total	0.0746	0.0463	0.4857	1.3700e-003	0.1479	1.0400e-003	0.1489	0.0392	9.6000e-004	0.0402		135.9677	135.9677	3.6900e-003		136.0598

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					8.1298	0.0000	8.1298	4.4688	0.0000	4.4688			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216	0.0000	3.685.1016	3.685.1016	1.1918		3,714.8975
Total	4.0765	42.4173	21.5136	0.0380	8.1298	2.1974	10.3272	4.4688	2.0216	6.4904	0.0000	3,685.1016	3,685.1016	1.1918		3,714.8975

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

3.2 Site Preparation - 2020

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0746	0.0463	0.4857	1.3700e-003	0.1479	1.0400e-003	0.1489	0.0392	9.6000e-004	0.0402		135.9677	135.9677	3.6900e-003		136.0598
Total	0.0746	0.0463	0.4857	1.3700e-003	0.1479	1.0400e-003	0.1489	0.0392	9.6000e-004	0.0402		135.9677	135.9677	3.6900e-003		136.0598

3.3 Grading - 2020

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Fugitive Dust					9.2169	0.0000	9.2169	3.6788	0.0000	3.6788			0.0000			0.0000
Off-Road	4.4501	50.1975	31.9583	0.0620		2.1739	2.1739		2.0000	2.0000		6,005.8653	6,005.8653	1.9424		6,054.4257
Total	4.4501	50.1975	31.9583	0.0620	9.2169	2.1739	11.3908	3.6788	2.0000	5.6788		6,005.8653	6,005.8653	1.9424		6,054.4257

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

3.3 Grading - 2020

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	3.5834	131.7397	30.1517	0.3597	18.7852	0.5560	19.3413	4.8495	0.5320	5.3814		39,337.9376	39,337.9376	3.8752		39,434.8167
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0828	0.0515	0.5397	1.5200e-003	0.1643	1.1600e-003	0.1655	0.0436	1.0700e-003	0.0447		151.0752	151.0752	4.0900e-003		151.1776
Total	3.6663	131.7912	30.6914	0.3612	18.9495	0.5572	19.5067	4.8930	0.5331	5.4261		39,489.0128	39,489.0128	3.8793		39,585.9942

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Fugitive Dust					4.1476	0.0000	4.1476	1.6555	0.0000	1.6555			0.0000			0.0000
Off-Road	4.4501	50.1975	31.9583	0.0620		2.1739	2.1739		2.0000	2.0000	0.0000	6,005.8653	6,005.8653	1.9424		6,054.4257
Total	4.4501	50.1975	31.9583	0.0620	4.1476	2.1739	6.3215	1.6555	2.0000	3.6555	0.0000	6,005.8653	6,005.8653	1.9424		6,054.4257

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

3.3 Grading - 2020

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	3.5834	131.7397	30.1517	0.3597	18.7852	0.5560	19.3413	4.8495	0.5320	5.3814		39,337.9376	39,337.9376	3.8752		39,434.8167
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0828	0.0515	0.5397	1.5200e-003	0.1643	1.1600e-003	0.1655	0.0436	1.0700e-003	0.0447		151.0752	151.0752	4.0900e-003		151.1776
Total	3.6663	131.7912	30.6914	0.3612	18.9495	0.5572	19.5067	4.8930	0.5331	5.4261		39,489.0128	39,489.0128	3.8793		39,585.9942

3.3 Grading - 2021

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					9.2169	0.0000	9.2169	3.6788	0.0000	3.6788			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	4.1912	46.3998	30.8785	0.0620	9.2169	1.9853	11.2022	3.6788	1.8265	5.5053		6,007.0434	6,007.0434	1.9428		6,055.6134

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

3.3 Grading - 2021

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	3.3887	120.4993	29.8827	0.3550	12.3664	0.4902	12.8565	3.2741	0.4690	3.7431		38,910.9292	38,910.9292	3.8116		39,006.2196
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0777	0.0464	0.4975	1.4700e-003	0.1643	1.1400e-003	0.1654	0.0436	1.0500e-003	0.0446		146.5363	146.5363	3.7300e-003		146.6294
Total	3.4664	120.5457	30.3802	0.3564	12.5307	0.4913	13.0220	3.3177	0.4700	3.7877		39,057.4655	39,057.4655	3.8154		39,152.8491

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					4.1476	0.0000	4.1476	1.6555	0.0000	1.6555			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	4.1912	46.3998	30.8785	0.0620	4.1476	1.9853	6.1329	1.6555	1.8265	3.4820	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

3.3 Grading - 2021

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Hauling	3.3887	120.4993	29.8827	0.3550	12.3664	0.4902	12.8565	3.2741	0.4690	3.7431		38,910.9292	38,910.9292	3.8116		39,006.2196
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0777	0.0464	0.4975	1.4700e-003	0.1643	1.1400e-003	0.1654	0.0436	1.0500e-003	0.0446		146.5363	146.5363	3.7300e-003		146.6294
Total	3.4664	120.5457	30.3802	0.3564	12.5307	0.4913	13.0220	3.3177	0.4700	3.7877		39,057.4655	39,057.4655	3.8154		39,152.8491

3.4 Underground Utilities - 2021

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Off-Road	1.1395	10.8158	9.7331	0.0130		0.7336	0.7336		0.6749	0.6749		1,255.6452	1,255.6452	0.4061		1,265.7977
Total	1.1395	10.8158	9.7331	0.0130		0.7336	0.7336		0.6749	0.6749		1,255.6452	1,255.6452	0.4061		1,265.7977

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

3.4 Underground Utilities - 2021

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0389	0.0232	0.2488	7.4000e-004	0.0822	5.7000e-004	0.0827	0.0218	5.2000e-004	0.0223		73.2682	73.2682	1.8600e-003		73.3147
Total	0.0389	0.0232	0.2488	7.4000e-004	0.0822	5.7000e-004	0.0827	0.0218	5.2000e-004	0.0223		73.2682	73.2682	1.8600e-003		73.3147

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.1395	10.8158	9.7331	0.0130		0.7336	0.7336		0.6749	0.6749	0.0000	1,255,645 ²	1,255,645 ²	0.4061		1,265,797 ⁷
Total	1.1395	10.8158	9.7331	0.0130		0.7336	0.7336		0.6749	0.6749	0.0000	1,255,645 ²	1,255,645 ²	0.4061		1,265,797 ⁷

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

3.4 Underground Utilities - 2021

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0389	0.0232	0.2488	7.4000e-004	0.0822	5.7000e-004	0.0827	0.0218	5.2000e-004	0.0223		73.2682	73.2682	1.8600e-003		73.3147
Total	0.0389	0.0232	0.2488	7.4000e-004	0.0822	5.7000e-004	0.0827	0.0218	5.2000e-004	0.0223		73.2682	73.2682	1.8600e-003		73.3147

3.5 Paving - 2021

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235		2,207.210 ⁹	2,207.210 ⁹	0.7139		2,225.057 ³
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235		2,207.210 ⁹	2,207.210 ⁹	0.7139		2,225.057 ³

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

3.5 Paving - 2021

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0583	0.0348	0.3731	1.1000e-003	0.1232	8.5000e-004	0.1241	0.0327	7.9000e-004	0.0335		109.9022	109.9022	2.7900e-003		109.9721
Total	0.0583	0.0348	0.3731	1.1000e-003	0.1232	8.5000e-004	0.1241	0.0327	7.9000e-004	0.0335		109.9022	109.9022	2.7900e-003		109.9721

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235	0.0000	2,207.210 ⁹	2,207.210 ⁹	0.7139		2,225.057 ³
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235	0.0000	2,207.210⁹	2,207.210⁹	0.7139		2,225.057³

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

3.5 Paving - 2021

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0583	0.0348	0.3731	1.1000e-003	0.1232	8.5000e-004	0.1241	0.0327	7.9000e-004	0.0335		109.9022	109.9022	2.7900e-003		109.9721
Total	0.0583	0.0348	0.3731	1.1000e-003	0.1232	8.5000e-004	0.1241	0.0327	7.9000e-004	0.0335		109.9022	109.9022	2.7900e-003		109.9721

3.6 Site Preparation - 2 - 2021

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	3.8882	40.4971	21.1543	0.0380	18.0663	2.0445	20.1107	9.9307	1.8809	11.8116		3,685.6569	3,685.6569	1.1920		3,715.4573

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

3.6 Site Preparation - 2 - 2021

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0699	0.0417	0.4478	1.3200e-003	0.1479	1.0200e-003	0.1489	0.0392	9.4000e-004	0.0402		131.8827	131.8827	3.3500e-003		131.9665
Total	0.0699	0.0417	0.4478	1.3200e-003	0.1479	1.0200e-003	0.1489	0.0392	9.4000e-004	0.0402		131.8827	131.8827	3.3500e-003		131.9665

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Fugitive Dust					8.1298	0.0000	8.1298	4.4688	0.0000	4.4688			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.656 ⁹	3,685.656 ⁹	1.1920		3,715.457 ³
Total	3.8882	40.4971	21.1543	0.0380	8.1298	2.0445	10.1743	4.4688	1.8809	6.3497	0.0000	3,685.656 ⁹	3,685.656 ⁹	1.1920		3,715.457 ³

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

3.6 Site Preparation - 2 - 2021

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0699	0.0417	0.4478	1.3200e-003	0.1479	1.0200e-003	0.1489	0.0392	9.4000e-004	0.0402		131.8827	131.8827	3.3500e-003		131.9665
Total	0.0699	0.0417	0.4478	1.3200e-003	0.1479	1.0200e-003	0.1489	0.0392	9.4000e-004	0.0402		131.8827	131.8827	3.3500e-003		131.9665

3.7 Grading - 2 - 2022

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Fugitive Dust					9.2412	0.0000	9.2412	3.6825	0.0000	3.6825			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	9.2412	1.6349	10.8761	3.6825	1.5041	5.1866		6,011.4105	6,011.4105	1.9442		6,060.0158

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

3.7 Grading - 2 - 2022

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	3.3278	114.1929	31.1379	0.3651	8.8027	0.4359	9.2386	2.4103	0.4170	2.8273		40,114.5247	40,114.5247	3.9131		40,212.3514
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0732	0.0418	0.4594	1.4200e-003	0.1643	1.1100e-003	0.1654	0.0436	1.0200e-003	0.0446		141.1529	141.1529	3.3600e-003		141.2369
Total	3.4010	114.2348	31.5973	0.3665	8.9670	0.4370	9.4040	2.4539	0.4180	2.8719		40,255.6776	40,255.6776	3.9164		40,353.5883

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					4.1586	0.0000	4.1586	1.6571	0.0000	1.6571			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	4.1586	1.6349	5.7934	1.6571	1.5041	3.1612	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

3.7 Grading - 2 - 2022

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	3.3278	114.1929	31.1379	0.3651	8.8027	0.4359	9.2386	2.4103	0.4170	2.8273		40,114.5247	40,114.5247	3.9131		40,212.3514
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0732	0.0418	0.4594	1.4200e-003	0.1643	1.1100e-003	0.1654	0.0436	1.0200e-003	0.0446		141.1529	141.1529	3.3600e-003		141.2369
Total	3.4010	114.2348	31.5973	0.3665	8.9670	0.4370	9.4040	2.4539	0.4180	2.8719		40,255.6776	40,255.6776	3.9164		40,353.5883

3.8 Underground Utilities - 2 - 2022

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.0571	10.1106	9.6738	0.0130		0.6592	0.6592		0.6064	0.6064		1,256.3768	1,256.3768	0.4063		1,266.5352
Total	1.0571	10.1106	9.6738	0.0130		0.6592	0.6592		0.6064	0.6064		1,256.3768	1,256.3768	0.4063		1,266.5352

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

3.8 Underground Utilities - 2 - 2022

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0366	0.0209	0.2297	7.1000e-004	0.0822	5.6000e-004	0.0827	0.0218	5.1000e-004	0.0223		70.5764	70.5764	1.6800e-003		70.6185
Total	0.0366	0.0209	0.2297	7.1000e-004	0.0822	5.6000e-004	0.0827	0.0218	5.1000e-004	0.0223		70.5764	70.5764	1.6800e-003		70.6185

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.0571	10.1106	9.6738	0.0130		0.6592	0.6592		0.6064	0.6064	0.0000	1,256.3768	1,256.3768	0.4063		1,266.5352
Total	1.0571	10.1106	9.6738	0.0130		0.6592	0.6592		0.6064	0.6064	0.0000	1,256.3768	1,256.3768	0.4063		1,266.5352

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

3.8 Underground Utilities - 2 - 2022

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0366	0.0209	0.2297	7.1000e-004	0.0822	5.6000e-004	0.0827	0.0218	5.1000e-004	0.0223		70.5764	70.5764	1.6800e-003		70.6185
Total	0.0366	0.0209	0.2297	7.1000e-004	0.0822	5.6000e-004	0.0827	0.0218	5.1000e-004	0.0223		70.5764	70.5764	1.6800e-003		70.6185

3.9 Paving - 2 - 2022

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.660 ³	2,207.660 ³	0.7140		2,225.510 ⁴
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.660 ³	2,207.660 ³	0.7140		2,225.510 ⁴

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

3.9 Paving - 2 - 2022

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0549	0.0314	0.3446	1.0600e-003	0.1232	8.3000e-004	0.1241	0.0327	7.7000e-004	0.0335		105.8647	105.8647	2.5200e-003		105.9277
Total	0.0549	0.0314	0.3446	1.0600e-003	0.1232	8.3000e-004	0.1241	0.0327	7.7000e-004	0.0335		105.8647	105.8647	2.5200e-003		105.9277

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225	0.0000	2,207.660 ³	2,207.660 ³	0.7140		2,225.510 ⁴
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225	0.0000	2,207.660³	2,207.660³	0.7140		2,225.510⁴

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

3.9 Paving - 2 - 2022

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0549	0.0314	0.3446	1.0600e-003	0.1232	8.3000e-004	0.1241	0.0327	7.7000e-004	0.0335		105.8647	105.8647	2.5200e-003		105.9277
Total	0.0549	0.0314	0.3446	1.0600e-003	0.1232	8.3000e-004	0.1241	0.0327	7.7000e-004	0.0335		105.8647	105.8647	2.5200e-003		105.9277

3.9 Paving - 2 - 2023

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

3.9 Paving - 2 - 2023

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0518	0.0283	0.3176	1.0200e-003	0.1232	8.1000e-004	0.1240	0.0327	7.5000e-004	0.0334		101.8111	101.8111	2.2700e-003		101.8678
Total	0.0518	0.0283	0.3176	1.0200e-003	0.1232	8.1000e-004	0.1240	0.0327	7.5000e-004	0.0334		101.8111	101.8111	2.2700e-003		101.8678

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

3.9 Paving - 2 - 2023

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Worker	0.0518	0.0283	0.3176	1.0200e-003	0.1232	8.1000e-004	0.1240	0.0327	7.5000e-004	0.0334	101.8111	101.8111	101.8111	2.2700e-003		101.8678
Total	0.0518	0.0283	0.3176	1.0200e-003	0.1232	8.1000e-004	0.1240	0.0327	7.5000e-004	0.0334		101.8111	101.8111	2.2700e-003		101.8678

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated		Mitigated	
Land Use	Weekday	Saturday	Sunday	Annual VMT		Annual VMT	
User Defined Industrial	0.00	0.00	0.00				
Total	0.00	0.00	0.00				

4.3 Trip Type Information

	Miles					Trip %					Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted			Pass-by		
User Defined Industrial	9.50	7.30	7.30	0.00	0.00	0.00	0	0			0		

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Industrial	0.593330	0.040945	0.188012	0.107577	0.017981	0.006204	0.019981	0.018142	0.001176	0.001026	0.003857	0.000384	0.001386

5.0 Energy Detail

Historical Energy Use: N

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
NaturalGas	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mitigated																
NaturalGas	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated																

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use kBTU/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																	
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day															
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	2.2000e-004	2.2000e-004	0.0000			2.3000e-004
Unmitigated	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	2.2000e-004	2.2000e-004	0.0000			2.3000e-004

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Total	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Total	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004

7.0 Water Detail

Sakioka Farms Business Park TTM - Ventura County APCD Air District, Winter

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

Sakioka Farms Business Park, Tentative Tract Map Checklist for Consistency Evaluation



Appendix B10

Biological Resources Windshield Survey Results Memorandum



Memorandum

Date: April 22, 2020

For: Project File

From: Adelina Munoz, GPA Senior Biologist

Subject: Sakioka Farms Business Park, Tentative Tract Map – Biological Windshield Survey Results

A biological windshield survey was conducted on March 9, 2020. The survey was intended to assess the presence of sensitive status species and habitats and to determine if existing conditions are consistent with the biological surveys completed on April 12, 2007 and June 2009.

Date of Survey:

- March 9, 2020

Biological Surveyors:

- Adelina Munoz, GPA Senior Biologist; and
- Hannah Hart, GPA Biologist

Survey Methods

Prior to conducting the biological windshield survey, available literature was reviewed to identify any special-status plants, wildlife, critical habitat, and/or sensitive habitats previously recorded within or near the Project site. Sources used to identify whether new special-status species and/or habitats have been recorded in or near the Project site include the following:

- California Natural Diversity Database (CNDDDB) for the Oxnard 7.5-minute series topographic quadrangles (**Appendix A**);
- California Native Plant Society (CNPS) Online Inventory of Rare and Endangered Plants; (**Appendix A**);
- National Marine Fisheries Service (NMFS) California Species List Tool; (**Appendix A**);
- United States Fish and Wildlife Service (USFWS) Information for Planning and Conservation Database (**Appendix A**); and
- USFWS National Wetlands Inventory for the Project site.

GPA biologists Adelina Munoz and Hannah Hart conducted a windshield survey on March 9, 2020 between 2:45 PM and 4:00 PM. Permission to access property was not granted at the time of the survey; therefore, surveys were conducted from the edges of the property and surveyors did not walk the property. Weather conditions were cloudy, with a breeze with an average temperature of 63 degrees Fahrenheit. Representative photographs of the Project site were taken during the survey and are included in **Appendix B**.

Survey Results

The Project site is a combination of fallow and active agricultural fields for strawberries and other seasonal

crops. There are landscaped areas adjacent to the agricultural fields within road medians and adjacent properties. There are no trees within the Project site at the time of the survey. Two drainages were visible from the edges of the property. The Project site does not contain suitable habitat for the special-status plants and wildlife. The Project site does provide habitat for nesting birds and drainages that convey water for the agricultural purposes.

Consistency Determination

Based on geographical location, there is potential for 16 special-status plant and wildlife species to be in the Project site. Based on habitat requirements and windshield survey results, it was determined that there is no potential for any of these special-status plant and wildlife species to be within the Project site. In addition, the Project site is not subject to any conservation plan or natural community conservation plan. Therefore, impacts on biological resources were already accounted for in the Specific Plan Environmental Impact Report (EIR) and no further technical studies or environmental documentation is required.

The Sakioka Farms Specific Plan EIR included measure E-5, which required that a qualified biologist determine the presence or absence of monarch butterfly with eucalyptus trees. Based on the March 20, 2020, windshield survey, it appears these eucalyptus trees have been removed from the Project site and this measure is no longer applicable.

A Delineation of State and Federal Jurisdictional Waters was prepared in March 2009 (RBF Consulting, 2009). The delineation report stated that the following permits will be required prior to commencement of any construction activities within the delineated jurisdiction areas: U.S. Army Corps of Engineers (USACE) Section 404 Nationwide Permit or Individual Permit, Regional Water Quality Control Board (RWQCB) Section 401 Water Quality Certification, and California Department of Fish and Wildlife (CDFW) Streambed Alteration Agreement. It is unknown whether USACE has approved the delineation that was prepared in 2009. The delineation report estimates that the Project site includes approximately 1.14 acres of USACE jurisdictional waters of the U.S. and RWQCB jurisdictional waters of the state and 3.16 acres of CDFW jurisdictional drainages (streambeds) and associated vegetation. Since the delineation was prepared more than five years ago, a more up-to-date jurisdictional delineation is required for the Project site prior to permitting.

References

RBF Consulting. (2009). Sakioka Farms Business Park. City of Oxnard, California. Delineation of State and Federal Jurisdictional Waters.

Attachment A

Species lists



Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database



Query Criteria: Quad> IS <(Oxnard (3411922))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Anniella stebbinsi southern California legless lizard	ARACC01060	None	None	G3	S3	SSC
Astragalus pycnostachyus var. lanosissimus Ventura Marsh milk-vetch	PDFAB0F7B1	Endangered	Endangered	G2T1	S1	1B.1
Athene cunicularia burrowing owl	ABNSB10010	None	None	G4	S3	SSC
Atriplex serenana var. davidsonii Davidson's saltscale	PDCHE041T1	None	None	G5T1	S1	1B.2
Bombus crotchii Crotch bumble bee	IIHYM24480	None	Candidate Endangered	G3G4	S1S2	
Catostomus santaanae Santa Ana sucker	AFCJC02190	Threatened	None	G1	S1	
Charadrius alexandrinus nivosus western snowy plover	ABNNB03031	Threatened	None	G3T3	S2S3	SSC
Chloropyron maritimum ssp. maritimum salt marsh bird's-beak	PDSCR0J0C2	Endangered	Endangered	G4?T1	S1	1B.2
Cicindela hirticollis gravida sandy beach tiger beetle	IICOL02101	None	None	G5T2	S2	
Coastal and Valley Freshwater Marsh Coastal and Valley Freshwater Marsh	CTT52410CA	None	None	G3	S2.1	
Coccyzus americanus occidentalis western yellow-billed cuckoo	ABNRB02022	Threatened	Endangered	G5T2T3	S1	
Coelus globosus globose dune beetle	IICOL4A010	None	None	G1G2	S1S2	
Danaus plexippus pop. 1 monarch - California overwintering population	IILEPP2012	None	None	G4T2T3	S2S3	
Emys marmorata western pond turtle	ARAAD02030	None	None	G3G4	S3	SSC
Eucyclogobius newberryi tidewater goby	AFCQN04010	Endangered	None	G3	S3	SSC
Falco peregrinus anatum American peregrine falcon	ABNKD06071	Delisted	Delisted	G4T4	S3S4	FP
Lasthenia glabrata ssp. coulteri Coulter's goldfields	PDAST5L0A1	None	None	G4T2	S2	1B.1
Laterallus jamaicensis coturniculus California black rail	ABNME03041	None	Threatened	G3G4T1	S1	FP
Malacothrix similis Mexican malacothrix	PDAST660D0	None	None	G2G3	SH	2A
Passerculus sandwichensis beldingi Belding's savannah sparrow	ABPBX99015	None	Endangered	G5T3	S3	



Selected Elements by Scientific Name
California Department of Fish and Wildlife
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Phrynosoma blainvillii</i> coast horned lizard	ARACF12100	None	None	G3G4	S3S4	SSC
<i>Pseudognaphalium leucocephalum</i> white rabbit-tobacco	PDAST440C0	None	None	G4	S2	2B.2
<i>Riparia riparia</i> bank swallow	ABPAU08010	None	Threatened	G5	S2	
<i>Setophaga petechia</i> yellow warbler	ABPBX03010	None	None	G5	S3S4	SSC
<i>Southern Coastal Salt Marsh</i> Southern Coastal Salt Marsh	CTT52120CA	None	None	G2	S2.1	
<i>Southern Riparian Scrub</i> Southern Riparian Scrub	CTT63300CA	None	None	G3	S3.2	
<i>Sternula antillarum browni</i> California least tern	ABNNM08103	Endangered	Endangered	G4T2T3Q	S2	FP
<i>Tryonia imitator</i> mimic tryonia (=California brackishwater snail)	IMGASJ7040	None	None	G2	S2	
<i>Vireo bellii pusillus</i> least Bell's vireo	ABPBW01114	Endangered	Endangered	G5T2	S2	

Record Count: 29



Inventory of Rare and Endangered Plants

*The database used to provide updates to the Online Inventory is under construction. [View updates and changes made since May 2019 here.](#)

Packet Page 306

Plant List

11 matches found. [Click on scientific name for details](#)

Search Criteria

Found in Quad 3411922

[Modify Search Criteria](#) [Export to Excel](#) [Modify Columns](#) [Modify Sort](#) [Display Photos](#)

Scientific Name	Common Name	Family	Lifeform	Blooming Period	CA Rare Plant Rank	State Rank	Global Rank
Abronia villosa var. aurita	chaparral sand-verbena	Nyctaginaceae	annual herb	(Jan)Mar-Sep	1B.1	S2	G5T2?
Astragalus pycnostachyus var. lanosissimus	Ventura marsh milk-vetch	Fabaceae	perennial herb	(Jun)Aug-Oct	1B.1	S1	G2T1
Atriplex serenana var. davidsonii	Davidson's saltscare	Chenopodiaceae	annual herb	Apr-Oct	1B.2	S1	G5T1
Chloropyron maritimum ssp. maritimum	salt marsh bird's-beak	Orobanchaceae	annual herb (hemiparasitic)	May-Oct(Nov)	1B.2	S1	G4?T1
Heterotheca sessiliflora ssp. sessiliflora	beach goldenaster	Asteraceae	perennial herb	Mar-Dec	1B.1	S1	G4T2T3
Juncus acutus ssp. leopoldii	southwestern spiny rush	Juncaceae	perennial rhizomatous herb	(Mar)May-Jun	4.2	S4	G5T5
Lasthenia glabrata ssp. coulteri	Coulter's goldfields	Asteraceae	annual herb	Feb-Jun	1B.1	S2	G4T2
Malacothrix similis	Mexican malacothrix	Asteraceae	annual herb	Apr-May	2A	SH	G2G3
Phacelia ramosissima var. australioralis	south coast branching phacelia	Hydrophyllaceae	perennial herb	Mar-Aug	3.2	S3	G5?T3Q
Pseudognaphalium leucocephalum	white rabbit-tobacco	Asteraceae	perennial herb	(Jul)Aug-Nov(Dec)	2B.2	S2	G4
Suaeda taxifolia	wooly seabite	Chenopodiaceae	perennial evergreen shrub	Jan-Dec	4.2	S4	G4

Suggested Citation

California Native Plant Society. 2020. Inventory of Rare and Endangered Plants of California (online edition, v8-03 0.39). Website <http://www.rareplants.cnps.org> [accessed 11 March 2020].

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rareplants@cnps.org

Oxnard: SAK TTM Project: 03112020

Quad Name **Oxnard**

Quad Number **34119-B2**

ESA Anadromous Fish

SONCC Coho ESU (T) -
 CCC Coho ESU (E) -
 CC Chinook Salmon ESU (T) -
 CVSR Chinook Salmon ESU (T) -
 SRWR Chinook Salmon ESU (E) -
 NC Steelhead DPS (T) -
 CCC Steelhead DPS (T) -
 SCCC Steelhead DPS (T) -
 SC Steelhead DPS (E) - **X**
 CCV Steelhead DPS (T) -
 Eulachon (T) -
 sDPS Green Sturgeon (T) - **X**

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -
 CCC Coho Critical Habitat -
 CC Chinook Salmon Critical Habitat -
 CVSR Chinook Salmon Critical Habitat -
 SRWR Chinook Salmon Critical Habitat -
 NC Steelhead Critical Habitat -
 CCC Steelhead Critical Habitat -
 SCCC Steelhead Critical Habitat -
 SC Steelhead Critical Habitat - **X**
 CCV Steelhead Critical Habitat -
 Eulachon Critical Habitat -
 sDPS Green Sturgeon Critical Habitat -

ESA Marine Invertebrates

Range Black Abalone (E) - **X**

Range White Abalone (E) - **X**

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) - **X**

Olive Ridley Sea Turtle (T/E) - **X**

Leatherback Sea Turtle (E) - **X**

North Pacific Loggerhead Sea Turtle (E) - **X**

ESA Whales

Blue Whale (E) - **X**

Fin Whale (E) - **X**

Humpback Whale (E) - **X**

Southern Resident Killer Whale (E) - **X**

North Pacific Right Whale (E) - **X**

Sei Whale (E) - **X**

Sperm Whale (E) - **X**

ESA Pinnipeds

Guadalupe Fur Seal (T) - **X**

Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH -

Chinook Salmon EFH -

Groundfish EFH - **X**

Coastal Pelagics EFH - **X**

Highly Migratory Species EFH - **X**

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds

**See list at left and consult the NMFS Long Beach office
562-980-4000**

MMPA Cetaceans - **X**

MMPA Pinnipeds - **X**



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Ventura Fish And Wildlife Office
2493 Portola Road, Suite B
Ventura, CA 93003-7726
Phone: (805) 644-1766 Fax: (805) 644-3958



In Reply Refer To:

March 10, 2020

Consultation Code: 08EVEN00-2020-SLI-0302

Event Code: 08EVEN00-2020-E-00609

Project Name: Oxnard SAK TTM

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed list identifies species listed as threatened and endangered, species proposed for listing as threatened or endangered, designated and proposed critical habitat, and species that are candidates for listing that may occur within the boundary of the area you have indicated using the U.S. Fish and Wildlife Service's (Service) Information Planning and Conservation System (IPaC). The species list fulfills the requirements under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.). Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the species list should be verified after 90 days. We recommend that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists following the same process you used to receive the enclosed list. Please include the Consultation Tracking Number in the header of this letter with any correspondence about the species list.

Due to staff shortages and excessive workload, we are unable to provide an official list more specific to your area. Numerous other sources of information are available for you to narrow the list to the habitats and conditions of the site in which you are interested. For example, we recommend conducting a biological site assessment or surveys for plants and animals that could help refine the list.

If a Federal agency is involved in the project, that agency has the responsibility to review its proposed activities and determine whether any listed species may be affected. If the project is a major construction project*, the Federal agency has the responsibility to prepare a biological assessment to make a determination of the effects of the action on the listed species or critical habitat. If the Federal agency determines that a listed species or critical habitat is likely to be adversely affected, it should request, in writing through our office, formal consultation pursuant to section 7 of the Act. Informal consultation may be used to exchange information and resolve conflicts with respect to threatened or endangered species or their critical habitat prior to a

written request for formal consultation. During this review process, the Federal agency may engage in planning efforts but may not make any irreversible commitment of resources. Such a commitment could constitute a violation of section 7(d) of the Act.

Federal agencies are required to confer with the Service, pursuant to section 7(a)(4) of the Act, when an agency action is likely to jeopardize the continued existence of any proposed species or result in the destruction or adverse modification of proposed critical habitat (50 CFR 402.10(a)). A request for formal conference must be in writing and should include the same information that would be provided for a request for formal consultation. Conferences can also include discussions between the Service and the Federal agency to identify and resolve potential conflicts between an action and proposed species or proposed critical habitat early in the decision-making process. The Service recommends ways to minimize or avoid adverse effects of the action. These recommendations are advisory because the jeopardy prohibition of section 7(a)(2) of the Act does not apply until the species is listed or the proposed critical habitat is designated. The conference process fulfills the need to inform Federal agencies of possible steps that an agency might take at an early stage to adjust its actions to avoid jeopardizing a proposed species.

When a proposed species or proposed critical habitat may be affected by an action, the lead Federal agency may elect to enter into formal conference with the Service even if the action is not likely to jeopardize or result in the destruction or adverse modification of proposed critical habitat. If the proposed species is listed or the proposed critical habitat is designated after completion of the conference, the Federal agency may ask the Service, in writing, to confirm the conference as a formal consultation. If the Service reviews the proposed action and finds that no significant changes in the action as planned or in the information used during the conference have occurred, the Service will confirm the conference as a formal consultation on the project and no further section 7 consultation will be necessary. Use of the formal conference process in this manner can prevent delays in the event the proposed species is listed or the proposed critical habitat is designated during project development or implementation.

Candidate species are those species presently under review by the Service for consideration for Federal listing. Candidate species should be considered in the planning process because they may become listed or proposed for listing prior to project completion. Preparation of a biological assessment, as described in section 7(c) of the Act, is not required for candidate species. If early evaluation of your project indicates that it is likely to affect a candidate species, you may wish to request technical assistance from this office.

Only listed species receive protection under the Act. However, sensitive species should be considered in the planning process in the event they become listed or proposed for listing prior to project completion. We recommend that you review information in the California Department of Fish and Wildlife's Natural Diversity Data Base. You can contact the California Department of Fish and Wildlife at (916) 324-3812 for information on other sensitive species that may occur in this area.

[*A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.]

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Ventura Fish And Wildlife Office

2493 Portola Road, Suite B

Ventura, CA 93003-7726

(805) 644-1766

Project Summary

Consultation Code: 08EVEN00-2020-SLI-0302

Event Code: 08EVEN00-2020-E-00609

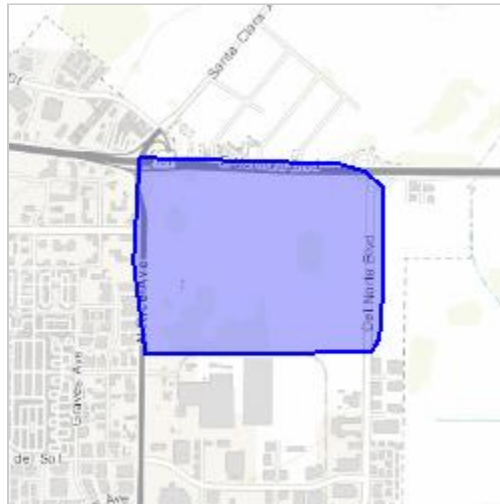
Project Name: Oxnard SAK TTM

Project Type: DEVELOPMENT

Project Description: Development.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/34.217438708775845N119.13430864018287W>



Counties: Ventura, CA

Endangered Species Act Species

There is a total of 16 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.
-

Birds

NAME	STATUS
California Least Tern <i>Sterna antillarum browni</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8104	Endangered
Least Bell's Vireo <i>Vireo bellii pusillus</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5945	Endangered
Light-footed Clapper Rail <i>Rallus longirostris levipes</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6035	Endangered
Marbled Murrelet <i>Brachyramphus marmoratus</i> Population: U.S.A. (CA, OR, WA) There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/4467	Threatened
Southwestern Willow Flycatcher <i>Empidonax traillii extimus</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6749	Endangered
Western Snowy Plover <i>Charadrius nivosus nivosus</i> Population: Pacific Coast population DPS-U.S.A. (CA, OR, WA), Mexico (within 50 miles of Pacific coast) There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8035	Threatened

Amphibians

NAME	STATUS
California Red-legged Frog <i>Rana draytonii</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2891	Threatened

Fishes

NAME	STATUS
Tidewater Goby <i>Eucyclogobius newberryi</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/57	Endangered

Crustaceans

NAME	STATUS
Riverside Fairy Shrimp <i>Streptocephalus woottoni</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8148	Endangered
Vernal Pool Fairy Shrimp <i>Branchinecta lynchi</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/498	Threatened

Flowering Plants

NAME	STATUS
California Orcutt Grass <i>Orcuttia californica</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4923	Endangered
Gambel's Watercress <i>Rorippa gambellii</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4201	Endangered
Marsh Sandwort <i>Arenaria paludicola</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2229	Endangered
Salt Marsh Bird's-beak <i>Cordylanthus maritimus</i> ssp. <i>maritimus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6447	Endangered
Spreading Navarretia <i>Navarretia fossalis</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/1334	Threatened
Ventura Marsh Milk-vetch <i>Astragalus pycnostachyus</i> var. <i>lanosissimus</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/1160	Endangered

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

Attachment B

Site Photographs



Photo 1. Active agricultural field, view facing west from Del Norte Boulevard



Photo 2. Drainage C and adjacent landscaped area, view facing north from Del Norte Boulevard



Photo 3. Active agricultural field, view east of Rice Avenue



Photo 4. Active agricultural field, view facing south from United States Highway 101



Photo 5. Drainage A, view facing northwest from Del Norte Boulevard

Sakioka Farms Business Park, Tentative Tract Map Checklist for Consistency Evaluation



Appendix HAZ

Padre Associates 2002 Findings and Recommendations

October 31, 2002
Project No. 0201-0553

Sakioka Farms
3183-A Airway Avenue
Costa Mesa, California 92626-4611

Sakioka Farms
684 Cawelti Road
Camarillo, California 93012

Attention: Messrs. Jeffrey D. Littell and Craig R. Kaihara

Subject: **Letter-Report**, Abandoned Oil Well Location Determination Services, Sakioka Farms Property, Assessor Parcel Numbers (APNs) 216-030-006, 007, 008, and 010, Approximately 430-Acres Located Immediately South of U.S. Highway 101 at Rice Avenue and Del Norte Boulevard, Oxnard, Ventura County, California

Dear Messrs. Littell and Kaihara:

Padre Associates, Inc. (Padre) is pleased to present this letter-report presenting the results of our well location services for the Sakioka Farms Property located immediately south of U.S. Highway 101 between Rice Avenue and Del Norte Boulevard, Oxnard, Ventura County, California (Site). The Site is approximately 430-acres in size, and is currently planted for row crop production. The site is bounded on the north by U.S. Highway 101, on the east by farmland and the Camarillo Airport, on the south by Camino Del Sol Road, and on the west by Rice Avenue. The location of the Site and adjacent properties are illustrated on Plate 1 - Site Location Map.

PROJECT UNDERSTANDING AND OBJECTIVE

Padre understands that as part of the potential commercial development of the Site, Sakioka Farms desires to assess the property with regards to former oil and gas production activities at the Site. Padre understands that at least seven oil and/or gas wells are documented to have been historically constructed at the Site. Because oil and gas production has been documented at the Site, there exists the potential for product transmission pipelines to remain at the Site, and the presence of potential adverse environmental conditions associated with former drilling sumps and pipeline releases.

The objectives of the subject assessments program were to: a) confirm the locations of the seven oil and or gas wells drilled at the Site; b) assess the areas of the abandoned oil and or gas production wells for the presence of elevated concentrations of total petroleum hydrocarbons (TPH), benzene, toluene, ethylbenzene, and total xylenes (BTEX) constituents, and metals; c) determine whether or not the buried oil transmission pipelines have been

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removed and permanently abandoned; and d) develop a site map that documents the locations of the features assessed at the Site as well as the soil sample collection locations.

SERVICES PERFORMED

The scope of services presented herein was performed in general accordance with our proposals dated February 28 and July 10, 2002. The scope of services included the following tasks:

- Located and exposed the seven abandoned oil wells at the Site;
- Determined the location and elevation of the top of the casing of each well at the Site. Surveying services were provided by Robert Bein, William Frost and Associates (RBF);
- Coordination and performance of leaking gas test by the Division of Gas and Geothermal Resources (DOGGR) at the locations of abandoned oil wells McGrath 13-1A and 13-3;
- Soil sample collection and chemical analyses of soils surrounding each abandoned well casing for TPH, BTEX, and Title 22 metals; and
- Preparation of this letter-report summarizing the findings, conclusions, and recommendations for the services performed at Sakioka Farms.

METHODS of assessment

Well Locations

The historical locations descriptions of the former oil and gas wells located at the site were identified by Padre during our previous Historical Review of the property. This data was used to plot the approximate locations of the oil wells. The historical locations were converted into latitude and longitude coordinates by RBF. Those coordinates were then input into a hand held global positioning system (GPS) unit. The GPS unit was used to plot the historical well coordinates in the field as a starting point for our search activities at each well location.

Padre conducted a grid search within the area surrounding each plotted well location using a hand held magnetic locator. Because Padre was unable to verify well locations using a hand held magnetic finder Spectrum Geophysics of San Fernando, California performed a total field magnetic survey at the McGrath 13-2 and McGrath 4 well. A backhoe was then used to excavate an area around the identified magnetic anomaly to expose the top of the well casing. The top of each well casing was surveyed by RBF. The surveyed well locations are shown on Plate 2 - Site Plan. Prior to backfilling the excavation soil samples were collected from the soil surrounding the well and chemically analyzed for TPH, BTEX, and Title 22 metals.

Additionally, on July 17, 2002 abandoned oil wells McGrath 13-3 and McGrath 13-1A were tested by DOGGR for leaky gases emitting from the well casing on. The McGrath 13-1A well was not sealed by a steel plate at the top of the casing, therefore the DOGGR was able to successfully test the well for the presents of leaking gas using a four-gas meter. DOGGR's testing did not indicate the presence of leaky gases. The McGrath 13-3 well was found to be sealed by a steel plate at the top of the casing. McGrath 13-3 was tested by drilling a 1/4-inch diameter hole in the top of the casing to allow any leaking gases within the well to be tested by DOGGR. The testing techniques used by DOGGR while testing McGrath 13-3 may have produced erroneous test results. However, since testing McGrath 13-3 new testing standards have be emplaced by the DOGGR, which require complete removal of the steel cap from the top of the casing prior to testing. McGrath 13-3 will be required to be retested with the steel plate completely removed.

Soil Sample Collection

Soil samples were collected from the area surrounding the "well heads" at six of the seven abandoned wells located at the site. Two soil samples were collected at each location from the surrounding soils within two feet of the exposed well cap. The soil surrounding the "well head" at McGrath 13-1 was not sampled because the hole was excavated by hand and the area was too small to collect soil samples. There were no indications of hydrocarbon containing soil at McGrath 13-1. The locations of the soil samples collected from the site are shown on Plate 2 - Site Plan. The soil samples collected at the site were collected adjacent to the top of the casing at depths ranging from approximately 2 to 6 feet.

Soil samples from each location were collected in 1.5 inch diameter stainless steel sleeves. The sample sleeves were covered with Tephlon tape and plastic caps, then sealed with Parafilm. Soil samples were placed in a cooler containing ice for transport to the laboratory. Chain-of-custody documentation accompanied the soil samples to the laboratory. Copies of the chain-of-custody documentation are included in Appendix A. Soil samples were delivered to Capco Analytical Services, Inc. (Capco) in Ventura, California. Capco is a state certified laboratory and approved by the state to complete the requested laboratory methods.

A total of 12 soil samples were submitted by Padre to Capco for chemical analysis. The laboratory analytical program for the project included chemical analyses for the presence of total petroleum hydrocarbons identified as gasoline (TPHg), identified as diesel fuel (TPHd), and identified as oil (TPHo) by U.S. EPA method 8015 modified; for the presence of benzene, toluene, ethylbenzene, and total xylenes (BTEX) by U.S. EPA method 8021B; and for the presence of Title 22 Metals.

FINDINGS

Field Observations

Each of the seven abandoned oil wells to be found at the Site was located and the location surveyed by RBF. The locations of those wells are listed in Table 1 - Abandoned Well Locations. Several test pits were excavated to expose the abandoned wells and verify the presence of soil contamination resulting from the former oil and gas production activities. At the locations of oil wells McGrath 13-1A, McGrath 13-2, and McGrath 4 soils were observed with hydrocarbon odors and staining.

The geologic materials encountered consisted of silty sands. The soil was observed to range from moderate brown to dark greenish gray and greenish black in color.

Laboratory Analytical Results

The laboratory analytical results of the samples collected from the soils surrounding the abandoned wells are summarized in Tables 2 and 3. The laboratory data and chain-of custody documentation is included in Appendix A.

A total of 12 soil samples were submitted to Capco for chemical analyses for the presence of TPHg, TPHd, and TPHo by U.S. EPA method 8015 modified. The soil samples were also chemically analyzed for the presence of BTEX constituents by U.S. EPA method 8021B and for Title 22 Metals.

Nine soil samples (71702-2, 71702-3, 71702-4, 72902-5, 72902-6, 72902-7, 72902-8, 80202-9, and 91802-12) indicated detectable concentrations of TPH. TPHg was indicated in the nine samples at concentrations ranging from not detected in excess of the analytical method practical quantitation limit (ND) to 400 milligrams per kilogram (mg/kg). TPHd was indicated in these nine samples at concentrations ranging from 12 to 7,500 mg/kg. TPHo was indicated in these nine samples at concentrations ranging from ND to 8,000 mg/kg. Benzene was not indicated in soil samples analyzed. Toluene was indicated in soil samples 72902-5, 72902-7, and 72902-8 at concentrations ranging from 5.4 to 1300 (ug/kg). Ethylbenzene was indicated in soil samples 71702-3, 71702-4, 72902-7, and 72902-8 at concentrations ranging from 8.3 to 4,000 ug/kg. Total xylenes were indicated in soil samples 71702-3, 72902-7, and 72902-8 at concentrations ranging from 24 to 3600 ug/kg.

The results of the nine soil samples chemically analyzed for Title 22 metals are summarized in Table 2. As shown on Table 2, none of the total metal concentration exceed the applicable total threshold limit concentrations (TTLC). However, three of the soil samples indicated concentrations of lead (71702-2 at 58 mg/kg, 72702-7 at 54 mg/kg, and 72702-8 at 56 mg/kg) that were greater than ten times the applicable soluble threshold concentration limit (STLC) for lead of 5.0 milligrams per liter (mg/l) (Table 2).

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Based on the laboratory analytical results for total metals, the soil samples that exceeded ten times the applicable STLC for lead were additionally analyzed for soluble lead. The soluble lead concentrations for samples 71702-2 and 72702-8 were less than the detection limit of the testing method. The soluble lead concentration for sample 72702-7 was 1.5 mg/kg. Therefore, the soluble lead concentrations in the three soil samples additionally analyzed for soluble lead are less than the STLC limit for lead of 5.0 mg/l.

CONCLUSIONS AND RECOMMENDATIONS

Six of the seven wells at the Site were assessed for the presence of hydrocarbons within the surrounding soils. No soil samples were collected at McGrath 13-1 due to the limited size of the excavation. The soil surrounding McGrath 13-1 did not indicate the presence of hydrocarbon contamination. Of the six wells assessed, two of the wells (McGrath 13-2 and McGrath 4) indicated total TPH concentrations greater than 1,000 mg/kg. Padre recommends that additional assessment be completed at these two locations to define the lateral and vertical extent of soil contamination. Padre recommends that the following work be completed at the Site.

- Additional soil assessment is required to define the extent of the hydrocarbon contaminated soils surrounding McGrath 13-2 and McGrath 4;
- Excavate trenches radiating away from the center of each of the abandoned wells at the Site to depths of undisturbed native soil to identify the presence of drilling sumps associated with each well; and
- Schedule DOGGR to retest McGrath 13-3 and test the remaining five wells (McGrath 13-1, McGrath 13-2, McGrath 1, McGrath 2, and McGrath 4) with the steel caps completely removed.

LIMITATIONS

This letter-report has been prepared for the sole benefit of Sakioka Farms. No other persons may rely on the findings of this report without the expressed written consent of the client and Padre Associates, Inc.

In performing our professional services, we have attempted to apply present scientific judgment and use a level of effort consistent with the standard of practice for similar type studies. Padre Associates, Inc. makes no warranty, express or implied.

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CLOSURE

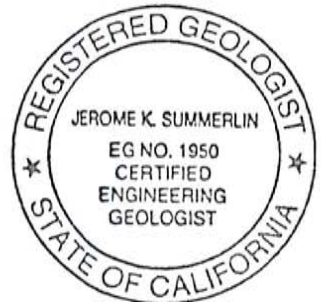
Padre appreciates the opportunity to provide environmental consulting services to Sakioka Farms. If you have any questions or require additional information, please contact us.

Sincerely,

PADRE ASSOCIATES, INC.

Gail R. Ostrander
Staff Geologist

Jerome K. Summerlin, C.E.G., C.Hg.
Principal



GRO:JKS:av

Attachments: Tables 1 through 3
Plates

Appendix A - Laboratory Data and Chain of Custody Documentation

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Table 1. Abandoned Well Locations

Abandoned Well I.D.	Date Located	Depth To Top Of Casing	Survey Coordinates		DOGGR Test Result
			Northing	Easting	
McGrath 1	09/18/02	4' BEG	1904187.66	6219106.95	Not Tested
McGrath 2	08/02/02	5' BEG	1902780.41	6218315.45	Not Tested
McGrath 4	07/29/02	2' BEG	1903745.78	6217489.12	Not Tested
McGrath 13-1	09/18/02	3' BEG	1901571.83	6218991.69	Not Tested
McGrath 13-1A	07/17/02	6' BEG	1901885.31	6217728.55	Retest
McGrath 13-2	07/29/02	3.5' BEG	1902707.18	6219588.94	Not Tested
McGrath 13-3	07/17/02	6' BEG	1901851.49	6216762.93	Passed

BEG Below existing grade

Table 2. Soil Sample Analytical Results
Sakioka Farms Property
South of Highway 101 at Rice and Del Norte
Oxnard, Ventura County, California

Soil Sample I.D.	Depth (feet)	EPA Method 8021B (ug/Kg)					EPA Method 8015m (mg/Kg)			
		Benzene	Toluene	Ethylbenz ene	Xylenes	Total BTEX	TPH (C ₄ -C ₁₂)	TPH (C ₁₃ -C ₂₃)	TPH (C ₂₃ +)	Total TPH
71702-1	6	ND	ND	ND	ND	ND	ND	ND	ND	ND
71702-2	6	ND	ND	ND	ND	ND	ND	36	190	226
71702-3	6	ND	ND	31	27	58	4.1	400	460	864
71702-4	6	ND	ND	8.3	ND	8.3	1.4	240	310	551
72902-5	2	ND	5.4	ND	ND	5.4	1.2	1200	240	1441
72902-6	2	ND	ND	ND	ND	ND	7.7	1800	3600	5408
72902-7	3.5	ND	1200	3600	3600	8400	340	4000	3500	7840
72902-8	3.5	ND	1300	4000	3600	8900	400	7500	8000	15500
80202-9	5	ND	ND	ND	ND	ND	ND	12	46	58
80202-10	5	ND	ND	ND	ND	ND	ND	ND	ND	ND
91802-11	4	ND	ND	ND	ND	ND	ND	ND	ND	ND
91802-12	4	ND	ND	ND	ND	ND	ND	12	ND	12
Method Blank	NA	ND	ND	ND	ND	ND	ND	ND	ND	ND
PQL	NA	5	5	5	10	NA	0.5	10	10	NA

Notes:

ND Not detected at or above the laboratory practical quantitation limit
 NA Not applicable
 71702 Date collected and sample number
 PQL Practical quantitation limit
 mg/kg milligrams per kilogram
 ug/Kg micrograms per kilograms

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Table 3. Soil Sample Analytical Results
Sakioka Farms Property
South of Highway 101 at Rice and Del Norte
Oxnard, Ventura County, California

Soil Sample I.D.	TTLC Metals Analysis Summary (mg/Kg)														STLC (mg/Kg)			
	Antimony	Arsenic	Barium	Beryllium	Cadmium	Chromium	Cobalt	Copper	Lead	Mercury	Molybdenum	Nickel	Selenium	Silver		Thallium	Vanadium	Zinc
71702-1	ND	6	120	ND	ND	5.5	3	8.5	35	ND	ND	7.2	ND	ND	ND	12	28	NA
71702-2	ND	7.3	880	ND	ND	12	2.3	15	58	ND	ND	7.5	ND	ND	26	13	100	BQL
71702-3	ND	1.6	940	ND	ND	11	3.8	19	14	ND	ND	11	ND	ND	5	18	53	NA
71702-4	ND	1.4	520	ND	ND	8.7	3.3	15	8.1	ND	ND	7.5	ND	ND	ND	19	35	NA
72902-5	ND	1	370	ND	ND	9.9	4.9	6.8	9.7	ND	ND	12	ND	ND	ND	20	36	NA
72902-6	ND	1.4	500	ND	ND	9.7	4.1	15	23	0.21	ND	10	ND	ND	ND	18	46	NA
72902-7	ND	1.9	590	ND	ND	9.1	3.6	14	54	ND	ND	15	ND	ND	ND	16	52	1.5
72902-8	ND	2.7	33	ND	ND	27	4.1	16	56	ND	ND	20	ND	ND	ND	16	200	BQL
80202-9	ND	1.2	500	ND	ND	9.6	3.5	9.4	16	ND	ND	9	ND	ND	ND	15	47	NA
80202-10	ND	0.98	750	ND	ND	8.7	3.5	11	17	ND	ND	10	ND	ND	ND	14	48	NA
91802-11	ND	1.3	190	ND	ND	4.9	ND	4.9	5	ND	ND	5.4	ND	ND	ND	12	16	NA
91802-12	ND	1.2	150	ND	ND	7.9	ND	8.4	5	ND	ND	8.9	ND	ND	ND	17	30	NA
Method Blank	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	NA
PQL	4	0.5	1	2	3	3	1	3	3	0.1	10	1	0.5	2	5	1	2	0.9
CAM Limits	500	500	10000	75	100	2500	8000	2500	1000	20	3500	2000	100	500	700	2400	5000	5

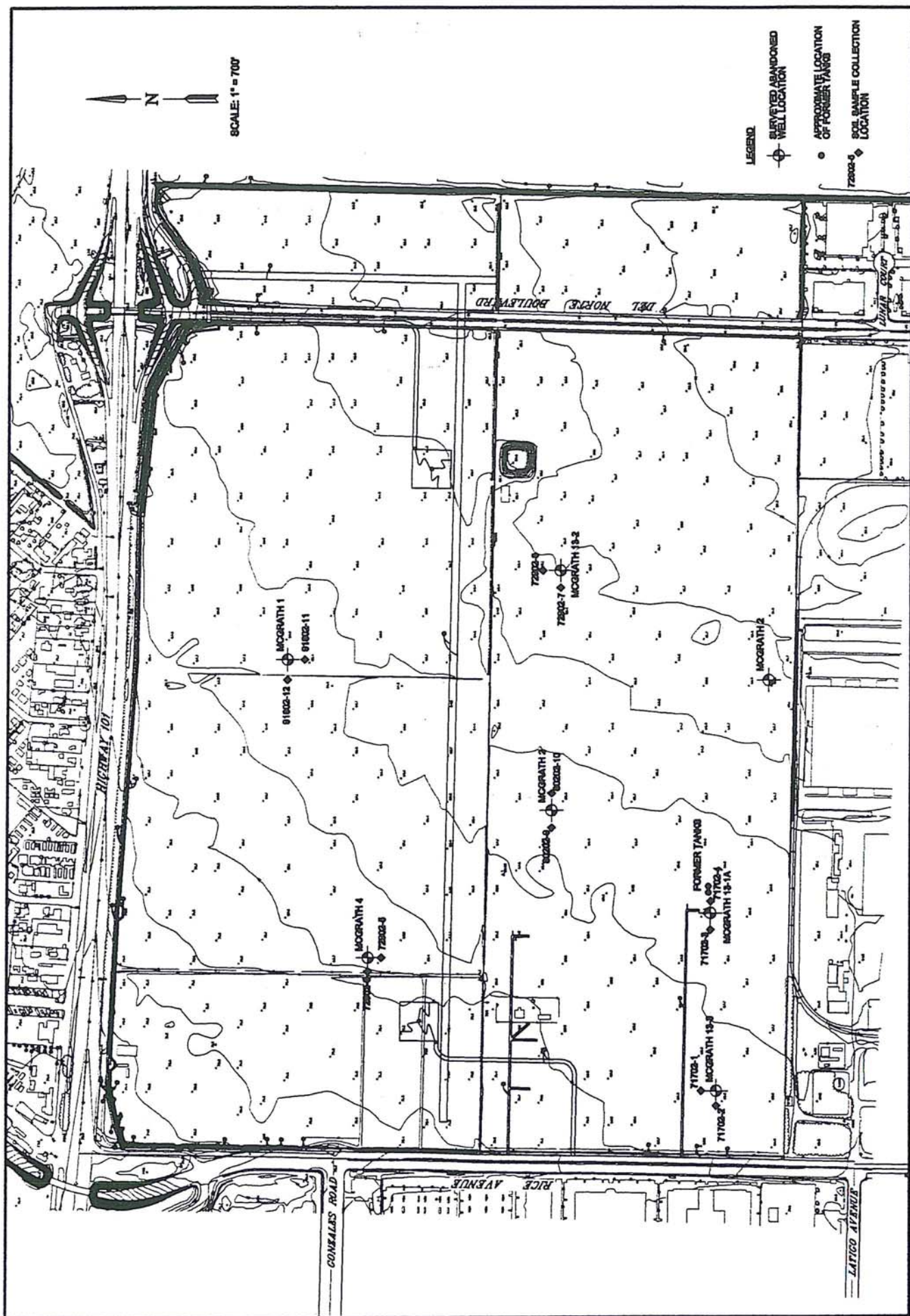
Notes:

TTLC Total threshold limit concentration
 STCL Soluble threshold concentration limit
 ND Not detected at or above the laboratory practical quantitation limit
 NA Not applicable
 71702-3 Date collected and sample number
 PQL Practical quantitation limit
 mg/kg milligrams per kilogram
 All results are reported in milligrams per kilogram (mg/Kg)



PLATES

October 2002
Project No. 0201-0552



SITE PLAN PLATE 2

APPENDIX A LABORATORY DATA AND CHAIN OF CUSTODY DOCUMENTATION

Capco Analytical Services Incorporated (CAS)
1536 Eastman Avenue, Suite B
Ventura, CA. 93003
(805) 644-1095

Prepared For: Padre Associates Inc. July 22, 2002
 5450 Telegraph Rd Suite 101
 Ventura, CA 93003

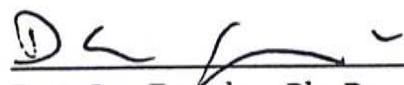
ATTENTION: Gail Ostrander

Laboratory No: 021527 Job No: B05541
 Date Received: 17-JUL-02 Sampled By: Client
 Project: Sakioka Farms Oil Well ID: See Below
 Location Services (0202-0553)

RESULTS

On July 17, 2002, four (4) samples were received for analysis by Capco Analytical Services Inc. The samples were identified and assigned the lab numbers listed below. This report consists of 10 pages excluding the cover letter, and the Chain of Custody.

<u>SAMPLE DESCRIPTION</u>	<u>CAS LAB NUMBER</u>
71702-1	02152701
71702-2	02152702
71702-3	02152703
71702-4	02152704


 Dan A. Farah, Ph.D.
 Director - Analytical Operations

This report shall not be reproduced except in full without the written approval of Capco Analytical Services Inc. The test results reported represent only the items being tested and may not represent the entire material from which the sample was taken.

Capco Analytical Services INC. (CAS)
1536 Eastman Avenue, Suite B
Ventura CA 93003
(805) 644-1095

Client: Padre Associates
Lab ID: 021527
Matrix: Soil

Analyst: AJ
Date Received: 07/17/02

AROMATIC VOLATILE COMPOUNDS - EPA Method 8021B

Compound	Concentration ug/Kg	Dilution Factor	PQL ug/Kg	Surrogate Rec. (%)
----------	------------------------	--------------------	--------------	-----------------------

CAS Lab #: 02152701
Sample ID: 71702-1

Date Analyzed: 07/18/02

Benzene	BQL	1	5	--
Toluene	BQL	1	5	--
Ethylbenzene	BQL	1	5	--
Xylenes	BQL	1	10	--

4-Bromofluorobenzene (Surrogate) 88

CAS Lab #: 02152702
Sample ID: 71702-2

Date Analyzed: 07/19/02

Benzene	BQL	1	5	--
Toluene	BQL	1	5	--
Ethylbenzene	BQL	1	5	--
Xylenes	BQL	1	10	--

4-Bromofluorobenzene (Surrogate) 90

CAS Lab #: 02152703
Sample ID: 71702-3

Date Analyzed: 07/19/02

Benzene	BQL	1	5	--
Toluene	BQL	1	5	--
Ethylbenzene	31	1	5	--
Xylenes	27	1	10	--

4-Bromofluorobenzene (Surrogate) 117

Surrogate Control Limits: 75 - 115
PQL: Practical Quantitation Limit
BQL: Below Practical Quantitation Limit


Principal Analyst

Capco Analytical Services INC. (CAS)
1536 Eastman Avenue, Suite B
Ventura CA 93003
(805) 644-1095

Client: Padre Associates
 Lab ID: 021527
 Matrix: Soil

Analyst: AJ
 Date Received: 07/17/02

AROMATIC VOLATILE COMPOUNDS - EPA Method 8021B

Compound	Concentration ug/Kg	Dilution Factor	PQL ug/Kg	Surrogate Rec. (%)
----------	------------------------	--------------------	--------------	-----------------------

CAS Lab #: 02152704
 Sample ID: 71702-4

Date Analyzed: 07/18/02

Benzene	BQL	1	5	--
Toluene	BQL	1	5	--
Ethylbenzene	8.3	1	5	--
Xylenes	BQL	1	10	--

4-Bromofluorobenzene (Surrogate)

92

CAS Lab #: 021527-MB
 Sample ID: Method Blank

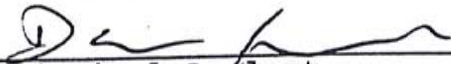
Date Analyzed: 07/18/02

Benzene	BQL	1	5	--
Toluene	BQL	1	5	--
Ethylbenzene	BQL	1	5	--
Xylenes	BQL	1	10	--

4-Bromofluorobenzene (Surrogate)

85

Surrogate Control Limits: 75 - 115
 PQL: Practical Quantitation Limit
 BQL: Below Practical Quantitation Limit


 Principal Analyst

Capco Analytical Services INC. (CAS)
1536 Eastman Avenue, Suite B
Ventura CA 93003
(805) 644-1095

Client: Padre Associates
 Lab ID: 021527
 Matrix: Soil

Analyst: JD
 Date Received: 07/17/02

TOTAL PETROLEUM HYDROCARBONS
EPA METHOD 8015m

Compound	Concentration mg/Kg	Dilution Factor	PQL mg/Kg	Surrogate % Rec.
=====				
CAS Lab #: 02152701			Date Extracted: 07/19/02	
Client ID: 71702-1			Date Analyzed: 07/19/02	
TPH - (C4 - C12)	BQL	1	0.5	88
TPH - (C13 - C22)	BQL	1	10	74
TPH - (C23+)	BQL	1	10	74
CAS Lab #: 02152702			Date Extracted: 07/19/02	
Client ID: 71702-2			Date Analyzed: 07/19/02	
TPH - (C4 - C12)	BQL	1	0.5	90
TPH - (C13 - C22)	36	1	10	87
TPH - (C23+)	190	1	10	87
CAS Lab #: 02152703			Date Extracted: 07/19/02	
Client ID: 71702-3			Date Analyzed: 07/19/02	
TPH - (C4 - C12)	4.1	1	0.5	117
TPH - (C13 - C22)	400	5	50	75
TPH - (C23+)	460	5	50	75
CAS Lab #: 02152704			Date Extracted: 07/19/02	
Client ID: 71702-4			Date Analyzed: 07/19/02	
TPH - (C4 - C12)	1.4	1	0.5	92
TPH - (C13 - C22)	240	5	50	86
TPH - (C23+)	310	5	50	86

Surrogate: n-Undecane
 Surrogate Control Limits: 75 - 115 %
 PQL: Practical Quantitation Limit
 BQL: Below Practical Quantitation Limit

Am Jacy

Principal Analyst

Capco Analytical Services INC. (CAS)
1536 Eastman Avenue, Suite B
Ventura CA 93003
(805) 644-1095

Client: Padre Associates
 Lab ID: 021527
 Matrix: Soil

Analyst: JD
 Date Received: 07/17/02

TOTAL PETROLEUM HYDROCARBONS
EPA METHOD 8015m

Compound	Concentration mg/Kg	Dilution Factor	PQL mg/Kg	Surrogate % Rec.
=====				
CAS Lab #: 021527-MB			Date Extracted: 07/19/02	
Client ID: Method Blank			Date Analyzed: 07/19/02	
TPH - (C4 - C12)	BQL	1	0.5	85
TPH - (C13 - C22)	BQL	1	10	70
TPH - (C23+)	BQL	1	10	70

Surrogate: n-Undecane
 Surrogate Control Limits: 75 - 115 %
 PQL: Practical Quantitation Limit
 BQL: Below Practical Quantitation Limit

Amjad

Principal Analyst

Capco Analytical Services INC. (CAS)
1536 Eastman Avenue, Suite B
Ventura CA 93003
(805) 644-1095

Client: Padre Associates
 Sample ID: 71702-1
 Date Received: 07/17/02

Sample Matrix: Soil
 CAS LAB NO: 02152701
 Analyst: AS/EN

TTLT METALS ANALYSIS SUMMARY

METALS	RESULT	UNITS	PQL	METHOD	DIL FACTOR	ANALYZED
Antimony	BQL	mg/Kg	4	500	1	07/17/02
Arsenic	6.0	mg/Kg	0.5	500	1	07/17/02
Barium	120	mg/Kg	1	10000	1	07/17/02
Beryllium	BQL	mg/Kg	2	75	1	07/17/02
Cadmium	BQL	mg/Kg	3	100	1	07/17/02
Chromium	5.5	mg/Kg	3	2500	1	07/17/02
Cobalt	3.0	mg/Kg	1	8000	1	07/17/02
Copper	8.5	mg/Kg	3	2500	1	07/17/02
Lead	35	mg/Kg	3	1000	1	07/17/02
Mercury	BQL	mg/Kg	0.1	20	1	07/22/02
Molybdenum	BQL	mg/Kg	10	3500	1	07/17/02
Nickel	7.2	mg/Kg	1	2000	1	07/17/02
Selenium	BQL	mg/Kg	0.5	100	1	07/17/02
Silver	BQL	mg/Kg	2	500	1	07/17/02
Thallium	BQL	mg/Kg	5	700	1	07/17/02
Vanadium	12	mg/Kg	1	2400	1	07/17/02
Zinc	28	mg/Kg	2	5000	1	07/17/02

PQL: Practical Quantitation Limit
 BQL: Below Practical Quantitation Limit


 Principal Analyst

Capco Analytical Services INC. (CAS)
1536 Eastman Avenue, Suite B
Ventura CA 93003
(805) 644-1095

Client: Padre Associates
 Sample ID: 71702-2
 Date Received: 07/17/02

Sample Matrix: Soil
 CAS LAB NO: 02152702
 Analyst: AS/EN

TTLc METALS ANALYSIS SUMMARY

METALS	RESULT	UNITS	PQL	METHOD	DIL FACTOR	ANALYZED
=====						
Antimony	BQL	mg/Kg	4	500	1	07/17/02
Arsenic	7.3	mg/Kg	0.5	500	1	07/17/02
Barium	880	mg/Kg	1	10000	1	07/17/02
Beryllium	BQL	mg/Kg	2	75	1	07/17/02
Cadmium	BQL	mg/Kg	3	100	1	07/17/02
Chromium	12	mg/Kg	3	2500	1	07/17/02
Cobalt	2.3	mg/Kg	1	8000	1	07/17/02
Copper	15	mg/Kg	3	2500	1	07/17/02
Lead	58	mg/Kg	3	1000	1	07/17/02
Mercury	BQL	mg/Kg	0.1	20	1	07/22/02
Molybdenum	BQL	mg/Kg	10	3500	1	07/17/02
Nickel	7.5	mg/Kg	1	2000	1	07/17/02
Selenium	BQL	mg/Kg	0.5	100	1	07/17/02
Silver	BQL	mg/Kg	2	500	1	07/17/02
Thallium	26	mg/Kg	5	700	1	07/17/02
Vanadium	13	mg/Kg	1	2400	1	07/17/02
Zinc	100	mg/Kg	2	5000	1	07/17/02

PQL: Practical Quantitation Limit
 BQL: Below Practical Quantitation Limit


 Principal Analyst

Capco Analytical Services INC. (CAS)
1536 Eastman Avenue, Suite B
Ventura CA 93003
(805) 644-1095

Client: Padre Associates
 Sample ID: 71702-3
 Date Received: 07/17/02

Sample Matrix: Soil
 CAS LAB NO: 02152703
 Analyst: AS/EN

TTLc METALS ANALYSIS SUMMARY

METALS	RESULT	UNITS	PQL	METHOD	DIL FACTOR	ANALYZED
Antimony	BQL	mg/Kg	4	500	1	07/17/02
Arsenic	1.6	mg/Kg	0.5	500	1	07/17/02
Barium	940	mg/Kg	1	10000	1	07/17/02
Beryllium	BQL	mg/Kg	2	75	1	07/17/02
Cadmium	BQL	mg/Kg	3	100	1	07/17/02
Chromium	11	mg/Kg	3	2500	1	07/17/02
Cobalt	3.8	mg/Kg	1	8000	1	07/17/02
Copper	19	mg/Kg	3	2500	1	07/17/02
Lead	14	mg/Kg	3	1000	1	07/17/02
Mercury	BQL	mg/Kg	0.1	20	1	07/22/02
Molybdenum	BQL	mg/Kg	10	3500	1	07/17/02
Nickel	11	mg/Kg	1	2000	1	07/17/02
Selenium	BQL	mg/Kg	0.5	100	1	07/17/02
Silver	BQL	mg/Kg	2	500	1	07/17/02
Thallium	5.0	mg/Kg	5	700	1	07/17/02
Vanadium	18	mg/Kg	1	2400	1	07/17/02
Zinc	53	mg/Kg	2	5000	1	07/17/02

PQL: Practical Quantitation Limit
 BQL: Below Practical Quantitation Limit


 Principal Analyst

Capco Analytical Services INC. (CAS)
1536 Eastman Avenue, Suite B
Ventura CA 93003
(805) 644-1095

Client: Padre Associates
 Sample ID: 71702-4
 Date Received: 07/17/02

Sample Matrix: Soil
 CAS LAB NO: 02152704
 Analyst: AS/EN

TTLC METALS ANALYSIS SUMMARY

METALS	RESULT	UNITS	PQL	METHOD	DIL FACTOR	ANALYZED
Antimony	BQL	mg/Kg	4	500	1	07/17/02
Arsenic	1.4	mg/Kg	0.5	500	1	07/17/02
Barium	520	mg/Kg	1	10000	1	07/17/02
Beryllium	BQL	mg/Kg	2	75	1	07/17/02
Cadmium	BQL	mg/Kg	3	100	1	07/17/02
Chromium	8.7	mg/Kg	3	2500	1	07/17/02
Cobalt	3.3	mg/Kg	1	8000	1	07/17/02
Copper	15	mg/Kg	3	2500	1	07/17/02
Lead	8.1	mg/Kg	3	1000	1	07/17/02
Mercury	BQL	mg/Kg	0.1	20	1	07/22/02
Molybdenum	BQL	mg/Kg	10	3500	1	07/17/02
Nickel	7.5	mg/Kg	1	2000	1	07/17/02
Selenium	BQL	mg/Kg	0.5	100	1	07/17/02
Silver	BQL	mg/Kg	2	500	1	07/17/02
Thallium	BQL	mg/Kg	5	700	1	07/17/02
Vanadium	19	mg/Kg	1	2400	1	07/17/02
Zinc	35	mg/Kg	2	5000	1	07/17/02

PQL: Practical Quantitation Limit

BQL: Below Practical Quantitation Limit


 Principal Analyst

Capco Analytical Services INC. (CAS)
1536 Eastman Avenue, Suite B
Ventura CA 93003
(805) 644-1095

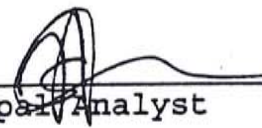
Client: Padre Associates
 Sample ID: Method Blank

Sample Matrix: MB for Soil
 CAS LAB NO: 021527-MB

TTLc METALS ANALYSIS SUMMARY

METALS	RESULT	UNITS	PQL	METHOD	DIL FACTOR	ANALYZED
Antimony	BQL	mg/Kg	4	500	1	07/17/02
Arsenic	BQL	mg/Kg	0.5	500	1	07/17/02
Barium	BQL	mg/Kg	1	10000	1	07/17/02
Beryllium	BQL	mg/Kg	2	75	1	07/17/02
Cadmium	BQL	mg/Kg	3	100	1	07/17/02
Chromium	BQL	mg/Kg	3	2500	1	07/17/02
Cobalt	BQL	mg/Kg	1	8000	1	07/17/02
Copper	BQL	mg/Kg	3	2500	1	07/17/02
Lead	BQL	mg/Kg	3	1000	1	07/17/02
Mercury	BQL	mg/Kg	0.1	20	1	07/22/02
Molybdenum	BQL	mg/Kg	10	3500	1	07/17/02
Nickel	BQL	mg/Kg	1	2000	1	07/17/02
Selenium	BQL	mg/Kg	0.5	100	1	07/17/02
Silver	BQL	mg/Kg	2	500	1	07/17/02
Thallium	BQL	mg/Kg	5	700	1	07/17/02
Vanadium	BQL	mg/Kg	1	2400	1	07/17/02
Zinc	BQL	mg/Kg	2	5000	1	07/17/02

PQL: Practical Quantitation Limit
 BQL: Below Practical Quantitation Limit


 Principal Analyst

Capco Analytical Services INC. (CAS)
1536 Eastman Avenue, Suite B
Ventura CA 93003
(805) 644-1095

Client: Padre Associates
Sample ID: 71702-2
Date Received: 07/17/02

Sample Matrix: Soil
CAS LAB NO: 02152702
Analyst: AS/EN

STLC METALS ANALYSIS SUMMARY

METALS	RESULT	UNITS	PQL	METHOD	DIL FACTOR	ANALYZED
Lead	BQL	mg/L	0.9	6010	1	07/17/02
Method Blank	BQL	mg/L	0.9	6010	1	07/17/02

PQL: Practical Quantitation Limit
BQL: Below Practical Quantitation Limit


Principal Analyst

CAPCO ANALYTICAL SERVICES

1536 Eastman Avenue
Ventura, CA 93003
(805) 644-1095 Fax 644-9947

REPORT

REPORT Fax 805-644-2050
Company: Parade Associates
Address: 5450 Telegraph Suite 101
Ventura, CA 93003
Phone: 644-2220 Contact: Gail Ostrander

BILL TO:

BILL TO: Company Padre Associates P.O.# _____
Address 5450 Telegraph Suite 101
Ventura CA 93003
Phone 644-2220 Contact Gail Ostrander

CHAIN OF CUSTODY RECORD

[illegible]

The undersigned hereby acknowledges having received a copy of the Fee Schedule/General Information and Conditions, the provisions of which are a part of this agreement.

Relinquished by: (Signature)	Date/Time	Received by: (Signature)	Relinquished by: (Signature)	Date/Time	Received by: (Signature)
<i>[Signature]</i>	7/7/02 1035-				
Relinquished by: (Signature)	Date/Time	Received by: (Signature)	Date/Time	TURN AROUND TIME	
		<i>[Signature]</i>	7.17.02 10:30	24 Hr.	5 Day
				48 Hr.	Standard
				72 Hr.	Other

Turnaround Time	ANALYSIS REQUESTED	# of containers	Remarks
☐ ASAP ☐ 48 hr ☐ 72 hr ☒ 24 hr			

phone	fax	project	project #	sampler	Date Sampled	Time	Matrix	Preserve
(530) 444-2220	(530) 444-2220	58 C. 14 FAX H. 5	2001-3162	M. L. (C. 14)	7/23/02	09:20	11,0	

SAMPLE DESCRIPTION	Date Sampled	Time	Matrix	Preserve
SUE-1	7/23/02	09:20	11,0	

Comments	LUFT EDD
BILL: CITY OF SANTA BARBARA	

Relinquished by:	Signature	Print	Company	Date

Relinquished by:	Signature	Print	Company	Date

Received by:	Signature	Print	Company	Date

Received by ZymaX environmental technology, inc:	Signature	Print	Company	Date

Sample integrity upon receipt:	PO#	Quote
☒ Samples received intact ☒ Samples received cold ☒ Custody seals ☒ Correct container types		

Capco Analytical Services INC. (CAS)
1536 Eastman Avenue, Suite B
Ventura CA 93003
(805) 644-1095

Client: Padre Associates
Lab ID: 021527
Analyst: LNP

Sample Matrix: Soil
Date Received: 07/07/02
Date Sampled: 07/17/02

HEXAVALENT CHROMIUM

CAS Lab #	Sample ID	RESULTS (mg/Kg)	Dil Factor	PQL (mg/L)
02152701	71702-1	BQL	1	10
02152702	71702-2	BQL	1	10
02152703	71702-3	BQL	1	10
02152704	71702-4	BQL	1	10
021527-MB	Method Blank	BQL	1	10

PQL: Practical Quantitation Limit
BQL: Below Practical Quantitation Limit
EPA Method: 7196


Principal Analyst

Capco Analytical Services Incorporated (CAS)
1536 Eastman Avenue, Suite B
Ventura, CA. 93003
(805) 644-1095

Prepared For: Padre Associates Inc. August 2, 2002
 5450 Telegraph Rd Suite 101
 Ventura, CA 93003

ATTENTION: Gail Ostrander

Laboratory No: 021603 Job No: B05541
 Date Received: 29-JUL-02 Sampled By: Client
 Project: Sakioka Farms Well Location ID: See Below

RESULTS

On July 29, 2002, four (4) samples were received for analysis by Capco Analytical Services Inc. The samples were identified and assigned the lab numbers listed below. This report consists of 9 pages excluding the cover letter, and the Chain of Custody.

<u>SAMPLE DESCRIPTION</u>	<u>CAS LAB NUMBER</u>
SILTY SAND 1205	02160301
SILTY SAND 1209	02160302
SILTY SAND 1225	02160303
SILTY SAND 1226	02160304


 Dan A. Farah, Ph.D.
 Director - Analytical Operations

This report shall not be reproduced except in full without the written approval of Capco Analytical Services Inc. The test results reported represent only the items being tested and may not represent the entire material from which the sample was taken.

Capco Analytical Services INC. (CAS)
1536 Eastman Avenue, Suite B
Ventura CA 93003
(805) 644-1095

Client: Padre Associates, Inc.

Analyst: AJ

Lab ID: 021603

Date Received: 07/29/02

Matrix: Soil

AROMATIC VOLATILE COMPOUNDS - EPA Method 8020

Compound	Concentration ug/Kg	Dilution Factor	PQL ug/Kg	Surrogate Rec. (%)
----------	------------------------	--------------------	--------------	-----------------------

CAS Lab #: 02160301

Date Analyzed: 07/30/02

Sample ID: 72902-5

Benzene	BQL	1	5	--
Toluene	5.4	1	5	--
Ethylbenzene	BQL	1	5	--
Xylenes	BQL	1	10	--

4-Bromofluorobenzene (Surrogate) 109

CAS Lab #: 02160302

Date Analyzed: 07/30/02

Sample ID: 72902-6

Benzene	BQL	1	5	--
Toluene	BQL	1	5	--
Ethylbenzene	BQL	1	5	--
Xylenes	BQL	1	10	--

4-Bromofluorobenzene (Surrogate) 123*

CAS Lab #: 02160303

Date Analyzed: 07/30/02

Sample ID: 72902-7

Benzene	BQL	100	500	--
Toluene	1200	100	500	--
Ethylbenzene	3600	100	500	--
Xylenes	3600	100	1000	--

4-Bromofluorobenzene (Surrogate) 118

*High surrogate recovery due to matrix interference

Surrogate Control Limits: 75 - 115

PQL: Practical Quantitation Limit

BQL: Below Practical Quantitation Limit

AMJaf

Principal Analyst

Capco Analytical Services INC. (CAS)**1536 Eastman Avenue, Suite B****Ventura CA 93003****(805) 644-1095**

Client: Padre Associates, Inc.

Analyst: AJ

Lab ID: 021603

Date Received: 07/29/02

Matrix: Soil

AROMATIC VOLATILE COMPOUNDS - EPA Method 8020

Compound	Concentration ug/Kg	Dilution Factor	PQL ug/Kg	Surrogate Rec. (%)
----------	------------------------	--------------------	--------------	-----------------------

CAS Lab #: 02160304

Date Analyzed: 07/30/02

Sample ID: 72902-8

Benzene	BQL	100	500	--
Toluene	1300	100	500	--
Ethylbenzene	4000	100	500	--
Xylenes	3600	100	1000	--

4-Bromofluorobenzene (Surrogate)

69*

CAS Lab #: 021603-MB

Date Analyzed: 07/30/02

Sample ID: Method Blank

Benzene	BQL	1	5	--
Toluene	BQL	1	5	--
Ethylbenzene	BQL	1	5	--
Xylenes	BQL	1	10	--

4-Bromofluorobenzene (Surrogate)

99

*Low surrogate recovery due to matrix interference

Surrogate Control Limits: 75 - 115

PQL: Practical Quantitation Limit

BQL: Below Practical Quantitation Limit

AMJad

Principal Analyst

Capco Analytical Services, INC. (CAS)
1536 Eastman Avenue, Suite B
Ventura CA 93003
(805) 644-1095

Client: Padre Associates, Inc.
 Lab ID: 021603
 Matrix: Soil

Analyst: AJ & JD
 Date Received: 07/29/02

TOTAL PETROLEUM HYDROCARBONS
EPA METHOD 8015m

Compound	Concentration mg/Kg	Dilution Factor	PQL mg/Kg	Surrogate % Rec.
=====				
CAS Lab #: 02160301				
Client ID: 72902-5				
				Date Extracted: 07/30/02
				Date Analyzed: 07/30/02
TPH - (C4 - C12)	1.2	1.0	0.5	--
TPH - (C13 - C22)	1200	10	100	73
TPH - (C23+)	240			
CAS Lab #: 02160302				
Client ID: 72902-6				
				Date Extracted: 07/30/02
				Date Analyzed: 07/30/02
TPH - (C4 - C12)	7.7	10	5	--
TPH - (C13 - C22)	1800	20	200	68
TPH - (C23+)	3600			
CAS Lab #: 02160303				
Client ID: 72902-7				
				Date Extracted: 07/30/02
				Date Analyzed: 07/31/02
TPH - (C4 - C12)	340	100	50	--
TPH - (C13 - C22)	4000	100	1000	106
TPH - (C23+)	3500			

Surrogate: n-Undecane
 Surrogate Control Limits: 57 - 114 %
 PQL: Practical Quantitation Limit
 BQL: Below Practical Quantitation Limit

Am Jay
 Principal Analyst

Capco Analytical Services INC. (CAS)
1536 Eastman Avenue, Suite B
Ventura CA 93003
(805) 644-1095

Client: Padre Associates, Inc.
 Lab ID: 021603
 Matrix: Soil

Analyst: AJ & JD
 Date Received: 07/29/02

TOTAL PETROLEUM HYDROCARBONS
EPA METHOD 8015m

Compound	Concentration mg/Kg	Dilution Factor	PQL mg/Kg	Surrogate % Rec.
=====				
CAS Lab #: 02160304				
Client ID: 72902-8				
			Date Extracted: 07/30/02	
			Date Analyzed: 07/31/02	
TPH - (C4 - C12)	400	100	50	--
TPH - (C13 - C22)	7500	100	1000	65
TPH - (C23+)	8000			
CAS Lab #: 021603-MB				
Client ID: Method Blank				
			Date Extracted: 07/30/02	
			Date Analyzed: 07/30/02	
TPH - (C4 - C12)	BQL	1.0	0.5	--
TPH - (C13 - C22)	BQL	1	10	85
TPH - (C23+)	BQL			

Surrogate: n-Undecane
 Surrogate Control Limits: 57 - 114 %
 PQL: Practical Quantitation Limit
 BQL: Below Practical Quantitation Limit

AM Jaf
 Principal Analyst

Capco Analytical Services INC. (CAS)**1536 Eastman Avenue, Suite B****Ventura CA 93003****(805) 644-1095**

Client: Padre Associates, Inc.

Sample Matrix: Soil

Sample ID: 72902-5

CAS LAB NO: 02160301

Date Received: 07/29/02

Date Analyzed: 07/30/02 &

Date Sampled: 07/29/02

07/31/02

CAM 17 METALS ANALYSIS

METALS	TTLC		STLC		CAM LIMITS		EPA METHOD
	TTLC (mg/Kg)	PQL (mg/Kg)	STLC (mg/L)	PQL (mg/L)	TTLC (mg/Kg)	STLC (mg/L)	
Antimony	BQL	8			500	15	6010
Arsenic	1.0	0.5			500	5	7060
Barium	370	10			10000	100	6010
Beryllium	BQL	0.8			75	0.75	6010
Cadmium	BQL	1			100	1	6010
Chromium	9.9	9			2500	560	6010
Cobalt	4.9	10			8000	80	6010
Copper	6.8	10			2500	25	6010
Lead	9.7	0.6			1000	5	7421
Mercury	BQL	0.1			20	0.2	7471
Molybdenum	BQL	20			3500	350	6010
Nickel	12	10			2000	20	6010
Selenium	BQL	0.5			100	1	7740
Silver	BQL	2			500	5	6010
Thallium	BQL	0.2			700	7	7841
Vanadium	20	7			2400	24	6010
Zinc	36	10			5000	250	6010

BQL: Below Practical Quantitation Limit

PQL: Practical Quantitation Limit


 Principal Analyst

Capco Analytical Services INC. (CAS)

1536 Eastman Avenue, Suite B

Ventura CA 93003

(805) 644-1095

Client: Padre Associates, Inc.

Sample ID: 72902-6

Date Received: 07/29/02

Date Sampled: 07/29/02

Sample Matrix: Soil

CAS LAB NO: 02160302

Date Analyzed: 07/30/02 &

07/31/02

CAM 17 METALS ANALYSIS

METALS	TTLC		STLC		CAM LIMITS		EPA METHOD
	TTLC (mg/Kg)	PQL (mg/Kg)	STLC (mg/L)	PQL (mg/L)	TTLC (mg/Kg)	STLC (mg/L)	
Antimony	BQL	8			500	15	6010
Arsenic	1.4	0.5			500	5	7060
Barium	500	10			10000	100	6010
Beryllium	BQL	0.8			75	0.75	6010
Cadmium	BQL	1			100	1	6010
Chromium	9.7	9			2500	560	6010
Cobalt	4.1	10			8000	80	6010
Copper	15	10			2500	25	6010
Lead	23	0.6			1000	5	7421
Mercury	0.21	0.1			20	0.2	7471
Molybdenum	BQL	20			3500	350	6010
Nickel	10	10			2000	20	6010
Selenium	BQL	0.5			100	1	7740
Silver	BQL	2			500	5	6010
Thallium	BQL	0.2			700	7	7841
Vanadium	18	7			2400	24	6010
Zinc	46	10			5000	250	6010

BQL: Below Practical Quantitation Limit

PQL: Practical Quantitation Limit


 Principal Analyst

Capco Analytical Services INC. (CAS)
1536 Eastman Avenue, Suite B
Ventura CA 93003
(805) 644-1095

Client: Padre Associates, Inc.

Sample ID: 72902-7

Date Received: 07/29/02

Date Sampled: 07/29/02

Sample Matrix: Soil

CAS LAB NO: 02160303

Date Analyzed: 07/30/02 &

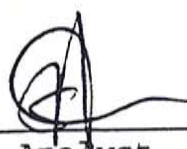
07/31/02

CAM 17 METALS ANALYSIS

METALS	TTLC		STLC		CAM LIMITS		EPA METHOD
	TTLC (mg/Kg)	PQL (mg/Kg)	STLC (mg/L)	PQL (mg/L)	TTLC (mg/Kg)	STLC (mg/L)	
Antimony	BQL	8			500	15	6010
Arsenic	1.9	0.5			500	5	7060
Barium	590	10			10000	100	6010
Beryllium	BQL	0.8			75	0.75	6010
Cadmium	BQL	1			100	1	6010
Chromium	9.1	9			2500	560	6010
Cobalt	3.6	10			8000	80	6010
Copper	14	10			2500	25	6010
Lead	54	0.6	1.5	0.9	1000	5	7421
Mercury	BQL	0.1			20	0.2	7471
Molybdenum	BQL	20			3500	350	6010
Nickel	15	10			2000	20	6010
Selenium	BQL	0.5			100	1	7740
Silver	BQL	2			500	5	6010
Thallium	BQL	0.2			700	7	7841
Vanadium	16	7			2400	24	6010
Zinc	52	10			5000	250	6010

BQL: Below Practical Quantitation Limit

PQL: Practical Quantitation Limit


 Principal Analyst

Capco Analytical Services INC. (CAS)
1536 Eastman Avenue, Suite B
Ventura CA 93003
(805) 644-1095

Client: Padre Associates, Inc.
 Sample ID: 72902-8
 Date Received: 07/29/02
 Date Sampled: 07/29/02

Sample Matrix: Soil
 CAS LAB NO: 02160304
 Date Analyzed: 07/30/02 &
 07/31/02

CAM 17 METALS ANALYSIS

METALS	TTLC		STLC		CAM LIMITS		EPA METHOD
	(mg/Kg)	PQL (mg/Kg)	(mg/L)	PQL (mg/L)	(mg/Kg)	(mg/L)	
Antimony	BQL	8			500	15	6010
Arsenic	2.7	0.5			500	5	7060
Barium	33	10			10000	100	6010
Beryllium	BQL	0.8			75	0.75	6010
Cadmium	BQL	1			100	1	6010
Chromium	27	9			2500	560	6010
Cobalt	4.1	10			8000	80	6010
Copper	16	10			2500	25	6010
Lead	56	0.6	BQL	0.9	1000	5	7421
Mercury	BQL	0.1			20	0.2	7471
Molybdenum	BQL	20			3500	350	6010
Nickel	20	10			2000	20	6010
Selenium	BQL	0.5			100	1	7740
Silver	BQL	2			500	5	6010
Thallium	BQL	0.2			700	7	7841
Vanadium	16	7			2400	24	6010
Zinc	200	10			5000	250	6010

BQL: Below Practical Quantitation Limit
 PQL: Practical Quantitation Limit


 Principal Analyst

Capco Analytical Services INC. (CAS)
1536 Eastman Avenue, Suite B
Ventura CA 93003
(805) 644-1095

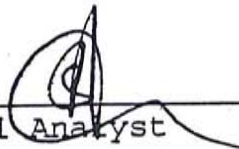
Client: Padre Associates, Inc.
 Sample ID: Method Blank

Sample Matrix: MB for Solid
 CAS LAB NO: 021603-MB

CAM 17 METALS ANALYSIS

METALS	TTLC	TTLC	STLC	STLC	CAM LIMITS		EPA METHOD
	(mg/Kg)	PQL (mg/Kg)		PQL (mg/L)	TTLC (mg/Kg)	STLC (mg/L)	
Antimony	BQL	8			500	15	6010
Arsenic	BQL	0.5			500	5	7060
Barium	BQL	10			10000	100	6010
Beryllium	BQL	0.8			75	0.75	6010
Cadmium	BQL	1			100	1	6010
Chromium	BQL	9			2500	560	6010
Cobalt	BQL	10			8000	80	6010
Copper	BQL	10			2500	25	6010
Lead	BQL	0.6	BQL	0.9	1000	5	7421
Mercury	BQL	0.1			20	0.2	7471
Molybdenum	BQL	20			3500	350	6010
Nickel	BQL	10			2000	20	6010
Selenium	BQL	0.5			100	1	7740
Silver	BQL	2			500	5	6010
Thallium	BQL	0.2			700	7	7841
Vanadium	BQL	7			2400	24	6010
Zinc	BQL	10			5000	250	6010

BQL: Below Practical Quantitation Limit
 PQL: Practical Quantitation Limit


 Principal Analyst

CHAIN OF CUSTODY RECORD

BILL TO: SAME AS
PAPER

Company _____

Address _____

Phone _____

Contact _____

P.O. # 0202-0553

Phone 644-2220 Contact Gail Ostrander

Phone Contact

Geoff Oswald

CONTAINER TYPES
A = AMBER B = BRASS G = GLASS
P = PLASTIC V = VOA VIAL O = OTHER

ANALYSIS
Carbon Chain 8015m
8020
22 Metals 6000/1000

REMARKS	021603-
00081620	

[illegible]

The undersigned hereby acknowledges having received a copy of the Fee Schedule/General Information and Conditions, the provisions of which are a part of this agreement.

Relinquished by: (Signature)	Date/Time	Received by: (Signature)	Relinquished by: (Signature)

Relinquished by: (Signature)	Date/Time	Received by: (Signature)	Date/Time
TOTAL ABOVE \$200			

TURN AROUND TIME

WHITE COPY _____ CANARY COPY _____ PINK COPY _____

Capco Analytical Services Incorporated (CAS)
1536 Eastman Avenue, Suite B
Ventura, CA. 93003
(805) 644-1095

Prepared For: Padre Associates Inc. August 7, 2002
5450 Telegraph Rd Suite 101
Ventura, CA 93003

ATTENTION: Gail Ostrander

Laboratory No: 021634 Job No: B05541
Date Received: 01-AUG-02 Sampled By: Client
Project: Sakioka Farms Well Location ID: See Below
0202-0553

RESULTS

On August 01, 2002, two (2) samples were received for analysis by Capco Analytical Services Inc. The samples were identified and assigned the lab numbers listed below. This report consists of 6 pages excluding the cover letter, and the Chain of Custody.

SAMPLE DESCRIPTION

CAS LAB NUMBER

80202-9
80202-10

02163401
02163402



Dan A. Farah, Ph.D.

Director - Analytical Operations

This report shall not be reproduced except in full without the written approval of Capco Analytical Services Inc. The test results reported represent only the items being tested and may not represent the entire material from which the sample was taken.

Capco Analytical Services INC. (CAS)
1536 Eastman Avenue, Suite B
Ventura CA 93003
(805) 644-1095

Client: Padre Associates, Inc.
 Lab ID: 021634
 Matrix: Soil

Analyst: AJ
 Date Received: 08/01/02

AROMATIC VOLATILE COMPOUNDS - EPA Method 8020

Compound	Concentration ug/Kg	Dilution Factor	PQL ug/Kg	Surrogate Rec. (%)
----------	------------------------	--------------------	--------------	-----------------------

CAS Lab #: 02163401
 Sample ID: 80202-9

Date Analyzed: 08/02/02

Benzene	BQL	1	5	--
Toluene	BQL	1	5	--
Ethylbenzene	BQL	1	5	--
Xylenes	BQL	1	10	--

4-Bromofluorobenzene (Surrogate) 80

CAS Lab #: 02163402
 Sample ID: 80202-10

Date Analyzed: 08/02/02

Benzene	BQL	1	5	--
Toluene	BQL	1	5	--
Ethylbenzene	BQL	1	5	--
Xylenes	BQL	1	10	--

4-Bromofluorobenzene (Surrogate) 77

CAS Lab #: 021634-MB
 Sample ID: Method Blank

Date Analyzed: 08/02/02

Benzene	BQL	1	5	--
Toluene	BQL	1	5	--
Ethylbenzene	BQL	1	5	--
Xylenes	BQL	1	10	--

4-Bromofluorobenzene (Surrogate) 77

Surrogate Control Limits: 75 - 115
 PQL: Practical Quantitation Limit
 BQL: Below Practical Quantitation Limit

AmJay
 Principal Analyst

Capco Analytical Services INC. (CAS)
1536 Eastman Avenue, Suite B
Ventura CA 93003
(805) 644-1095

Client: Padre Associates, Inc.
 Lab ID: 021634
 Matrix: Soil

Analyst: JD & AJ
 Date Received: 08/01/02

TOTAL PETROLEUM HYDROCARBONS
EPA METHOD 8015m

Compound	Concentration mg/Kg	Dilution Factor	PQL mg/Kg	Surrogate % Rec.
=====				
CAS Lab #: 02163401				
Client ID: 80202-9				
				Date Extracted: 08/01/02
				Date Analyzed: 08/02/02
TPH - (C4 - C12)	BQL	1.0	0.5	--
TPH - (C13 - C22)	12	1	10	94
TPH - (C23+)	46			
CAS Lab #: 02163402				
Client ID: 80202-10				
				Date Extracted: 08/01/02
				Date Analyzed: 08/02/02
TPH - (C4 - C12)	BQL	1.0	0.5	--
TPH - (C13 - C22)	BQL	1	10	74
TPH - (C23+)	BQL			
CAS Lab #: 021634-MB				
Client ID: Method Blank				
				Date Extracted: 08/01/02
				Date Analyzed: 08/02/02
TPH - (C4 - C12)	BQL	1.0	0.5	--
TPH - (C13 - C22)	BQL	1	10	95
TPH - (C23+)	BQL			

Surrogate: n-Undecane
 Surrogate Control Limits: 57 - 114 %
 PQL: Practical Quantitation Limit
 BQL: Below Practical Quantitation Limit

AM. J. J. J.
 Principal Analyst

Capco Analytical Services INC. (CAS)
1536 Eastman Avenue, Suite B
Ventura CA 93003
(805) 644-1095

Client: Padre Associates, Inc.
 Sample ID: 80202-9
 Date Received: 08/01/02
 Date Sampled: 08/01/02

Sample Matrix: Soil
 CAS LAB NO: 02163401
 Date Analyzed: 08/02/02-
 08/06/02

CAM 17 METALS ANALYSIS

METALS	TTLIC		STLC		CAM LIMITS		EPA METHOD
	TTLIC (mg/Kg)	PQL (mg/Kg)	STLC (mg/L)	PQL (mg/L)	TTLIC (mg/Kg)	STLC (mg/L)	
Antimony	BQL	4			500	15	6010
Arsenic	1.2	0.5			500	5	7060
Barium	500	1			10000	100	6010
Beryllium	BQL	2			75	0.75	6010
Cadmium	BQL	3			100	1	6010
Chromium	9.6	3			2500	560	6010
Cobalt	3.5	1			8000	80	6010
Copper	9.4	3			2500	25	6010
Lead	16	3			1000	5	7421
Mercury	BQL	0.1			20	0.2	7471
Molybdenum	BQL	10			3500	350	6010
Nickel	9.0	1			2000	20	6010
Selenium	BQL	0.5			100	1	7740
Silver	BQL	2			500	5	6010
Thallium	BQL	5			700	7	7841
Vanadium	15	1			2400	24	6010
Zinc	47	2			5000	250	6010

BQL: Below Practical Quantitation Limit
 PQL: Practical Quantitation Limit


 Principal Analyst

Capco Analytical Services INC. (CAS)
1536 Eastman Avenue, Suite B
Ventura CA 93003
(805) 644-1095

Client: Padre Associates, Inc.
 Sample ID: 80202-10
 Date Received: 08/01/02
 Date Sampled: 08/01/02

Sample Matrix: Soil
 CAS LAB NO: 02163402
 Date Analyzed: 08/02/02-
 08/06/02

CAM 17 METALS ANALYSIS

METALS	TTLIC		STLC		CAM LIMITS		EPA METHOD
	TTLIC (mg/Kg)	PQL (mg/Kg)	STLC (mg/L)	PQL (mg/L)	TTLIC (mg/Kg)	STLC (mg/L)	
Antimony	BQL	4			500	15	6010
Arsenic	0.98	0.5			500	5	7060
Barium	750	1			10000	100	6010
Beryllium	BQL	2			75	0.75	6010
Cadmium	BQL	3			100	1	6010
Chromium	8.7	3			2500	560	6010
Cobalt	3.5	1			8000	80	6010
Copper	11	3			2500	25	6010
Lead	17	3			1000	5	7421
Mercury	BQL	0.1			20	0.2	7471
Molybdenum	BQL	10			3500	350	6010
Nickel	10	1			2000	20	6010
Selenium	BQL	0.5			100	1	7740
Silver	BQL	2			500	5	6010
Thallium	BQL	5			700	7	7841
Vanadium	14	1			2400	24	6010
Zinc	48	2			5000	250	6010

BQL: Below Practical Quantitation Limit
 PQL: Practical Quantitation Limit


 Principal Analyst

Capco Analytical Services INC. (CAS)
1536 Eastman Avenue, Suite B
Ventura CA 93003
(805) 644-1095

Client: Padre Associates, Inc.
 Sample ID: Method Blank

Sample Matrix: MB for Solid
 CAS LAB NO: 021634-MB

CAM 17 METALS ANALYSIS

METALS	TTLC (mg/Kg)	TTLC PQL (mg/Kg)	STLC (mg/L)	STLC PQL (mg/L)	CAM LIMITS		EPA METHOD
					TTLC (mg/Kg)	STLC (mg/L)	
Antimony	BQL	4			500	15	6010
Arsenic	BQL	0.5			500	5	7060
Barium	BQL	1			10000	100	6010
Beryllium	BQL	2			75	0.75	6010
Cadmium	BQL	3			100	1	6010
Chromium	BQL	3			2500	560	6010
Cobalt	BQL	1			8000	80	6010
Copper	BQL	3			2500	25	6010
Lead	BQL	3			1000	5	7421
Mercury	BQL	0.1			20	0.2	7471
Molybdenum	BQL	10			3500	350	6010
Nickel	BQL	1			2000	20	6010
Selenium	BQL	0.5			100	1	7740
Silver	BQL	2			500	5	6010
Thallium	BQL	5			700	7	7841
Vanadium	BQL	1			2400	24	6010
Zinc	BQL	2			5000	250	6010

BQL: Below Practical Quantitation Limit
 PQL: Practical Quantitation Limit


 Principal Analyst

Capco Analytical Services INC. (CAS)
1536 Eastman Avenue, Suite B
Ventura CA 93003
(805) 644-1095

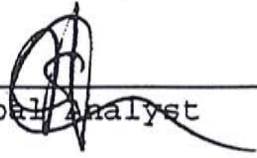
Client: Padre Associates, Inc.
Lab ID: 021634
Analyst: Amal

Sample Matrix: Soil
Date Received: 08/01/02
Date Sampled: 08/01/02

HEXAVALENT CHROMIUM

CAS Lab #	Sample ID	RESULTS (mg/Kg)	Dil Factor	PQL (mg/Kg)
02163401	80202-9	BQL	1	10
02163402	80202-10	BQL	1	10
021634-MB	Method Blank	BQL	1	10

PQL: Practical Quantitation Limit
BQL: Below Practical Quantitation Limit
EPA Method: 7196


Principal Analyst

CAPCO ANALYTICAL SERVICES

1536 Eastman Avenue
Ventura, CA 93003
(805) 644-1095 Fax 644-9947

CHAIN OF CUSTODY RECORD

REPORT

Company PAOLU ACCOUNTS INC Fax 805-644-2050
Address 5450 TILLEGRAVE RD #101
VENTURA CA 93003
Phone 805-644-2220 Contact GMU DS TLAJDEL

BILL TO: SAME AS REPORT

P.O.#

Company _____
Address _____
Phone _____ Contact _____

PROJ. NO 0202-0553 PROJECT NAME SAVITA Farms Well Location

SAMPLERS: (Signature) Jeff Ostard

CONTAINER TYPES
A = AMBER B = BRASS G = GLASS
P = PLASTIC V = VOA VIAL O = OTHER

ANALYSIS

TPH Carbon Chl 815m
BTEX
11 HLE 22 Metals

REMARKS

7021634

1
2

SAMPLE NO.	DATE SAMPLED	TIME SAMPLED	COMP	GRAB	SAMPLE DESCRIPTION	MATRIX					CONTAINER #	TYPE						
						WATER	SOIL	SLUDGE	OTHER									
80202-9	9.04.02	1204	/	/	Silty SAND		/				1	SS						TPH C4-C12
80202-10	"	1206	/	/	"		/				1	SS						C4-C12
																		C13-C14
																		C15-C16
																		C17-C18
																		C19-C20
																		C21-C22
																		C23-C24
																		C25-C26
																		C27-C28
																		C29-C30
																		C31-C32
																		C33-C34
																		C35-C36
																		C37-C38
																		C39-C40
																		C41-C42
																		C43-C44
																		C45-C46
																		C47-C48
																		C49-C50
																		C51-C52
																		C53-C54
																		C55-C56
																		C57-C58
																		C59-C60
																		C61-C62
																		C63-C64
																		C65-C66
																		C67-C68
																		C69-C70
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																		C75-C76
																		C77-C78
																		C79-C80
																		C81-C82
																		C83-C84
																		C85-C86
																		C87-C88
																		C89-C90
																		C91-C92
																		C93-C94
																		C95-C96
																		C97-C98
																		C99-C100

CHECK ONE BOX:

DISPOSE SAMPLES ☒

RETURN SAMPLES ☐

The undersigned hereby acknowledges having received a copy of the Fee Schedule/General Information and Conditions, the provisions of which are a part of this agreement.

Relinquished by: (Signature)

Jeff Ostard

Date/Time

8.1.02 15:05

Received by: (Signature)

Relinquished by: (Signature)

Date/Time

Received by: (Signature)

Relinquished by: (Signature)

Date/Time

24 Hr.

TURN AROUND TIME

Date/Time

Received by: (Signature)

48 Hr.

5 Day

Standard

Other

72 Hr.

WHITE COPY

CANARY COPY

PINK COPY

Capco Analytical Services Incorporated (CAS)
1536 Eastman Avenue, Suite B
Ventura, CA. 93003
(805) 644-1095

Prepared For: Padre Associates Inc.
1861 Knoll Drive
Ventura, CA 93003

September 27, 2002

ATTENTION: Gail Ostrander

Laboratory No: 021981
Date Received: 18-SEPT-02
Project: Sakloka Farms Well Location
0202-0552

Job No: B05541
Sampled By: Client
ID: See Below

RESULTS

On September 18, 2002, two (2) samples were received for analysis by Capco Analytical Services Inc. The samples were identified and assigned the lab numbers listed below. This report consists of 6 pages excluding the cover letter, and the Chain of Custody.

SAMPLE DESCRIPTION

CAS LAB NUMBER

91802-11
91802-12

02198101
02198102


Dan A. Farah, Ph.D.
Director - Analytical Operations

This report shall not be reproduced except in full without the written approval of Capco Analytical Services Inc. The test results reported represent only the items being tested and may not represent the entire material from which the sample was taken.

Capco Analytical Services INC. (CAS)
1536 Eastman Avenue, Suite B
Ventura CA 93003
(805) 644-1095

Client: Padre Associates, Inc.
 Lab ID: 021981
 Matrix: Soil

Analyst: AJ
 Date Received: 09/18/02

AROMATIC VOLATILE COMPOUNDS - EPA Method 8020

Compound	Concentration ug/Kg	Dilution Factor	PQL ug/Kg	Surrogate Rec. (%)
----------	------------------------	--------------------	--------------	-----------------------

CAS Lab #: 02198101
 Sample ID: 91802-11

Date Analyzed: 09/20/02

Benzene	BQL	1	5	--
Toluene	BQL	1	5	--
Ethylbenzene	BQL	1	5	--
Xylenes	BQL	1	10	--

4-Bromofluorobenzene (Surrogate) 83

CAS Lab #: 02198102
 Sample ID: 91802-12

Date Analyzed: 09/20/02

Benzene	BQL	1	5	--
Toluene	BQL	1	5	--
Ethylbenzene	BQL	1	5	--
Xylenes	BQL	1	10	--

4-Bromofluorobenzene (Surrogate) 92

CAS Lab #: 021981-MB
 Sample ID: Method Blank

Date Analyzed: 09/20/02

Benzene	BQL	1	5	--
Toluene	BQL	1	5	--
Ethylbenzene	BQL	1	5	--
Xylenes	BQL	1	10	--

4-Bromofluorobenzene (Surrogate) 92

Surrogate Control Limits: 75 - 115
 PQL: Practical Quantitation Limit
 BQL: Below Practical Quantitation Limit

Amjay

Principal Analyst

Capco Analytical Services INC. (CAS)
1536 Eastman Avenue, Suite B
Ventura CA 93003
(805) 644-1095

Client: Padre Associates, Inc.
 Lab ID: 021981
 Matrix: Soil

Analyst: JD & AJ
 Date Received: 09/18/02

TOTAL PETROLEUM HYDROCARBONS
EPA METHOD 8015m

Compound	Concentration mg/Kg	Dilution Factor	PQL mg/Kg	Surrogate % Rec.
----------	------------------------	--------------------	--------------	---------------------

CAS Lab #: 02198101
 Client ID: 91802-11

Date Extracted: 09/23/02
 Date Analyzed: 09/25/02

TPH - (C4 - C12)	BQL	1.0	0.5	--
TPH - (C13 - C22)	BQL	1	10	85
TPH - (C23+)	BQL			

CAS Lab #: 02198102
 Client ID: 91802-12

Date Extracted: 09/23/02
 Date Analyzed: 09/25/02

TPH - (C4 - C12)	BQL	1.0	0.5	--
TPH - (C13 - C22)	12	1	10	94
TPH - (C23+)	BQL			

CAS Lab #: 021981-MB
 Client ID: Method Blank

Date Extracted: 09/23/02
 Date Analyzed: 09/25/02

TPH - (C4 - C12)	BQL	1.0	0.5	--
TPH - (C13 - C22)	BQL	1	10	95
TPH - (C23+)	BQL			

Surrogate: n-Undecane
 Surrogate Control Limits: 57 - 114 %
 PQL: Practical Quantitation Limit
 BQL: Below Practical Quantitation Limit

Amjay
 Principal Analyst

Capco Analytical Services INC. (CAS)
1536 Eastman Avenue, Suite B
Ventura CA 93003
(805) 644-1095

Client: Padre Associate, Inc.

Sample ID: 91802-12

Date Received: 09/18/02

Date Sampled: 09/18/02

Sample Matrix: Soil

CAS LAB NO: 02198102

Date Analyzed: 09/19/02 &
09/20/02

CAM 17 METALS ANALYSIS

METALS	TTLC		STLC		CAM LIMITS		EPA METHOD
	TTLC (mg/Kg)	PQL (mg/Kg)	STLC (mg/L)	PQL (mg/L)	TTLC (mg/Kg)	STLC (mg/L)	
Antimony	BQL	4			500	15	6010
Arsenic	1.2	0.5			500	5	7060
Barium	150	1			10000	100	6010
Beryllium	BQL	2			75	0.75	6010
Cadmium	BQL	3			100	1	6010
Chromium	7.9	3			2500	560	6010
Cobalt	BQL	1			8000	80	6010
Copper	8.4	3			2500	25	6010
Lead	5.0	3			1000	5	7421
Mercury	BQL	0.1			20	0.2	7471
Molybdenum	BQL	10			3500	350	6010
Nickel	8.9	1			2000	20	6010
Selenium	BQL	0.5			100	1	7740
Silver	BQL	2			500	5	6010
Thallium	BQL	5			700	7	7841
Vanadium	17	1			2400	24	6010
Zinc	30	2			5000	250	6010

BQL: Below Practical Quantitation Limit

PQL: Practical Quantitation Limit


 Principal Analyst

Capco Analytical Services INC. (CAS)
1536 Eastman Avenue, Suite B
Ventura CA 93003
(805) 644-1095

Client: Padre Associate, Inc.
 Sample ID: Method Blank

Sample Matrix: MB for Solid
 CAS LAB NO: 021981-MB

CAM 17 METALS ANALYSIS

METALS	TTLC		STLC		CAM LIMITS		EPA METHOD
	TTLC (mg/Kg)	PQL (mg/Kg)	STLC (mg/L)	PQL (mg/L)	TTLC (mg/Kg)	STLC (mg/L)	
Antimony	BQL	4			500	15	6010
Arsenic	BQL	0.5			500	5	7060
Barium	BQL	1			10000	100	6010
Beryllium	BQL	2			75	0.75	6010
Cadmium	BQL	3			100	1	6010
Chromium	BQL	3			2500	560	6010
Cobalt	BQL	1			8000	80	6010
Copper	BQL	3			2500	25	6010
Lead	BQL	3			1000	5	7421
Mercury	BQL	0.1			20	0.2	7471
Molybdenum	BQL	10			3500	350	6010
Nickel	BQL	1			2000	20	6010
Selenium	BQL	0.5			100	1	7740
Silver	BQL	2			500	5	6010
Thallium	BQL	5			700	7	7841
Vanadium	BQL	1			2400	24	6010
Zinc	BQL	2			5000	250	6010

BQL: Below Practical Quantitation Limit
 PQL: Practical Quantitation Limit


 Principal Analyst

Capco Analytical Services INC. (CAS)
1536 Eastman Avenue, Suite B
Ventura CA 93003
(805) 644-1095

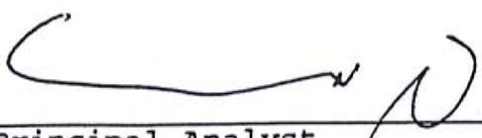
Client: Padre
Lab ID: 021981
Analyst: LNP

Sample Matrix: Soil
Date Received: 09/18/02
Date Sampled: 09/18/02

HEXAVALENT CHROMIUM

CAS Lab #	Sample ID	RESULTS (mg/Kg)	Dil Factor	PQL (mg/Kg)
02198101	91802-11	BQL	1	10
02198102	91802-12	BQL	1	10
021981-MB	Method Blank	BQL	1	10

PQL: Practical Quantitation Limit
BQL: Below Practical Quantitation Limit
EPA Method: 7196


Principal Analyst

CHAIN OF CUSTODY RECORD

BILL TO:
Company SMK
Address _____
Phone _____ **Contact** _____
P.O.# _____

PROJ. NO	PROJECT NAME
0202-0552	SALIOKA FARMS WELL LOCATION

SAMPLERS: (Signature)

CONTAINER TYPES
A = AMBER B = BRASS G = GLASS
P = PLASTIC V = VOA VIAL O = OTHER

ANALYSIS
Carbon Chain 8015m
EX 8020
Title 22 Metals

021981

[illegible]

The undersigned hereby acknowledges having received a copy of the Fee Schedule/General Information and Conditions, the provisions of which are a part of this agreement.

Relinquished by: (Signature)

Date/Time

Received by: (Signature)

Relinquished by: (Signature)

Date/Time

Received by: (Signature)

Relinquished by: (Signature)

Date/Time

Received by: (Signature)

Date/Time

TURN AROUND TIME

WHITE COPY

CANARY COPY

PINK COPY

24 Hr.	48 Hr.	72 Hr.
--------	--------	--------

5 Day
Standard
Other



ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS

April 25, 2002
Project No. 0201-0551

Sakioka Farms
3183-A Airway Avenue
Costa Mesa, California 92626-4611

Sakioka Farms
684 Cawelti Road
Camarillo, California 93012

Attention: Messrs. Jeffrey D. Littell and Craig R. Kaihara

Subject: **Letter-Report**, Historical Review and Review of Oil and Gas Development, Sakioka Farms Property, APNs 216-030-006, 007, 008, and 010, Approximately 430-Acres Located Immediately South of U.S. Highway 101 at Rice Road and Del Norte Boulevard, Oxnard, Ventura County, California

Dear Messrs. Littell and Kaihara:

Padre Associates, Inc. (Padre) is pleased to present this letter-report presenting the results of Task 1 of our proposal dated February 28, 2002 to complete a preliminary environmental site assessment (ESA) for the Sakioka Farms Property located immediately south of U.S. Highway 101 between Rice Road and Del Norte Boulevard, Oxnard, Ventura County, California (Site). The location of the Site is presented on Plate 1 - Site Location Map. Task 1 consisted of the historical review of the Site, and the review of oil and gas development at the Site. The Site is approximately 430-acres in size and is identified as Ventura County Assessor's Parcel Numbers (APNs) 216-030-006, -007, -008, and -010. The property lies within the Oxnard oil field, and was formerly leased and operated by San Roque Oil and Exploration Company, Max Pray, and the Standard Oil Company of California. The property is currently utilized as farmland. The objective of Task 1 of the ESA was to review the oil and gas development history and the status of seven oil wells known to have been drilled within the boundaries of the Site.

The scope of services for Task 1 of the ESA included the following elements:

- Review of readily available geologic and hydrogeologic literature;
- Review of historical aerial photographs, historical topographic maps, and Department of Oil, Gas, and Geothermal Resources (DOGGR) maps and records relating to the Site; and
- Preparation of this letter-report presenting our findings and conclusions and recommendations.



Sakioka Farms
April 25, 2002 (0201-0551)

ENVIRONMENTAL SETTING

SITE LOCATION AND DESCRIPTION

The Site is approximately 430-acres in size, and is currently planted for row crop production. The property is bounded on the north by U.S. Highway 101, on the east by farmland and the Camarillo Airport, on the south by Camino Del Sol Road, and on the west by Rice Avenue. The Site and adjacent properties are illustrated on Plate 2 - Site Plan.

TOPOGRAPHY AND DRAINAGE

Elevations within the boundaries of the Site range from approximately 65 to 80 feet above mean sea level. Surface runoff within the Site drains generally southwest, toward a swale that discharges onto Fairway Drive. No "blue-line" streams are located within the Site boundaries, nor are any mapped wetland areas (United States Geological Survey (USGS, 1967)). The nearest significant drainage is an intermittent stream known as Revolon Slough, which is located approximately 1,200 feet due east of the northern portion of the Site.

GEOLOGY AND HYDROGEOLOGY

The Site is located within the Transverse Ranges geomorphic province of California. The Transverse Ranges province is characterized by a series of east-west trending ranges and valleys, many of which are bounded by faults. Rocks exposed in the Transverse ranges include igneous, sedimentary and metamorphic rocks ranging in age from Precambrian to Recent.

Locally, the property lies within the Ventura Basin, an important oil and gas-producing region roughly following the trend of the Santa Clara River. The Ventura Basin is famous for its thick section of mostly marine sedimentary rocks, which total more than 50,000 feet. The Site is located on a relatively flat surface underlain by recent and older alluvial deposits derived from the adjacent foothills.

The Site is located within the Oxnard Plain groundwater basin, one of the primary water resources of Ventura County. Estimated depth to groundwater under the Site is approximately 20 to 30 feet (UWCD, 2002), and probably fluctuates seasonally.

SURFICIAL SOIL

According to the United States Department of Agriculture, Soil Conservation Service's, *Soil Survey of Ventura Area, California* (1970), the Site is underlain by the Camarillo - Hueneme - Pacheco association, which is comprised of loamy sands to silty clay loam.



The Camarillo - Hueneme - Pacheco soil occurs on alluvial fans and plains. These soils occur on level ground, and are described as very deep and poorly drained. The soils have moderate permeability, very slow surface runoff, and soil erosion hazard is none to slight. Shrink-swell potential is low to moderate.

FLOODPLAIN

The County of Ventura Flood Control Agency maintains flood zone information for the area surrounding the Site. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, the property is located in two zones. The western portion of the property is located within Zone C, an area of minimal to no flooding hazard. The eastern portion is located within Zone B, a zone with chances of minimal flooding up to 1 foot in depth during a 500-year flood event.

HISTORICAL SITE CONDITIONS

Padre has compiled the following history of the Site through review of readily available historical information. Based on our review of historical aerial photographs and State of California Division of Oil, Gas and Geothermal Resources (DOGGR) records, the McGrath well Nos. 1, 2, 4, 13-1 through 13-3 and 13-1A were constructed between 1957 and 1960. Three of the McGrath wells (Nos. 13-1, 13-3, and 4) were never completed and were abandoned within one day of drilling completion. Production on McGrath well No. 2 was suspended for 6 months, at which time the well was ultimately abandoned without resuming production. McGrath well Nos. 13-1A, 13-2, and 1 were the sole producing wells historically operated at the Site. McGrath well No. 1 had a short production span of 6 months and was abandoned in 1961 when production slowed to 10 barrels of oil per day. McGrath well Nos. 13-1A and 13-2 had the longest production period of the three wells at the Site. After approximately nine years of production, well Nos. 13-1A and 13-2 were abandoned in 1966. Based on a review of historical aerial photographs two aboveground tanks (ASTs) associated with McGrath well No. 13-1A were located at the Site during the time of production. The ASTs were located approximately 100 feet west of the well pump at McGrath well No. 13-1A and were visible in aerial photographs reviewed from 1959 to 1964. Refer to Attachment A - Historical Aerial Photographs, for the approximate well and AST locations

FINDINGS

HISTORICAL AERIAL PHOTOGRAPHS

Padre reviewed aerial photographs of the property and surrounding area from the Map and Imagery Laboratory at the University of California at Santa Barbara (UCSB). The historical aerial photographs reviewed for this study are listed below, and a summary of the features identified in each photograph is presented below. Copies of the 1945, 1959, 1962, 1964, 1973, 1981, and 1992 aerial photographs are included in Attachment A.



Flight I.D.	Date	Scale (inch:feet)
C-104	1927	1:18,000
C-9800	1945	1:7,200
AXI-1959	1959	1:20,000
HA-OH	1962	1:16,000
HA-WE	1964	1:24,000
PW-VEN-1973	1973	1:24,000
PW-VEN3	1981	1:24,000
PW-VEN9	1992	1:24,000
ICK-STOCK 98/99	1998/99	1:42,000

- 1927** The 1927 photograph shows the Site as a partially developed property comprised of agricultural land with some structural development located along the western property boundary. At the time of this photograph, the agricultural land in use was limited to the western third of the Site. The photograph shows the eastern two thirds of the property to be vacant fields with little or no signs of agricultural use. Approximately seven structures are shown to be located at the northeastern corner of the Site, and approximately three additional structures are located about 2,000 feet directly south of the structures in the northeast corner. The buildings are most likely residential and/or agriculturally related.
- 1945** Land uses are similar to those observed in the 1927 photograph.
- 1959** The 1959 photograph shows less agricultural influence than the 1945 photograph. The remaining crop field was located near the southwest property line surrounding the most southern structures located on the property. The layout and number of developed structures also changed since 1945; at the time of this photograph, there were approximately five structures at the northern location and three at the southern location. The 1959 photograph shows the first signs of oil and gas development, with three oil well locations visible in the photograph. The remnants of McGrath well No. 13-3, which was abandoned about 6 months prior to this photograph, is shown as a rectangular shaped drilling pad area of barren ground located near the most southwestern corner of the Site. The other two oil well locations identified in this photograph are McGrath well No. 13-1A and McGrath well No. 13-2. These two wells would have been in full production at the time this photograph. McGrath well No. 13-1A is located approximately 1,000 feet directly east of the remnants of McGrath well No. 13-3. This photograph also shows that there are two ASTs associated with McGrath well No. 13-1A, they are located about 100 east of the production well in this photograph. McGrath well No. 13-2 is shown close to the center of the Site, approximately 2,500 feet directly east of the most southern structure.



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- 1962** Land uses are similar to those observed in the 1959 photograph. New crops were planted in the barren area created during the drilling of McGrath well No. 13-3, but the outline of the barren area is still identifiable, indicating the wells' location. At the time of this photograph, all of the wells located on the Site had been abandoned except McGrath well Nos. 13-1A and 13-2, which were still in production.
- 1964** The 1964 photograph shows negligible change since the 1962 aerial photograph.
- 1973** Oil production at the Site ended 1966, therefore all production wells were abandoned approximately 7 years prior to this photograph. There are no signs of the abandoned oil wells in the 1973 photograph. The two structures described above as being near the western property line are still present in 1973 with the addition of two dirt parking areas within the row crop areas. Other new developments in this photograph include a water storage pond located in the southeastern portion of the property and increased progress on the development of the off ramp for Del Norte Boulevard.
- 1981** The 1981 aerial photograph shows no significant changes since the 1973 photograph.
- 1992** In the 1992 photograph the construction of Del Norte Boulevard is complete. Del Norte Boulevard is shown as a four lane road running north to south from U.S. Highway 101, and is located on the Site approximately 1,000 feet from the eastern property line. The photograph also shows that the water storage pond has been drained and is now empty. No other changes were observed since the 1981 aerial photograph.
- 1998** The 1998 photograph shows little change from the 1992 photograph. In the 1998 photograph it appears the water storage pond shown in the 1973 through 1992 photographs has been replaced with an above ground water tank.

STATE OF CALIFORNIA DIVISION OF OIL, GAS AND GEOTHERMAL RESOURCES

The State of California Division of Oil, Gas and Geothermal Resources (DOGGR) is responsible for regulation of oil, gas, and geothermal operations within California, and maintains records of well completions, production, and abandonment by District and Field. The McGrath property is located within the Oxnard Oil Field of District 2. Seven wells are shown on DOGGR maps as located within the Site, McGrath Well Nos. 1, 2, and 4, McGrath Well Nos. 13-1A, and well Nos. 13-1, 13-2 and 13-3. Presented below is a summary of the information obtained from the available DOGGR records.

- Well No. 1 was spudded in 1960 by A.D. Rushing for San Roque Oil and Exploration Company. The well was originally drilled with portable rotary equipment to a total depth of 7,597 feet in search of the McGinnis producing zone. The well was plugged back and whip-stocked at a depth of 6,594 feet, redrilled to a depth of 7,120 feet, and plugged back to a depth of 7,110 feet. Initial production commenced in November 1960 with negligible gas production and 41 barrels of oil per day with a water cut of 3 percent. In April 1961, production declined to 10 barrels of oil per day,



and the well was abandoned in May 1961 by Best Well Service. Concrete plugs were positioned at 7,097 to 6,890 feet and 995 to 885 feet including a 10-foot surface plug bridged with paper sacks at 14 feet below ground level, and completed with a concrete plug emplaced up to the cellar floor at 4 feet below the ground surface. A steel plate was welded onto the casing at the cellar floor.

- Well No. 2 was spudded in 1960 by A.D. Rushing for San Roque Oil and Exploration Company. The well was drilled with portable rotary to a total depth of 6,963 feet in search of a producing zone within the Sespe Formation. The well was plugged at a final depth of 6,955 feet. Well production was suspended upon completion in November 1960 until the well was ultimately abandoned in May 1961 with zero production. Well abandonment work was performed in 1961 by Best Well Service. Concrete plugs were positioned at 6,885 to 6,370 feet and 992 to 892 feet including a 10-foot surface plug bridged with paper sacks at 13 feet below ground level, and completed with a concrete plug placed up to the cellar floor at 3 feet below the ground surface. A steel plate was welded onto the casing at the cellar floor.
- Well No. 4 was spudded in 1960 by A.D. Rushing for San Roque Oil and Exploration Company. The well was drilled with portable rotary to a depth of 9,989 feet in search of a producing zone within the Sespe Formation. The Reserve Oil and Gas Company took over well production in December 1960 and completed the well to a total depth of 10,619 feet. The well never produced and was abandoned one day after completion of drilling, with abandonment work performed by A.D. Rushing. Concrete plugs were positioned at 6,730 to 6,605 feet, 1,709 to 1,532 feet and 1,028 to 945 feet including a 10-foot surface plug bridged with paper sacks at 16 feet below ground level, and completed with a concrete plug placed up to the cellar floor at 6 feet below the ground surface. A steel plate was welded onto the casing at the cellar floor.
- Well No. 13-1 was spudded in 1958 by Atlantic Oil Company for Max Pray, and was drilled with portable rotary to a total depth of 7,200 feet. The well never produced and was abandoned one day after completion of drilling. Concrete plugs were positioned at 6,959 to 5,759 feet, 1,950 to 1,750 feet, and 831 to 728 feet including a 10-foot surface plug bridged with paper sacks at 15 feet below ground level, and completed with a concrete plug placed up to the cellar floor at 5 feet below the ground surface. A steel plate was welded onto the casing at the cellar floor.
- Well No. 13-2 was spudded in 1957 by Santa Maria Drilling Company for the Standard Oil Company of California (presently ChevronTexaco). The well was drilled with portable rotary to a total depth of 7,350 feet and plugged back to a depth of 7,035 feet, where the well was completed within the McInnes producing zone. Initial production commenced in December 1957 with 44 million cubic feet of gas per day and 87 barrels of oil per day with a water cut of approximately 24 percent. In August 1966, well production declined to 5 barrels of oil per day and the well was abandoned by California Production Service. Concrete plugs were positioned at 7,342 to 971 feet including the placement of a concrete plug at 30 feet below the



ground surface and filled with 25 sacks of class "G" cement. A steel plate was welded onto the casing at the cellar floor.

- Well No. 13-3 was spudded in 1959 by Standard Oil Company of California (presently ChevronTexaco) and was drilled with portable rotary equipment to a total depth of 6,730 feet. The well was never completed and was abandoned on the day drilling was completed. Concrete plugs were positioned at 1,900 to 1,567 feet, and 800 to 310 feet including the placement of a wooden plug at 26 feet below the ground surface, and filled with 9 sacks of cement to the cellar floor at 6 feet below ground surface. A steel plate was welded onto the casing at the cellar floor.
- Well No. 13-1A was spudded in 1957 by Standard Oil Company of California (presently ChevronTexaco). The well was originally designated McGrath well No. 13-1, and was drilled with portable rotary equipment to a total depth of 7,650 feet. The well was bridged with cement to 4,170 feet, re-designated McGrath well No. 13-1A, and directionally drilled 750 feet east of the surface location into the McInnes producing zone. The well was drilled to a final depth of 6,700 feet, and plugged back to a depth of 6,615 feet. Initial production commenced in August 1957 with 73 million cubic feet of gas per day and 220 barrels of oil per day with a water cut of approximately 0.5 percent. In January 1966, production declined to 1 barrel of oil per day, and the well was abandoned by the California Production Service. Concrete plugs were positioned at 6,628 to 900 feet including the placement of a wooden plug at 30 feet below the ground surface and filled with 25 sacks of class "G" cement. A steel plate was welded onto the casing at the cellar floor.

All of the wells located on the property (McGrath well Nos. 1, 3, 4, 13-1, 13-2, 13-3, and 13-1A) were plugged and abandoned with the approval of DOGGR at the time of abandonment (between 1959 and 1966). Well abandonment procedures have been modified since the abandonment of these wells, and current abandonment procedures indicate that several of the abandoned wells at the Site may not meet present well abandonment requirements. The table below summarizes the abandonment data and current DOGGR surface plug requirements for abandonment.

Well No.	Top of Casing Depth Below Surface	Surface Plug Depth Below Cellar/Surface	DOGGR Surface Plug Requirements	
			Top of Casing	Plug Depth
McGrath 1	4 feet	10 feet below cellar	5 feet below surface	5 to 30 feet below surface
McGrath 2	3 feet	10 feet below cellar	5 feet below surface	5 to 30 feet below surface
McGrath 4	6 feet	10 feet below cellar	5 feet below surface	5 to 30 feet below surface
McGrath 13-1	5 feet	10 feet below cellar	5 feet below surface	5 to 30 feet below surface
McGrath 13-2	No Record	30 feet below surface	5 feet below surface	5 to 30 feet below surface
McGrath 13-3	6 feet	20 feet below cellar	5 feet below surface	5 to 30 feet below surface
McGrath 13-1A	No Record	30 feet below surface	5 feet below surface	5 to 30 feet below surface



CONCLUSIONS AND RECOMMENDATIONS

Based on our review of historical aerial photographs, historical topographic maps, and DOGGR maps and well records, at least seven oil and gas production wells were drilled and abandoned at the Site. Two ASTs associated with McGrath well No. 13-1A existed at the Site between 1959 and 1964.

On the basis of Padre's review of historical aerial photographs, historical topographic maps, and available oil field maps and records, the Site has been mainly used for agricultural purposes. The property has historically included seven to eleven buildings of various sizes from the 1920s to present day.

Padre recommends the following actions prior to initiating construction activities at the property:

- The location of existing buried abandoned oil well casing of the seven identified wells, and the extent of the concrete abandonment plug should be determined using geophysical survey techniques (e.g., magnetometer, ground-penetrating radar) and through backhoe excavations. Additionally, the 430-acre property should be screened for the presents of existing oil transmission pipelines.
- Preliminary soil assessment of the shallow soils located in the vicinity of the seven abandoned oil production wells and the associated drilling sumps. Soil samples should be collected and chemically analyzed for the presence of elevated concentrations of TPH, VOC's, PCB's, metals, and pesticides.
- Preparation of the findings of the preliminary ESA, including recommendations for supplemental assessment activities or recommendations for remediation alternatives.

LIMITATIONS

This report has been prepared for the sole benefit of Sakioka Farms. No other persons may rely on the findings of this report without the expressed written consent of the client and Padre Associates, Inc.

The analyses and interpretations presented in this report have been developed based on the results from the review of existing information pertaining to the Subject Property.

In performing our professional services, we have attempted to apply present scientific judgment and use a level of effort consistent with the standard of practice for similar type studies. Padre Associates, Inc. makes no warranty, express or implied.

Sakioka Farms
April 25, 2002 (0201-0551)



CLOSURE

Padre appreciates the opportunity to provide environmental consulting services to Sakioka Farms. If you have any questions or require additional information, please contact us.

Sincerely,

PADRE ASSOCIATES, INC.

A handwritten signature in blue ink, reading "Gail Ostrander".

Gail R. Ostrander
Staff Geologist

A handwritten signature in blue ink, reading "Jerome K. Summerlin".

Jerome K. Summerlin, C.E.G., C.Hg.
Principal

GRO:JKS:av

Attachments: References
Plates
Attachment A- Historical Aerial Photographs



Sakioka Farms
April 25, 2002 (0201-0551)



REFERENCES

California Department of Conservation, Division of Oil and Gas, *Oilfield Map No. 312*, dated 1998.

United States Department of Agriculture, Soil Conservation Service, *Soil Survey of Ventura County Area, California*, 1970.

United Water Conservation District, *Surface Groundwater Conditions Report*, 2000.

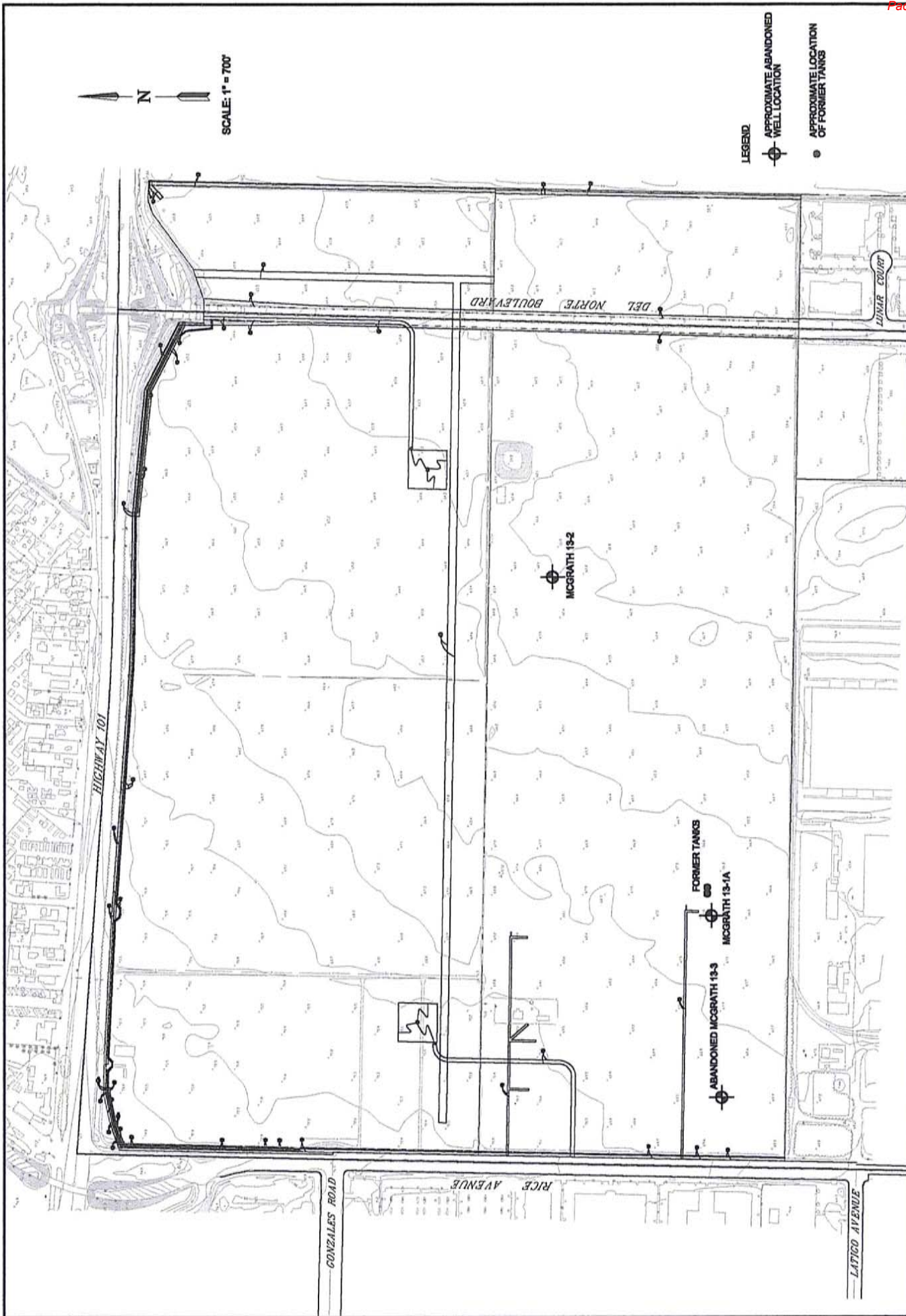
Weber, F.H., and Kiessling, E.W. (1976), *Seismic Hazards of Ventura County, California*, California Division of Mines and Geology Open-File Report 76-5 LA.

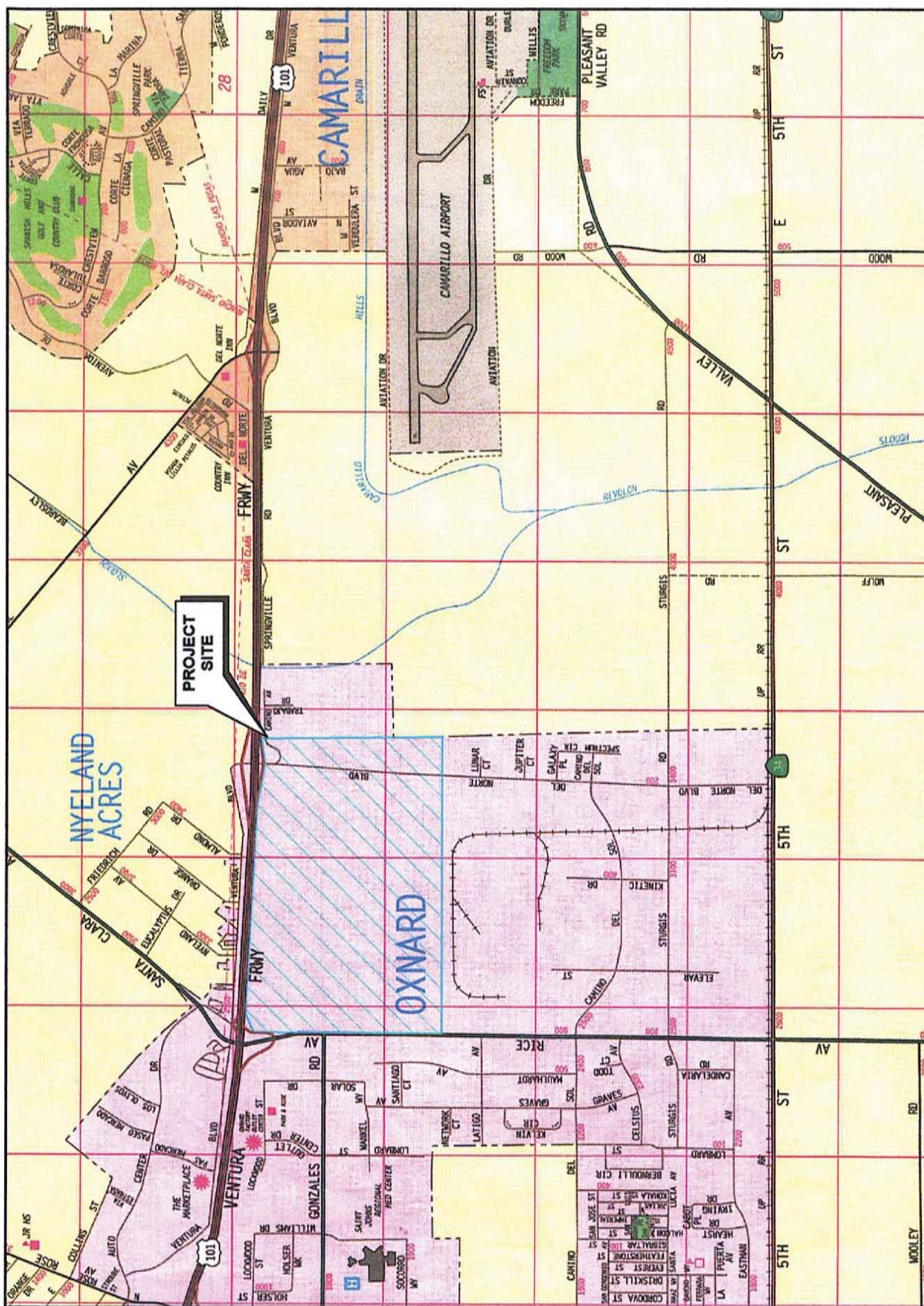
PLATES

SITE PLAN PLATE 2

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April 2002
Project No. 0201-0551

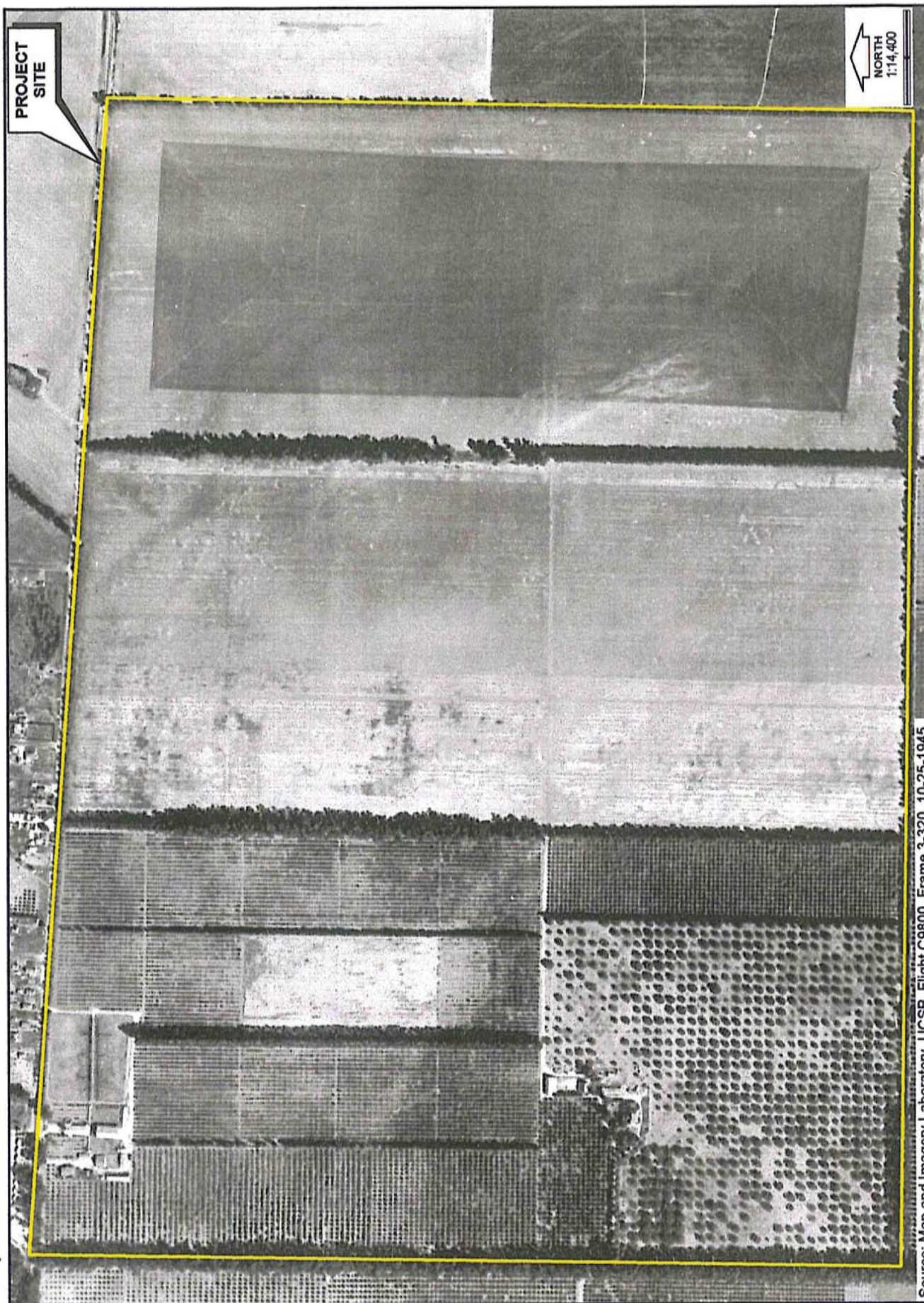




SITE LOCATION MAP
PLATE 1

**ATTACHMENT A
HISTORICAL AERIAL PHOTOGRAPHS**

April 2002
Project No. 0201-0551

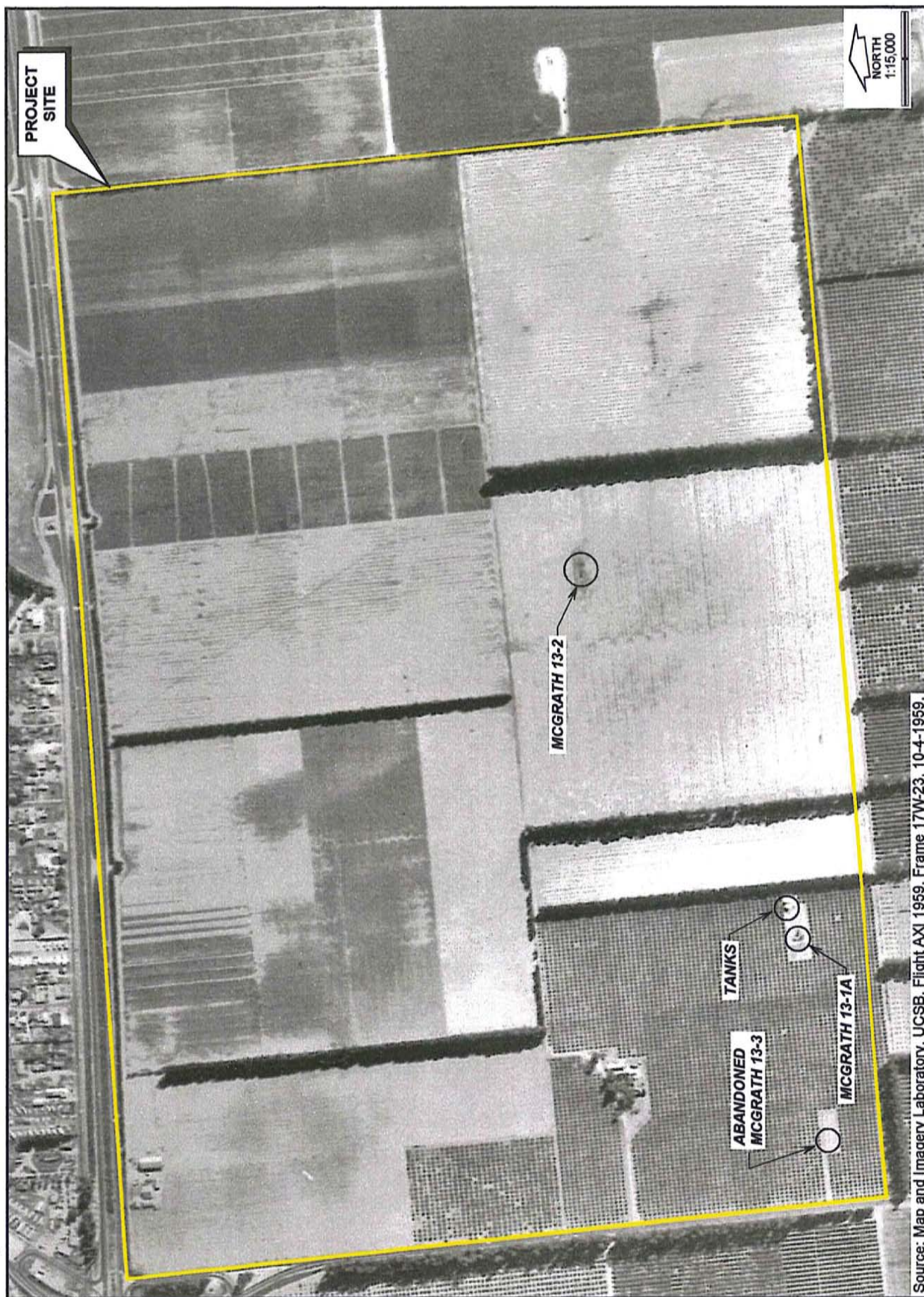


Source: Map and Imagery Laboratory, UCSB, Flight C9800, Frame 3-320, 10-25-1945.

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1945 AERIAL PHOTOGRAPH

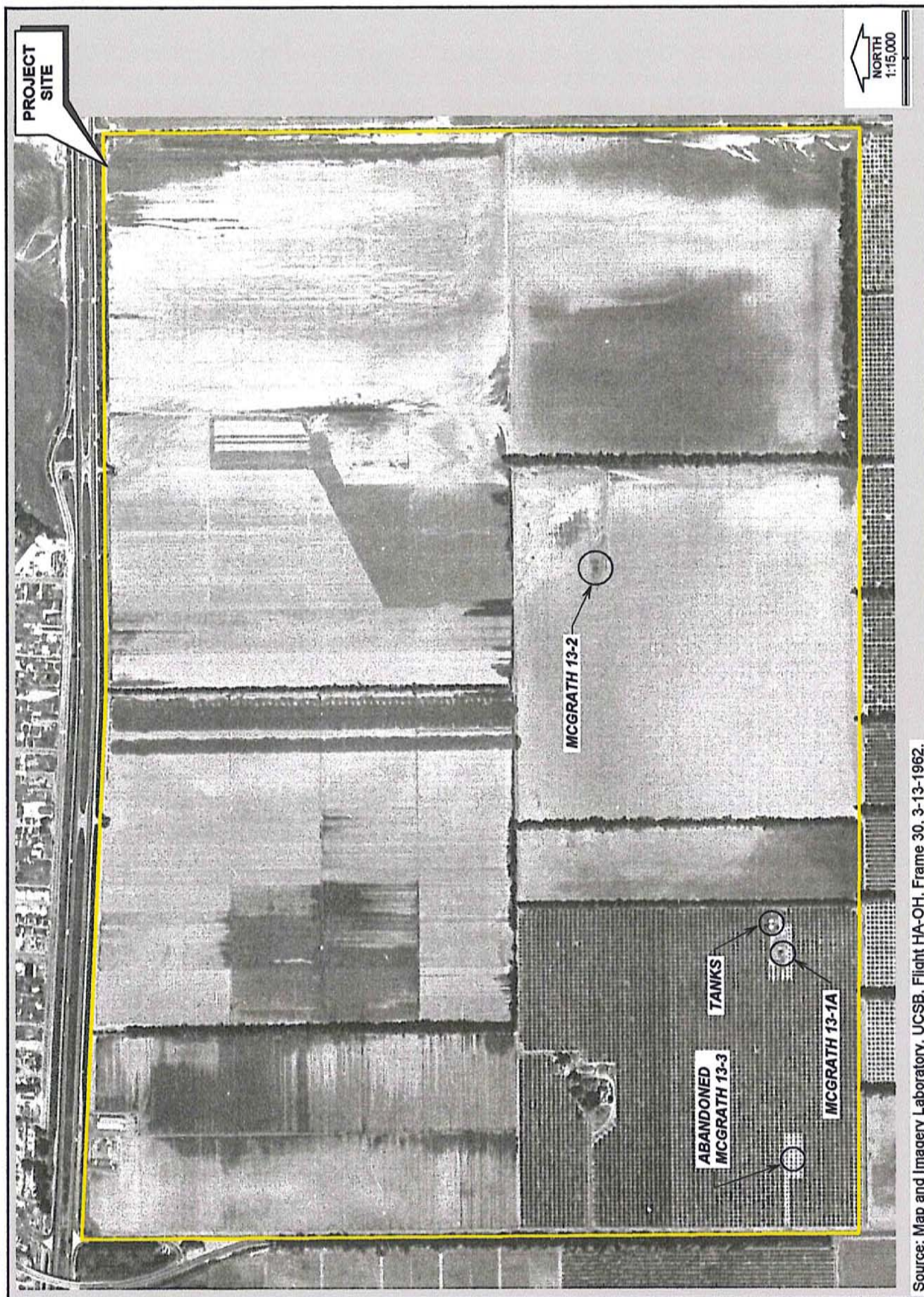
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1959 AERIAL PHOTOGRAPH

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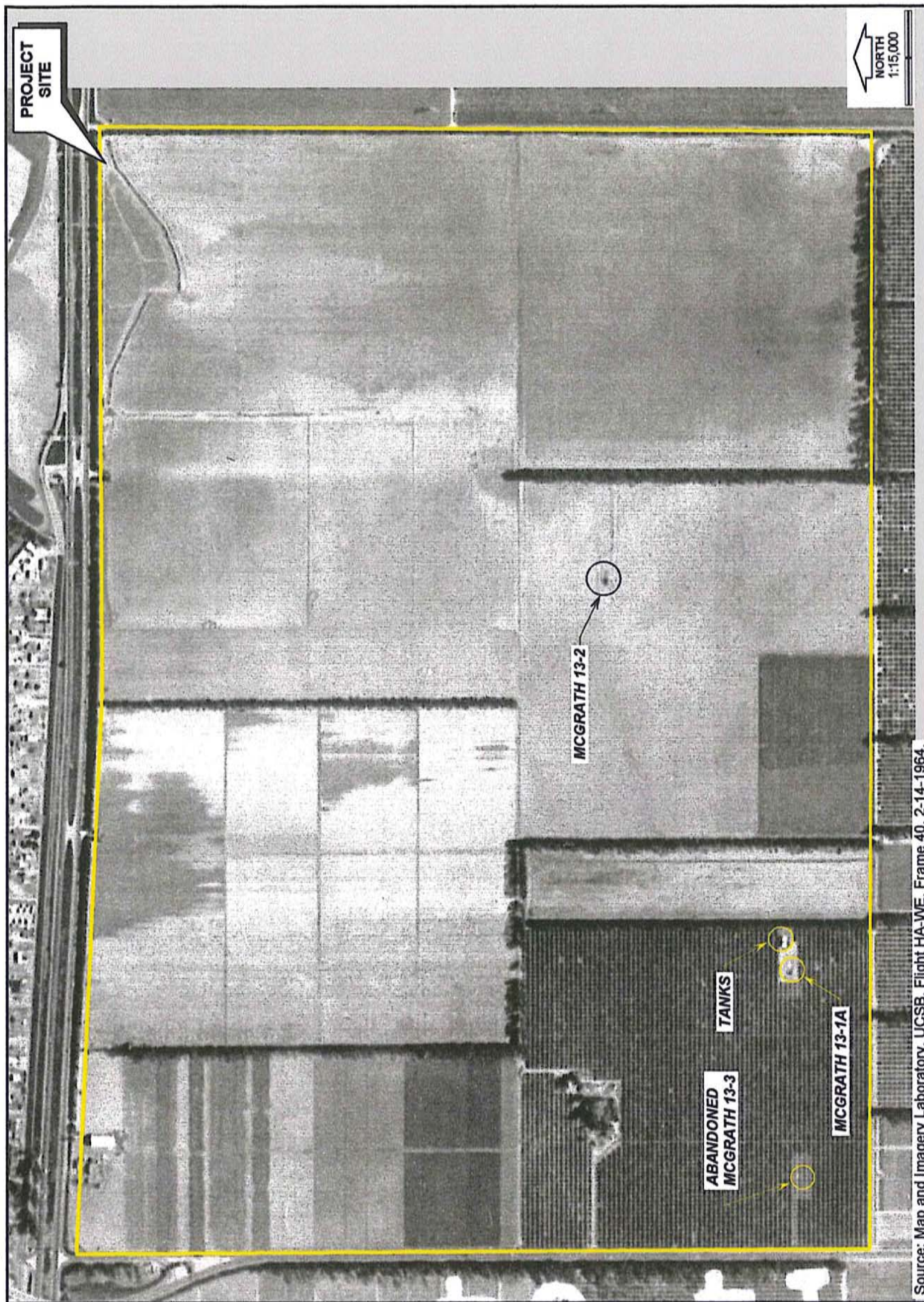


Source: Map and Imagery Laboratory, UCSB, Flight HA-OH, Frame 30, 3-13-1962.

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1962 AERIAL PHOTOGRAPH

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Source: Map and Imagery Laboratory, UCSB, Flight HA-WE, Frame 40, 2-14-1964.

1964 AERIAL PHOTOGRAPH

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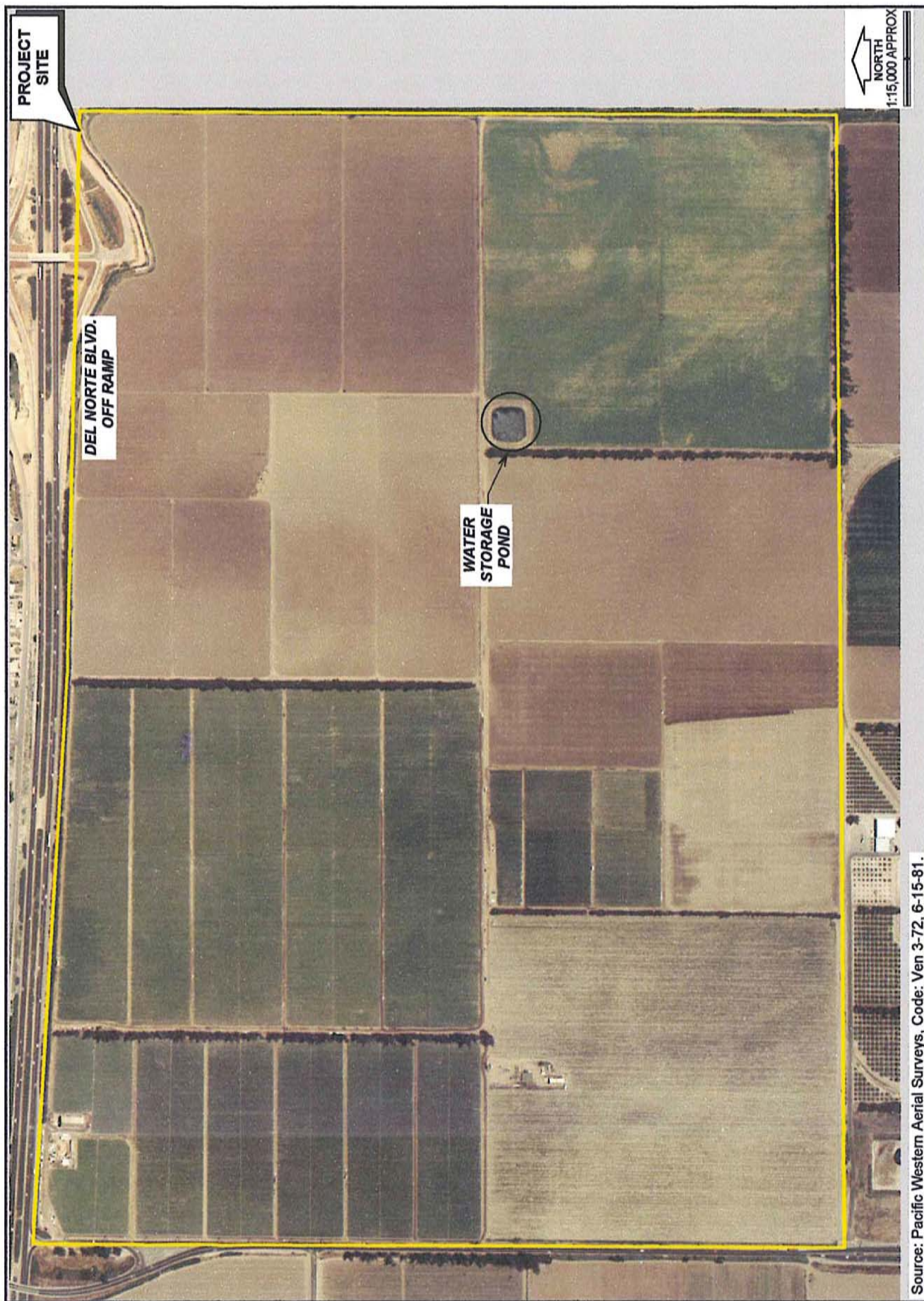


Source: Pacific Western Aerial Surveys, Code: Ven 1-56, 8-23-73.

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1973 AERIAL PHOTOGRAPH

April 2002
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Source: Pacific Western Aerial Surveys, Code: Ven 3-72, 6-15-81.

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1981 AERIAL PHOTOGRAPH

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1992 AERIAL PHOTOGRAPH

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Sakioka Farms Business Park, Tentative Tract Map Checklist for Consistency Evaluation

Appendix MM

Sakioka Farms Business Park Specific Plan EIR Mitigation Monitoring and Reporting Program

Adaptive Management Mitigation Monitoring and Reporting Program

May 2020

for the Sakioka Farms Business Park Specific Plan

Incorporating Mitigation Measures

from the Sakioka Farms Business Park Specific Plan Final EIR

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

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

Note: The “Project developer” is defined in this Mitigation Monitoring and Reporting Program as Sakioka Farms, the Project applicant, as well as the eventual individual developers of each parcel within the project site.

Versions:

Adaptive Replacement Measures - May 2020

Original - June 2012

May 2020

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

May 2020

City. If any find were determined to be significant by the Native American monitor, the City and the Native American monitor would meet to determine the appropriate course of action. A copy of the contract for these services shall be submitted to the Planning Division Manager for review and approval prior to issuance of any grading permits. A final monitoring report(s) shall be provided to the Planning Division prior to approval of final building certificate(s) of occupancy signature.	trenching deeper than three feet. If materials are encountered, construction activities shall be halted immediately so as to not disturb the remains and the Developer shall notify the City for further consultation.		
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LAND USE AND PLANNING

Note: This mitigation measure is no longer applicable to any phase of development of the Specific Plan as the 2030 General Plan was adopted in 2011 and updated in 2016, and did not identify new or modified mitigations. This mitigation measure is included for informational purposes only.

B-1 If the Oxnard 2030 General Plan is adopted before the Final Sakioka Farms EIR is certified or the Development Services Director determines that the Sakioka Farms Specific Plan final adoption actions are likely to occur after adoption of the Oxnard 2030 General Plan, a 2030 General Plan consistency analysis shall be completed by the City and reimbursed by the Applicant. The 2030 General Plan consistency analysis shall, at a minimum, be prepared as an Addendum to the Draft or Final Sakioka Farms EIR, whichever is applicable. If the 2030 General Plan consistency analysis identifies significant impacts and/or new or modified mitigations, the appropriate CEQA required actions shall be taken, the costs of which are to be reimbursed by the Applicant consistent with the City's CEQA review policies and practices.	If determined to be required, a 2030 General Plan consistency analysis shall be completed by the City and reimbursed by the Project applicant.	Prior to adoption of the Project Specific Plan and Final EIR.	City of Oxnard Planning Division
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AGRICULTURAL RESOURCES

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

May 2020

C-1 This is an adaptive management mitigation measure. The Project developer shall offer, at cost, the top 12 inches of the Prime Farmland soils (at 100 acres) for relocation to a farm site or farm sites that have lower quality soils. The cost will include the suitable replacement soil, if needed for site improvements. This mitigation may occur in phases as the areas with Prime Farmland are incrementally developed.	The Project developer shall provide a copy of the published advertisement offering, at cost, the top 12 inches of the Prime Farmland soils for relocation to a farm site or farm sites that have lower quality soils to the City.	At least 30 days prior to issuance of grading permits for the area subject to the mitigation.	City of Oxnard Planning Division
C-2 This is an adaptive management mitigation measure. The Project developer shall install a fence or wall with a minimum height of eight (8) feet along the eastern perimeter of the project site that abuts the unincorporated portion of Ventura County when development is proposed east of Del Norte Boulevard. Fencing may be required between developed phases of the Project and continuing agricultural operations on the remaining Project site based on subsequent entitlement actions.	Project developer shall provide a copy of the building plans that show the specifications and location for the perimeter wall or other buffer fencing as needed during phased development.	Prior to approval of grading permits	City of Oxnard Planning Division, Engineering Services, or Public Works depending on the type of permit.
C-3 This is an adaptive management mitigation measure. In order to buffer on- or off-site agricultural land uses and on-site non-agricultural uses either of the following measures may be undertaken to allow scheduled Restricted Materials applications by an on- or off-site farmer: 1) closure of the buildings during periods when restricted materials will be used on the adjacent farmland parcels or 2) notification, consistent with common-practice in Ventura County, of building occupants and/or building managers that normal farming activities will occur nearby from time to time which can include noise, mild dust, and odors; that inert and non-toxic substances are frequently used by farmers which should be of no concern to people nearby, and that actual chemical spray drift from farms is rare and should not be misperceived.	The Project developer shall prepare a pamphlet regarding the potential of nearby farming activities to impact Sakioka Farms development and distribute it to purchasers and/or developers of individual building sites and to new building occupants within the proposed project area whose parcels could be impacted by this activity. The Sakioka Farms Specific Plan Covenants, Conditions and Restrictions (CC&Rs) shall require the Project developer to provide the pamphlet to subsequent buyers and	Pamphlet prepared prior to final approval of the first subdivision tract map and available to all subsequent property owners, developers, and agents.	City of Oxnard Planning Division with the invited review by the Office of the Ventura County Agricultural Commissioner.

May 2020

	occupants of buildings on those parcels.		
BIOLOGICAL RESOURCES			
E-1 This is an adaptive management mitigation measure. In order to avoid adverse impacts to nesting birds, including nesting migratory birds known to exist in the trees (if any) on the Project site, during construction activities, ground vegetation removal activities must take place outside of the nesting season recognized by the California Department of Fish and Game for species in this area. If vegetation removal activities occur during the nesting season, a qualified ecologist/biologist must be present to monitor the removal activities to ensure that no active nests will be impacted. If nests are found, a 300 foot (500 feet for raptors) buffer radius shall be established until the young have fledged. If nests are observed and lesser buffer distances are desired, the biological monitor shall confer with Planning and Fish and Game staff to determine an appropriate buffer distance based on species specific requirements. This measure does not apply to agricultural row crops.	The Project developer shall limit site grading activities to September 1st through February 14th or as recognized by the California Department of Fish and Game for species in this area. This mitigation measure shall be printed on project grading plans. Developer shall provide a copy of a survey report from a recognized biologist monitor if non-agricultural vegetation removal occurs during the specified period.	Prior to issuance of grading permits unless the entire grading area was in active agriculture production within the previous 30 days.	City of Oxnard Planning Division, Engineering Services Division, or Public Works depending on type of grading permit.
E-2 This is an adaptive management mitigation measure. Prior to processing the initial tract map for a planning area that could lead to construction activities that may result in the placement of fill material into the potentially jurisdictional irrigation drainage features, prepare and submit to the Corps for verification a "Preliminary Delineation Report for Waters of the U.S." and a Streambed Alteration Notification package to CDFG for the irrigation drainage features. If these agencies determine that the feature is not regulated under their jurisdiction, then no further mitigation is necessary. However,	The Project developer shall provide a copy of the Preliminary Delineation Report for Waters of the U.S. and either verification by the U.S. Army Corps of Engineers and the CDFG that the drainage feature is not regulated or a copy of the Clean Water Act Section 404 permit and the Streambed Alteration Agreement to the Planning Division	Prior to processing the initial tract map for a planning area containing potentially jurisdictional irrigation drainage features, or, as an alternative, a verification document for the entire Specific Plan area acceptable to the Director of Public Works.	City of Oxnard Planning Division, Engineering Services Division, or Public Works depending on type of grading permit.

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If the Corps considers the feature to be jurisdictional through a “significant nexus” test per recent Corps and EPA guidance, then a Clean Water Act Section 404 permit shall be obtained from the Corps, and any permit conditions shall be agreed to, prior to the start of construction activities in the affected area. If CDFG determines that the drainage is a regulated “streambed”, then a Streambed Alteration Agreement shall be entered into with CDFG and any associated conditions shall be agreed to prior to the start of construction in the affected area.

to keep with the project files.

E-3 This is an adaptive management mitigation measure. In order to prevent unauthorized impacts to jurisdictional features, the following permits shall be issued and/or reports approved (or exemptions issued) by the respective resource agency, and any associated conditions of approval shall be agreed upon, prior to processing the initial tract map for a planning area that could lead to construction activities that may result in the placement of fill material into the potentially jurisdictional irrigation drainage features, subsequent to adoption of the Project (i.e. Specific Plan):

The Project developer shall provide a copy of the Preliminary Delineation Report for Waters of the U.S. and either verification by the U.S. Army Corps of Engineers and the CDFG that the drainage feature is not regulated or a provision of the approved Mitigation Plan, the Clean Water Act Section 404 permit, the Clean Water Act Section 401 permit, the Streambed Alteration Agreement and the RWQCB Waste Discharge Requirements to the Planning Division submitted to the County along with copies to keep with the project files.

Prior to processing the initial tract map for a planning area containing potentially jurisdictional irrigation drainage features, or, as an alternative, a verification document for the entire Specific Plan area acceptable to the Director of Public Works.

City of Oxnard Planning Division, Engineering Services Division, or Public Works depending on type of grading permit.

- Clean Water Act Section 404 Permit from the Corps,
- Streambed Alteration Agreement under Section 1600 of the Fish and Game Code from CDFG,
- Clean Water Act Section 401 Water Quality Certification or Waste Discharge Requirements from the RWQCB.

If the irrigation ditches are determined as jurisdictional by the Corps, it will be necessary to insure adequate compensation

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

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for adverse impacts to jurisdictional features from Project development. If applicable, a Mitigation Plan shall be prepared by a qualified biologist. The Mitigation Plan shall describe and justify the (1) formal delineation; (2) proposed methods including timing, materials, and erosion control measures; (3) the proposed location for the replacement areas; and (4) habitat protection measures (including a mechanism for permanent preservation of the area supporting the replacement habitat). The Mitigation Plan shall be submitted to and approved by the County, Corps, CDFG, and RWQCB prior to initiation of construction activities.			
E-4 This is an adaptive management mitigation measure. If required to compensate for riparian habitat loss by the Corps, the project applicant will place under conservation easement in a manner acceptable to the Corps and the California Department of Fish and Game an area of riparian habitat that will accommodate constructed replacement at a ratio to be determined during the formulation of a Lake and Stream Alteration Agreement (i.e. a number of acres of constructed riparian habitat). This conserved riparian habitat must be of the same or higher quality as the habitat that is to be removed as a result of the Project. -- or -- The Project applicant will purchase the requisite number of credits from a qualified conservation bank. The Project applicant can only purchase credits from those banks that sell credits covering the riparian species to be affected by the proposed Project or as approved by the Corps or agency of jurisdiction.	If required, the Project developer shall provide a copy of the conservation easement or proof of the purchase of the requisite number of credits from a nearby qualified conservation bank to the Planning Division to keep with the project files.	Prior to processing the initial tract map for a planning area containing potentially jurisdictional irrigation drainage features, or, as an alternative, a verification document for the entire Specific Plan area acceptable to the Director of Public Works.	City of Oxnard Planning Division, Engineering Services Division, or Public Works depending on type of grading permit.
E-5 This is an adaptive management mitigation measure. Prior to construction of the Planning Area 1, located adjacent to the	The Project developer shall limit site grading activities in Planning Area 1	Prior to issuance of grading permits and/or planning	City of Oxnard Planning Division,

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Ventura Freeway, a qualified ecologist/biologist shall determine the presence and extent/absence of monarch butterfly activity surrounding the proposed construction area if any mature windrow trees are present. If temporary aggregation activity is observed within this area, construction shall be halted until after the temporary aggregation season (September – December) or until the monarchs have left the vicinity.

to January 1st through February 14th as specified in project grading plans; or provide a copy of the survey report and the biologist monitor contract to the City for review and approval.

permits, whichever occur first, within each planning area in Planning Area 1.

Engineering Services Division, or Public Works depending on type of grading permit.

GEOLOGY AND SOILS

F-1 This is an adaptive management mitigation measure.

Conduct Geotechnical Investigations and Adhere to Recommendations: Detailed design level geotechnical investigations shall be performed by qualified licensed professionals for each individual proposed project/phase of the Sakioka Farms Business Park Specific Plan project. These geotechnical investigations shall include, but not be limited to:

- identification of unsuitable soils including expansive, corrosive, and collapsible soils,
- identification presence and extent of liquefiable soils,
- calculation of site-specific seismic design criteria,
- a fault evaluation study to confirm the presence or absence of the Springville and Camarillo segments of the Simi-Santa Rosa fault across the southern half of the Proposed Project site.

Recommendations shall be provided in these reports for design of project structures and facilities and for mitigation of any unsuitable conditions encountered. These reports shall be provided to the City and other reviewing agencies for review. These recommendations shall be implemented, as deemed appropriate by the City and the Applicant's engineering design

The Project developer shall provide copies of the applicable geotechnical investigations incorporating the recommendations to the City for review and approval as part of the applicable planning, grading, and/or building permit application process.

Prior to issuance of grading, and/or building permits.

City of Oxnard Planning Division, Engineering Services Division, or Public Works depending on type of grading permit.

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consultant.

HAZARDS AND HAZARDOUS MATERIALS

G-1 All miscellaneous vehicles, maintenance equipment and materials, construction/irrigation materials, miscellaneous stockpiled debris, dumpsters, pesticide application equipment, ASTs, 55-gallon drums, and 5-gallon buckets should be removed off site consistent with the phased development described within the Specific Plan, and properly disposed of. Once removed, a visual inspection of the areas beneath the removed materials should be performed. Any stained soils observed underneath the removed materials should be sampled. Results of the sampling would indicate the level of remediation efforts that may be required.	Project developer shall provide reports of site sampling following removal of debris to the City for review and any remediation efforts should they be required demonstrating that all hazardous materials have been appropriately abated.	Prior to issuance of grading and demolition permits and during demolition	City of Oxnard Engineering Services Division
G-2 A visual inspection of all storage structures shall be performed prior to demolition activities. In the event that hazardous materials are encountered, the materials shall be tested and properly disposed of pursuant to local, State and federal regulations.	Project developer shall provide reports of site sampling to the City for review and any remediation efforts, should they be required, demonstrating that all hazardous materials have been appropriately abated.	Prior to issuance of grading and demolition permits	City of Oxnard Engineering Services Division
G-3 Due to visible evidence of dark surface soil staining of oil/petroleum products located within Area 5, soil shall be excavated to determine the exact vertical extent of the contamination. If during soil removal, staining appears to continue below the ground surface, sampling shall be performed to identify the extent of contamination and appropriate remedial measures shall be taken.	Project developer shall provide reports of site sampling to the City for review and any remediation efforts, should they be required, demonstrating that all hazardous materials have been appropriately abated.	Prior to issuance of grading and demolition permits	City of Oxnard Engineering Services Division
G-4 Areas of exposed soil five feet from the expanded Caltrans Right-of-Way along the Ventura Freeway after completion of the Rice Avenue/101 Freeway interchange reconstruction, which will be disturbed during any excavation/grading	Project developer shall provide reports of site sampling to the City for review and any remediation efforts, should they be required,	Prior to issuance of grading and demolition permits	City of Oxnard Engineering Services Division

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activities, shall be sampled and tested for lead. In the unlikely event that unacceptable levels of lead materials are encountered, the materials shall be disposed of pursuant to State and federal regulations.	demonstrating that all hazardous materials have been appropriately abated.		
G-5 This is an adaptive management mitigation measure. Soil sampling shall occur throughout the Project site concurrent with phased development, including the pesticide mixing areas within Areas 1 and 3. The sampling will determine if pesticide concentrations exceed established regulatory requirements and will identify proper handling procedures that may be required.	Project developer shall provide reports of site sampling to the City for review and any remediation efforts, should they be required, demonstrating that all hazardous materials have been appropriately abated.	Prior to issuance of grading and demolition permits	City of Oxnard Engineering Services Division
G-6 Padre Associates findings regarding residual soil contamination associated with the historical operation of oil/gas extraction wells should be reviewed and appropriate remedial recommendations (if any) should be administered. In addition to recommendations provided by Padre Associates, the CalGEM well abandonment procedures shall be followed and formal verification of closure be sent to CalGEM.	Project developer shall provide appropriate documentation to the City and the CalGEM demonstrating that the recommendations provided by Padre Associates have been followed.	Prior to issuance of grading permits and approval of final building permits	City of Oxnard Engineering Services Division and the CalGEM
G-7 A qualified lead-paint abatement consultant shall be employed to comply with applicable state and federal rules and regulations governing lead paint abatement if any remaining structures are suspected of containing lead-based paint.	Project developer shall provide a copy of the contract for services to the City for review and approval.	Prior to issuance of grading and demolition permits	City of Oxnard Engineering Services Division
G-8 This is an adaptive management mitigation measure. Consistent with the Airport Comprehensive Land Use Plan for Ventura County (ACLUP) and the Sakioka Farms Specific Plan, commercial/industrial development is permitted within the Extended Traffic Pattern Zone subject to aviation easements and appropriate recorded disclosures.	Project developer shall provide copies of the applicable grading and construction plans demonstrating compliance with the ACLUP and evidence of appropriate aviation easements to the City for review and approval.	Prior to approval of planning permits or building permits if no planning permit is required.	City of Oxnard Planning Division

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TRANSPORTATION/TRAFFIC

Note: The following Transportation/Traffic mitigation measures are part of an adaptive management mitigation program. The traffic improvements listed below as I-1 through I-34, inclusive, are intended to maintain Level of Service C with the development of the Project unless accepted by the City Council based upon the traffic modeling completed in February 2010 for the Draft EIR. Subsequent traffic studies required by the Specific Plan may change the number and type of improvements based upon phasing of development, traffic counts and future travel behavior. Adaptive management will allow consideration of such subsequent traffic studies in the implementation of the Transportation/Traffic mitigation measures. The February 2010 traffic modeling did not take into account the City's Intelligent Transportation Systems (ITS) project under construction in 2011. Similar ITS projects have improved travel time and speed by 12%-16% and decreased delay by 32%-44% (ATSAC evaluation study, 1994). As part of the adaptive management of the Transportation/Traffic mitigation measures, the implementation of such mitigation measures shall take into account when feasible the ITS, future traffic counts and updated trip generation data which may reduce, change or make unnecessary the mitigation measures while still achieving the City's adopted Level of Service, unless modified by the City Council. The Developer's payment of applicable City and County traffic impact fees in the amount agreed to by the City, County and Developer or, if there is no agreement, in the amount in effect at the time of issuance of a building permit, satisfies in full the action required by Developer in connection with the implementation of the Transportation/Traffic mitigation measures. Developers may also contribute additional funds towards the traffic improvements subject to reimbursement from the City in the form of credits against future City traffic impact fees or repayment by the City.

Phase 1 (2010, or initial year)

I-1 Rose Avenue & Gonzales Road: The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and developer towards implementing improvements to the Rose Avenue & Gonzales Road intersection that adds a fourth westbound thru lane which will mitigate both Project and cumulative (2010 no Project) impacts.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to recordation of the final map or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-2 Rose Avenue & Camino Del Sol: The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and developer towards implementing improvements to the Rose Avenue & Camino Del Sol intersection that adds a third northbound thru lane by removing the existing northbound right-turn lane.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to recordation of the final map or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-3 Rice Avenue & Fifth Street: The Project developer shall pay	The Project developer shall pay	Prior to recordation of the	City of Oxnard

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Applicable City and County traffic impact fees in the amount agreed to by the City and developer towards implementing improvements to the Rice Avenue & Fifth Street intersection that adds a third southbound thru lane by removing the existing southbound right turn lane.	applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	final map or as otherwise agreed upon with the City	Engineering Services Division
I-4 Del Norte Boulevard & Ventura Freeway NB Ramps: The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and developer towards providing signalization.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to recordation of the final map or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-5 Del Norte Boulevard & Ventura Freeway SB Ramps: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to signalize and add a northbound right turn lane which will mitigate both Project and cumulative (2010 no Project) impacts.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
Phase 2 (2015, or approximately five years after initial year)			
I-6 Ventura Road & Wooley Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Ventura Road & Wooley Road intersection that adds a third northbound thru lane and a third southbound thru lane which will mitigate both Project and cumulative (2010 no Project) impacts.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-7 Oxnard Boulevard & Gonzales Road: The Project developer shall pay applicable City and County traffic impact fees toward improvements adding a third eastbound thru lane at the Oxnard Boulevard & Gonzales Road intersection	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-8 Rose Avenue & Gonzales Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Gonzales Road intersection that adds a fourth southbound thru lane.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer..	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-9 Rose Avenue & Fifth Street: The Project developer shall pay	The Project developer shall pay	Prior to issuance of building	City of Oxnard

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applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Fifth Street intersection that adds a second eastbound thru lane.	applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	permits or as otherwise agreed upon with the City	Engineering Services Division
I-10 Rice Avenue & Fifth Street: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rice Avenue & Fifth Street intersection that adds a second westbound left turn lane which will mitigate both Project and cumulative (2010 no Project) impacts.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-11 Rice Avenue & Channel Islands Boulevard: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rice Avenue & Channel Islands Boulevard intersection that changes the southbound defacto right turn lane to a free right turn lane.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-12 Del Norte Boulevard & Ventura Freeway NB Ramps: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Del Norte Boulevard & Ventura Freeway NB Ramps intersection that adds a second northbound thru lane, adds a separate northbound left turn lane, adds a second southbound thru lane, adds a separate southbound right turn lane, and adds a separate westbound left turn lane.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-13 Del Norte Boulevard & Ventura Freeway SB Ramps: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Del Norte Boulevard & Ventura Freeway SB Ramps intersection that adds a second northbound thru lane, adds a separate northbound free-right turn lane, adds a second southbound thru lane, adds a separate southbound left turn lane, and adds a separate eastbound left turn lane.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division

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I-14 Oxnard Boulevard & Vineyard Avenue: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Oxnard Boulevard & Vineyard Avenue intersection that adds a third northbound thru lane.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
Phase 3 (2020, or approximately 10 years after the beginning year)			
I-15 Oxnard Boulevard & Vineyard Avenue: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Oxnard Boulevard & Vineyard Avenue intersection that adds a fourth southbound thru lane.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-16 Rose Avenue & Gonzales Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Gonzales Road intersection that adds a second westbound left turn lane.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-17 Rose Avenue & Fifth Street: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Fifth Street intersection that adds a second westbound left turn lane.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-18 Rice Avenue & Fifth Street: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rice Avenue & Fifth Street intersection that completes the grade separation / bypass which will mitigate both Project and cumulative (2020 no Project) impacts.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division

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I-19 Rice Avenue & Wooley Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rice Avenue & Wooley Road intersection that adds a third northbound thru lane and a third southbound thru lane.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-20 Ventura Road & Wooley Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Ventura Road & Wooley Road intersection that adds a second southbound left lane.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-21 Rose Avenue & Camino Del Sol: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Camino Del Sol intersection that adds a second eastbound left lane and a second westbound left lane.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-22 Del Norte Blvd & Fifth Street: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Del Norte Blvd & Fifth Street intersection that adds a second westbound thru lane.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City.	City of Oxnard Engineering Services Division
Phase 4 (2025, or approximately 15 years after the beginning year)			
I-23 Ventura Road & Gonzales Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Ventura Road & Gonzales Road intersection that adds a second northbound left turn lane and a third northbound thru lane which will mitigate both Project and cumulative (2025 no Project) impacts.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division

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

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I-29 Rice Avenue & Camino Del Sol: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rice Avenue & Camino Del Sol intersection that adds a second eastbound left turn lane which will mitigate both Project and cumulative (2025 no Project) impacts.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-30 Rose Avenue & Wooley Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Wooley Road intersection that adds a third southbound thru lane.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-31 Rose Avenue & Pleasant Valley Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Pleasant Valley Road intersection that adds a third northbound thru lane and a third southbound thru lane by removing existing northbound and southbound right turn lanes.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-32 SR-1/Rice NB & Pleasant Valley Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the SR-1/Rice NB & Pleasant Valley Road intersection that adds a westbound right turn lane.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
Rice Avenue & Gonzales Road			
I-33 Rice Avenue & Gonzales Road: The Project developer shall pay applicable City and County traffic impact fees and dedicate additional land to accommodate improvements to the Rice Avenue & Gonzales Road intersection to achieve LOS C, unless the City Council decides this mitigation is infeasible and accepts LOS D for this intersection with an accompanying Statement of Overriding Consideration.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division

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Ventura Freeway

I-34 101 (Ventura) Freeway: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements that are, or are subsequently included, component(s) of the Oxnard Traffic Capital Improvement Program which: 1) extend and connect north- and south-bound Ventura Freeway exit and entrance ramps between Oxnard Blvd and Del Norte Blvd. and/or 2) extend Gonzales Road and/or Ventura Road to Central Avenue.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
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AIR QUALITY

The Project together with other pending urban development projects in the City which, even after application of the following mitigation measures, will result in a cumulative effect on greenhouse gas emissions and continuing Basin air quality non-attainment that is considered significant and unavoidable. Accordingly, a Statement of Overriding Considerations was prepared in accordance with CEQA and included within the resolution approving the Specific Plan.

Construction

J-1 This is an adaptive management mitigation measure. The Project developer shall implement fugitive dust control measures throughout all phases of construction. The Project developer shall include in construction contracts the control measures required and recommended by the VCAPCD at the time of development. These measures, like all EIR mitigation measures, are binding on subsequent parties and developers. Examples of the types of measures currently required and recommended include the following: • Minimize the area disturbed on a daily basis by clearing, grading, earthmoving, and/or excavation operations. • Pre-grading/excavation activities shall include watering the area to be graded or excavated before the commencement of grading or excavation operations. Application of water should penetrate	Measures shall be included in construction documents and implemented during grading and construction.	Prior to issuance of grading permits and during grading and construction	City of Oxnard Planning Division and Engineering Services Division (building inspectors)
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sufficiently to minimize fugitive dust during these activities. ● All trucks shall be required to cover their loads as required by California Vehicle Code §23114. ● All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary. ● Material stockpiles shall be enclosed, covered, stabilized, or otherwise treated, to prevent blowing fugitive dust off site. ● Graded and/or excavated inactive areas of the construction site shall be monitored by a City-designated monitor at least weekly for dust stabilization. Soil stabilization methods, such as water and roll-compaction, and environmentally-safe control materials, shall be periodically applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area should be seeded and watered until grass growth is evident, or periodically treated with environmentally-safe dust suppressants, to prevent excessive fugitive dust. ● Signs shall be posted on-site limiting on-site traffic to 15 miles per hour or less. ● During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent			
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properties), all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard, either off-site or on-site. The site superintendent/supervisor shall use his/her discretion in conjunction with the VCAPCD in determining when winds are excessive. • Adjacent streets and roads shall be swept at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads. • Personnel involved in grading operations, including contractors and subcontractors should be advised to wear respiratory protection in accordance with California Division of Occupational Safety and Health regulations.			
J-2 The Project developer shall implement measures to reduce the emissions of pollutants generated by heavy-duty diesel-powered equipment operating at the Project site throughout the Project construction phases. The Project developer shall include in construction contracts the control measures required and recommended by the VCAPCD at the time of development. Examples of the types of measures currently required and recommended include the following: • Maintain all construction equipment in good condition and in proper tune in accordance with manufacturer's specifications. • Limit truck and equipment idling time to five minutes or less. • Minimize the number of vehicles and equipment operating at the same time during the smog season	Measures shall be included in construction documents and implemented during grading and construction.	Prior to issuance of grading permits and during grading and construction	City of Oxnard Planning Division and Engineering Services Division (building inspectors)

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(May through October). • Use alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), or electric, to the extent feasible.			
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Operations

J-3 This is an adaptive management mitigation measure. The Project developer shall include in construction and building management contracts one or more of the following requirements or other measures shown to be equally effective: • Use solar or low-emission water heaters in new buildings where feasible and as in common practice in similar new construction in the Oxnard area. • Require that commercial landscapers providing services at the common areas of project site use electric or battery-powered equipment, or other internal combustion equipment that is either certified by the California Air Resources Board or is three years old or less at the time of use, to the extent that such equipment is reasonably available and competitively priced in Ventura County (meaning that the equipment can be easily purchased at stores in Ventura County and the cost of the equipment is not more than 20 percent greater than the cost of standard equipment). • Provide bus stop pull-out areas, and/or shelters at locations along and within the Project site. The number and location of bus stops shall be determined in consultation with Gold Coast Transit and the City Traffic Engineer. Cumulative air quality impact fees (see Mitigation J-6) paid by the Project developer or	The development review process will condition planning and/or discretionary building projects with these or similar requirements.	Prior to recording of Final Map of the first subdivision action.	City of Oxnard Planning Division and Engineering Services Division
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subsequent interests may be used for some or all of these structures or as credits against the fee and/or to be funded from the fee fund consistent with the City's practice with other projects with similar transit-oriented mitigation requirements.			
J-4 This is an adaptive management mitigation measure. A Project-wide Transportation Demand Management (TDM) program shall be prepared by a qualified consultant for review by the Development Services Director within one year of the recordation of the first Final Tract Map and implemented on a phase by phase basis thereafter. The TDM program shall incorporate best and commonly used trip-reduction incentives, programs, and practices found in TDMs of similar projects in terms of allowed uses, size, and transportation and transit service context. The TDM shall, to the maximum extent financially feasible or practical, be coordinated and consistent with Gold Coast Transit service planning, development and/or final adoption of a regional and/or Oxnard Sustainable Communities Strategy (under SB 375), and TDMs or similar efforts of surrounding businesses and organized business and commercial organizations, including but not limited to, the Camino Real Business Park; Proctor and Gamble; Riverpark (The Collections); The Esplanade; The Village; Oxnard Auto Center Dealers Associations; and the McGinnes Ranch, Northgate, and Seagate business parks. The TDM shall include an estimate of Project vehicular trips; a target reduction; a strategy and timeline to achieve the target; and one or more means of an independent sustainable funding program to administer, monitor, and routinely update the TDM program. At the discretion of the City Traffic Engineer based on applicable professional practice, documented and sustained TDM-attributable trip reductions shall be incorporated into future Project-related traffic studies and/or analyses for	The Project developer will prepare a Project-wide TDM program document for City review and approval.	Within one year of the recordation of the first Final Tract Map and implemented on a phase by phase basis thereafter.	City of Oxnard Planning Division with invited cooperation by Gold Coast Transit.

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purposes of calculating traffic fees and/or modifying traffic-related mitigations. The TDM may be implemented on a phase-by-phase basis.			
J-5 This is an adaptive management mitigation measure. The Specific Plan shall include a requirement that all structures with a flat or nearly flat roof area of over 10,000 square feet shall be designed with roof systems capable of supporting equipment that generates electricity from sunlight and/or wind if economically feasible and subject to review by the Fire Department. The roof systems may be designed to service the building and/or enter into a commercially reasonable public or private utility agreement for purposes of generating energy or transmission.	The Specific Plan will be amended with this or similar language in an appropriate section.	Prior to recording of the Final Map of the first subdivision action.	City of Oxnard Planning Division and Engineering Services Division
J-6 This is an adaptive management mitigation measure. The Project developer shall contribute to a cumulative impacts mitigation "buy-down" fund managed by the City based on the Ventura County Air Pollution Control District fee schedule effective at the time a building permit is issued. The fee contribution shall be assessed and paid incrementally as individual buildings are developed. The fee is allocated based on each development's share of average daily trips (ADT) for the Project buildout. The ADT shall be recalculated annually by the City Traffic Engineer or upon request of the Project developer with a payment of a fee determined by the City Traffic Engineer that covers actual time and material costs to the City. The City shall consider transit and traffic demand management improvements and programs suggested by the Project developer, in excess of those otherwise required, as credits against the fee and/or to be funded from the fee fund.	The Project developer(s) shall provide payment as agreed between the developer(s) and the City.	Prior to issuance of applicable building permits to which the buy down mitigation applies	City of Oxnard Engineering Services Division
NOISE <i>The Project together with other pending urban development projects in the City will result in cumulative roadway noise impacts along Gonzales Road</i>			

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between Rice Avenue and Rose Avenue for which no mitigation measures are feasible and that are considered significant and unavoidable. Accordingly, a Statement of Overriding Considerations was prepared in accordance with CEQA and included within the resolution approving the Specific Plan.

POPULATION AND HOUSING

Note: Housing was removed from the final adopted Sakioka Farms Business Park Specific Plan and the Affordable Housing section was removed.

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

Fire Station

M.1-1 (Adaptive Replacement Measure) The parties agree that the formation of a Financing District that includes the obligation to pay for the annual cost of three firefighters (including benefits) is in lieu of the Specific Plan's obligation for developer to dedicate a 1.5-acre site near Rice Avenue and the easterly extension of Gonzales Road for a new fire station site and that such obligation fully mitigates the impact of the Project upon the City's fire services. This is provided, however, that the parties acknowledge and agree that the development of the property with residential uses and/or schools, hospitals,	The Project developer shall form a Financing District to fund the annual pay of three firefighters (including benefits).	Prior to the issuance of building permits.	City of Oxnard Planning Division
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nursing homes, explosive plants, refineries, high-rise buildings and other high life hazard or large fire potential occupancies will, subject to the Fire Chief's determination, trigger additional obligations above and beyond the obligations imposed by this section based upon the specific uses added to the property or any portion thereof.

Police – Construction

M.2-1 During all construction activities, the Project or subsequent developer shall ensure that all onsite areas of active development, material and equipment storage, and vehicle staging, be secured with temporary fences to prevent trespass.

Project developer shall obtain a temporary use permit and/or fence permit.

Prior to issuance of building permit

City of Oxnard Engineering Services Division or Public Works Department, depending on type of permit.

Police – Operation

M.2-2 The building and site design of subsequent developments under the Specific Plan program shall include crime deterrence and prevention features, building security systems, architectural design modifications, surveillance systems, and secure parking facilities. In addition, industrial businesses may be required to enroll into existing Oxnard Police crime prevention programs, depending on the nature of the business.

The development review process incorporates these topics.

Prior to approval of building permits

City of Oxnard Planning Division and/or Engineering Services Division

Schools

M.3-1 This is an adaptive management mitigation measure. The subsequent developer(s) under the Specific Plan would be required to pay all applicable school fees to offset the impact of additional student enrollment at schools. No other mitigation measures are required as part of the environmental review process unless State Law changes so as to allow subsequent environmental reviews to identify appropriate, feasible mitigations to reduce a significant impact on schools

Project developer to provide CC&Rs and other necessary legal language that binds future developers to this mitigation – to be reviewed by the City Attorney – prior to recording of the first Final Map.

Prior to recording of first Final Map

City of Oxnard Planning Division

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to a level below the significance threshold.

UTILITIES

Note: No mitigation measures are required for impacts to wastewater, solid waste, or energy. The following mitigation measures apply to impacts to water. Mitigation measures MM N-1, N-2, N-12.3-12.5 and N-13 are adaptive replacement mitigations that provide in-lieu sustainability measures with equivalent or improved efficacy than the original 2012 EIR measures, reflecting the city's updated policy to develop the GREAT program as more effective at improving water supply than the previous recycled water program in place when the 2012 EIR was adopted.

Water

N-1 (Adaptive Replacement Measure) The on-site domestic water system shall include the following:	Project developer to incorporate the required water features in the application and provide dedications, connection fees, and related documents and studies as required and requested.	Prior to issuance of building permits.	City of Oxnard Planning Division, Engineering Services Division, and the Public Works Department
• A public pipeline system which feeds into separate water meters for each ownership. • A separate water meter (1) for the common landscape areas that would be connected to the future recycled water system. • All domestic water pipelines shall adhere to the Division of Occupational Health and Safety (DOHS) requirements for separation between water and recycled water/wastewater pipelines. • The Project developer shall be responsible for payment of capital improvement/connection fees, including all related "installation fees." The Project developer shall provide the City any approvals necessary to dedicate to the City all FCGMA allocation associated with the Project site, on a phase-by-phase basis and upon the conversion of land from agricultural to urban uses.			

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N-2 (Adaptive Replacement Measure) This is an adaptive management mitigation measure. The Project developer shall provide a water system that serves all practical irrigated areas and which is: (1) constructed per the City's GREAT Program, (2) irrigated at night, and (3) properly signed once the system is fully operational.	Project developer to incorporate the required water features in the application and provide dedications, connection fees, and related documents and studies as required and requested.	Prior to issuance of building permits.	City of Oxnard Planning Division, Engineering Services Division, and the Public Works Department
The Project developer shall be responsible for appropriate Sakioka Farms Specific Plan Covenants, Conditions and Restrictions (CC&Rs) covering the water use for proper disclosures. The Project developer shall provide the City any approvals necessary to dedicate to the City all FCGMA allocation associated with the Project site, on a phase-by-phase basis and upon the conversion of land from agricultural to urban uses.	Project developer to provide CC&Rs and other necessary legal language that binds future developers to this mitigation – to be reviewed by the City Attorney – prior to recording of the first Final Map.		
N-3 This is an adaptive management mitigation measure. The Project developer shall, to the extent feasible, incorporate exterior water conservation features, as recommended by the State Department of Water Resources at the time of adoption or in common practice in the future, into the Project. These shall include, but are not limited to: • Landscaping of common areas with low water-using plants, • Minimizing the use of turf by limiting it to lawn dependent uses, and • Wherever turf is used, installing warm season grasses.	Project developer(s) shall provide landscape plans showing low-water-consuming plant varieties, minimization of turf areas and the appropriate selection of warm season grasses.	Prior to issuance of final building permits and prior to certificates of occupancy	City of Oxnard Planning Division and Engineering Services Division
N-4 This is an adaptive management mitigation measure. The Project developer shall, to the extent feasible, use reclaimed water for irrigation of landscaping and other uses if or when such water is available at the project site.	Project developer(s) shall provide construction plans showing recycled water landscape irrigation design, if and when applicable.	Prior to approval of final building permits.	City of Oxnard Planning Division and Engineering Services Division

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N-5 The Project developer shall predominantly use vegetation that requires minimal irrigation (i.e., drought tolerant plant species) in all site landscaping where feasible for new plantings.	Project developer(s) shall provide landscape plans showing low-water-consuming plant varieties.	Prior to approval of final building permits and prior to certificates of occupancy	City of Oxnard Planning Division and Engineering Services Division
N-6 The future water system shall be designed in a loop configuration with connections to the existing 16-inch water line on Del Norte Boulevard.	Project developer(s) shall provide construction plans showing a loop-configuration water system.	Prior to issuance of building permits	City of Engineering Services Division
N-7 The use of a 14-inch line would be feasible and should only be connected to mainlines of 14- inches or larger.	Project developer(s) shall provide construction plans showing appropriate water system connections.	Prior to approval of final building permits	City of Oxnard Engineering Services Division
N-8 Rice Avenue is planned to become a state highway; therefore, no new utilities shall be installed along this roadway.	Project developer(s) construction plans will not show utilities installed in Rice Avenue.	Prior to approval of final building permits that involve frontage along Rice Avenue	City of Oxnard Engineering Services Division
N-9 The Project developer shall ensure that the landscape irrigation system be designed, installed, and tested to provide uniform irrigation coverage. Sprinkler head patterns shall be adjusted to minimize overspray onto walkways and streets.	The Project developer is to provide CC&Rs and other necessary legal language that binds future developers to this mitigation – to be reviewed by the City Attorney – prior to recording of the first Final Map.	Prior to recording of first Final Map	City of Oxnard Planning Division
	The Project developer(s) shall provide construction plans showing the landscape irrigation design.	Prior to approval of final building permits and prior to certificates of occupancy	City of Oxnard Engineering Services Division
N-10 The Project developer shall, to the extent feasible, install a “smart sprinkler” system to provide irrigation for the landscaped areas. Irrigation run times for all zones shall be adjusted seasonally, reducing water times and frequency in the cooler months (fall, winter, spring). Sprinkler timer run	Project developer(s) shall provide construction plans showing the landscape irrigation design.	Prior to approval of building permits	City of Oxnard Engineering Services Division

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times shall be automatically adjusted by a state-of-the-art system that relies on local weather forecasts.			
N-11 The Project developer shall install low-flush water toilets in all new construction at the project site. Low-flow faucet aerators shall be installed on all new sink faucets.	Project developer(s) shall provide construction plans meeting the requirements for low-flush toilets and low-flow faucets.	Prior to approval of final building permits	City of Oxnard Engineering Services Division
N-12 This is an adaptive management mitigation measure. The Project's annual water supply deficit of 330 acre feet was estimated using 2010 water use estimates for the theoretical buildout of the entire project. Actual water demand over the buildout of the Project is likely to change as actual development and uses occur and changing water consumption. Subsequent water demand/supply analyses required by subsequent CEQA review may change water supply needs relative to the City's future water supply. The Draft 2010 Urban Water Management Plan (UWMP) incorporates the Project's water demand as proposed. Should subsequent project development incur water demand in excess of that anticipated by the adopted 2010 UWMP and/or the City's water supplies are reduced below those anticipated by the adopted 2010 UWMP, the Project shall, to the extent feasible, implement one or more, but not limited to, the following adaptive measures to remain water neutral to the City's available and projected supply at the time of subsequent project approvals that involve a Negative Declaration, Mitigated Negative Declaration, or Subsequent EIR: N-12.1 The Project developer shall provide to the City additional water rights of at least the shortage amount. N-12.2 The Project developer shall provide to the City water supplies equal to the shortage amount until City supply is adequate.	Project developer shall work with the Public Works Department, Water Section, to review existing and anticipated water demand relative to the City's existing and anticipated supply and choose, if necessary, one or more of the listed mitigations to eliminate a water supply shortage, if identified. This analysis and selection of mitigations, if needed, shall occur during reviews of the master subdivision maps of each Planning Area unless an alternative approach is agreed to in a Development Agreement.	Prior to recordation of the final map for each Planning Area or as otherwise agreed upon with the City	City of Oxnard Planning Division and Engineering Services Division with input from the Public Works Department, Water Section

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N-12.3 (Adaptive Replacement Measure) The Project developer shall provide to the City permanent quantified water offsets in the form of water conservation measures that meet best practices and current City policies as determined at the time of application. N-12.4 (Adaptive Replacement Measure) The Project developer shall provide to the City financial contributions towards City programs which generate in-City water conservation or conveyance. Dedication of water rights, purchase of City water, and other contributions to water conservation shall be considered at time of application and determined as part of Planning entitlement. N-12.5 The Project developer shall participate in other similar programs which cumulatively result in an adequate water supply contribution.			
N-13 (Adaptive Replacement Measure) The Project developer(s) of proposed and future uses in the Specific Plan area are expected to meet the water usage expectations of the 2012 EIR. Projects that demonstrate water usage commensurate, or less, than what was assumed under the 2012 EIR area not required to make additional off-sets. Proposed land uses that require water usage that exceeds the established 2012 EIR thresholds will require water demand mitigation to be determined on a project by project basis.	Project developer shall in a manner as agreed to in a development agreement provide applicable payment and/or participate in an assessment district.	Prior to recordation of the final map or as otherwise required if an assessment district is formed.	City of Oxnard Engineering Services Division

Sakioka Farms Business Park, Tentative Tract Map Checklist for Consistency Evaluation



Appendix TRA

Focused Transportation Assessment

MEMORANDUM

To:	Scott Uhles, P.E., LEED AP Delane Engineering, Inc.	Date:	March 30, 2020
From:	Clare M. Look-Jaeger, P.E. <i>CL-Jaeger</i> Alfred C. Ying, P.E., PTP <i>ACY</i> LLG, Engineers	LLG Ref:	1-20-6437-1
Subject:	Sakioka Farms Specific Plan Business Park Phase 1 Project – Focused Transportation Assessment City of Oxnard, California		

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Linscott, Law & Greenspan, Engineers (LLG) has prepared this memorandum to summarize the findings of the focused transportation assessment for the Sakioka Business Park Phase 1 project. The Sakioka Farms Specific Plan Business Park site covers approximately 430 acres and is located in the northeastern portion of the City of Oxnard. While the approved Sakioka Farms project included 8,500,000 square feet of overall proposed development, the Phase 1 project currently comprises up to approximately 3,698,000 square feet of building floor area. This transportation assessment evaluates potential Phase 1 project-related impacts at nine study intersections in the project vicinity.

This transportation assessment includes a description of existing conditions, a summary of the Phase 1 project description, site access and circulation scheme, project trip generation and distribution, an assessment of the potential traffic impacts associated with the Phase 1 project, as well as a queuing analysis.

Existing Conditions

The overall Sakioka Farms Specific Plan Business Park site is situated immediately south of the Ventura (US-101) Freeway generally between the Rice Avenue interchange to the northwest and the Del Norte Boulevard interchange to the northeast. The Phase 1 project is planned to occupy the areas both north and south of future Street “A” which is shown to intersect with and extend between Del Norte Boulevard to the east and Rice Avenue to the west. The Phase 1 project site and general vicinity is illustrated in **Figure 1**. The Phase 1 project site is presently vacant.

Phase 1 Project Description

The Sakioka Farms Specific Plan Business Park site included a total of 8,500,000 square feet (SF) of overall development and is divided into seven subareas. The Phase 1 project, which comprises up to approximately 3,698,000 SF of building floor area, is planned to include development within portions of Subareas 2, 3, 4, and 5 as summarized below:

<u>Subarea</u>	<u>Phase 1 Project Development</u>
2	83,000 SF Business Park/Research & Development 249,000 SF Light/General Industrial

3	297,000 SF Business Park/Research & Development 593,000 SF Light/General Industrial
4	67,000 SF Business Park/Research & Development 101,000 SF Light/General Industrial
5	2,308,000 SF Light/General Industrial

It should be noted that the Phase 1 land uses associated with each of the above subareas are consistent with those analyzed in the Specific Plan. Furthermore, the Phase 1 project square footage within each of the above subareas is less than the corresponding floor areas contained in the Specific Plan. Construction and occupancy of the Phase 1 project is expected to occur by the year 2023.

Site Access and Circulation

Vehicular access to the Phase 1 project is planned to be provided via future Street “A” which is shown to intersect with and extend between Del Norte Boulevard to the east and Rice Avenue to the west. Both Rice Avenue/Street “A” and Del Norte Boulevard/Street “A” will be signalized. The Phase 1 project site plan is shown in **Figure 2**. The proposed lane configurations at the Rice Avenue/Street “A” and Del Norte Boulevard/Street “A” intersections are displayed in **Appendix A** (refer to **Appendix Figure A-1**).

Traffic Counts

The following nine (9) key study intersections have been identified for evaluation in coordination with the City (refer to *Figure 1*).

1. Santa Clara Avenue-Rice Avenue/Auto Center Drive-US 101 Freeway Northbound Off-Ramp
2. Rice Avenue/US 101 Freeway Southbound Ramps
3. Rice Avenue/Gonzales Road
4. Del Norte Boulevard/US 101 Freeway Northbound Ramps
5. Del Norte Boulevard/US 101 Freeway Southbound Ramps
6. Rice Avenue/Street “A” (Future Intersection)
7. Del Norte Boulevard/Street “A” (Future Intersection)
8. Rose Avenue/Gonzales Road
9. Rose Avenue/Camino del Sol

Five (5) of the seven (7) existing study intersections are presently controlled by traffic signals. The roadway configurations at the seven (7) existing study intersections are displayed in **Figure 3**.

Manual counts of vehicular turning movements were conducted in February 2020 at Intersection Nos. 1 to 5 during the weekday morning (AM) and afternoon (PM) commute periods to determine the peak hour traffic volumes. The manual counts were conducted by an independent traffic count subconsultant (Counts Unlimited) at these intersections from 7:00 to 9:00 AM to determine the weekday AM peak commute hour and from 4:00 to 6:00 PM to determine the weekday PM peak commute hour. In conjunction with the manual turning movement vehicle counts, counts of bicycle and pedestrian volumes were also collected during the peak periods. It is noted that all of the traffic counts were conducted when local schools were in session and well before any social distancing and stay at home orders were issued by the State and local agencies in response to the Covid-19 outbreak.

The manual AM and PM peak period counts for Intersection Nos. 8 and 9 were obtained from a recently completed traffic study prepared for another project in the vicinity of the proposed site. These counts have been increased by one and a half percent (1.50%) so as to reflect year 2020 conditions. Weekday traffic volumes at the study intersections show the typical peak periods between 7:00 to 9:00 AM and 4:00 to 6:00 PM generally associated with metropolitan peak commute hours. It should be noted that traffic count data was not collected for Intersection Nos. 6 and 7 as these are future intersections to be constructed as part of the Phase 1 project.

The weekday peak hour manual counts of vehicle movements at the study intersections are summarized in **Table 1**. The traffic volumes at the existing study intersections during the weekday AM and PM peak hours are shown in **Figures 4** and **5**, respectively. Summary data worksheets of the manual traffic counts at the study intersections are contained in **Appendix B**.

Future Conditions

The forecast of future without project conditions was prepared in accordance to procedures consistent with the *Sakioka Farms Specific Plan EIR Traffic Study*, (prepared by Austin-Foust Associates, Inc., February 2010). In that study, future background traffic volumes for each phasing analysis were determined based on straight-line growth between the existing volumes and the year 2030 Oxnard Traffic Model (OTM) “No Project” condition traffic volumes. The corresponding existing and year 2030 OTM “No Project” condition traffic volumes for the study intersections are contained in **Appendix C**. As shown, AM peak hour traffic volumes at the study intersections are estimated to increase at an annual rate of 1.31% while PM peak hour traffic volumes at the study intersections are estimated to increase at an annual rate of 1.23%.

Based on this assessment, in order to account for area-wide regional growth, the existing traffic volumes were conservatively increased at an annual rate of 1.50 percent (1.50%) to the year 2023 (i.e., the anticipated year of Phase 1 project completion and occupancy).

Project Trip Generation and Distribution

Project Trip Generation

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. The trip generation potential for the Phase 1 project was estimated using the trip rates (contained in the Oxnard Traffic Model) from the approved *Sakioka Farms Specific Plan EIR Traffic Study*.

The trip generation forecast for the Phase 1 project is summarized in **Table 2**. As presented in *Table 2*, the Phase 1 project is expected to generate 3,070 vehicle trips (2,387 inbound trips and 683 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the Phase 1 project is expected to generate 3,328 vehicle trips (914 inbound trips and 2,414 outbound trips). Over a 24-hour period, the Phase 1 project is forecast to generate 25,800 daily trip ends during a typical weekday (approximately 12,900 inbound trips and 12,900 outbound trips).

Project Trip Distribution and Assignment

Phase 1 project-generated traffic was assigned to the local roadway system based on a traffic distribution pattern which accounted for the project land uses, the project site access scheme (i.e., no Gonzales Road extension between Rice Avenue and Del Norte Boulevard in Phase 1), existing traffic patterns, characteristics of the surrounding roadway system and nearby regional population and employment centers. The overall trip distribution was obtained from modeled select zone volumes from the Oxnard Traffic Model, as contained in the approved *Sakioka Farms Specific Plan EIR Traffic Study*.

The Phase 1 project trip distribution percentages during the weekday AM and PM peak hours at the study intersections are illustrated in **Figure 6**. The forecast project traffic volumes at the study intersections for the weekday AM and PM peak hours are displayed in **Figures 7** and **8**, respectively. The traffic volume assignments presented in *Figures 7* and *8* reflect the traffic distribution characteristics shown in *Figure 6* and the project traffic generation forecast presented in *Table 2*.

Traffic Impact Analysis Methodology

The City of Oxnard study intersections (Intersection Nos. 3, 6, 7, 8, and 9) were evaluated using the Intersection Capacity Utilization (ICU) method of analysis which determines Volume-to-Capacity (v/c) ratios on a critical lane basis. The overall intersection v/c ratio is subsequently assigned a Level of Service (LOS) value to

describe intersection operations. Level of Service varies from LOS A (free flow) to LOS F (jammed condition). A description of the ICU method and corresponding Levels of Service is provided in *Appendix D*.

The relative impact of the added project traffic volumes expected to be generated by the Phase 1 project during the weekday AM and PM peak hours was evaluated based on analysis of existing and future operating conditions at the study intersections, without and with the Phase 1 project. The previously discussed capacity analysis procedures were utilized to evaluate the future v/c relationships and service level characteristics at each City of Oxnard study intersection.

The significance of the potential impacts of project-generated traffic was identified using the City of Oxnard traffic impact analysis guidelines. The City of Oxnard measures an impact attributable to a project by the change in ICU and LOS at the study intersections. At intersections operating at LOS C or worse, if a project results in a change in ICU of 0.02 or greater, the impact is considered significant and mitigation measures will need to be identified.

The California Department of Transportation (Caltrans) study intersections (Intersection Nos. 1, 2, 4, and 5) were analyzed pursuant to Caltrans guidelines employing the Highway Capacity Manual (HCM) method of analysis. The HCM analysis estimates the average control delay and determines the LOS for each intersection. Average control delay for any particular movement is a function of the capacity of the approach and the degree of saturation. The average control delay is measured in seconds per vehicle, and includes delay due to deceleration to a stop at the back of the queue from free-flow speed, move-up time within the queue, stopped delay at the front of the queue, and delay due to acceleration back to free-flow speed. A description of the HCM method and corresponding Levels of Service also is provided in *Appendix D*.

According to the Caltrans' *Guide for the Preparation of Traffic Impact Studies*, the LOS for operating State highway facilities is based upon measures of effectiveness (MOEs). For state-controlled intersections, the MOE is determined based on control delay in seconds per vehicle (sec/veh). Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State highway facilities. If an existing State highway facility is operating at less than the appropriate target LOS, the existing MOE should be maintained.

Potential traffic impacts at the study intersections were analyzed for the following conditions:

- [a] Existing conditions.
- [b] Condition [a] with completion and occupancy of the project.
- [c] Condition [a] plus 1.50 percent (1.50%) annual ambient traffic growth through year 2023 (i.e., future cumulative baseline).

- [d] Condition [c] with completion and occupancy of the project.
- [e] Condition [d] with implementation of project mitigation measures, where necessary.

Summaries of the v/c ratios, delays, and LOS values for the study intersections during the weekday AM and PM peak hours are shown in **Table 3**. The ICU and HCM data worksheets for the analyzed intersections are contained in *Appendix D*.

Traffic Analysis

Existing Conditions

As indicated in column [1] of *Table 3*, six (6) of the seven (7) existing study intersections are presently operating at LOS C or better during the weekday AM and PM peak hours under existing conditions. The remaining existing study intersection (No. 5: Del Norte Boulevard/US 101 Freeway Southbound Ramps) presently operates at LOS F during the weekday AM peak hour under existing conditions. As previously mentioned, the existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figures 4* and *5*, respectively.

Existing With Project Conditions

As shown in column [2] of *Table 3*, application of the City's threshold criteria to the "Existing With Project" scenario indicates that the Phase 1 project would be expected to result in significant traffic impacts at three (3) City of Oxnard study intersections as noted below:

- Int. No. 3: Rice Avenue/Gonzales Road
AM peak hour v/c increase of 0.224 [to 0.988 (LOS E) from 0.764 (LOS C)]
- Int. No. 8: Rose Avenue/Gonzales Road
PM peak hour v/c increase of 0.055 [to 0.764 (LOS C) from 0.709 (LOS C)]
- Int. No. 9: Rose Avenue/Camino del Sol
AM peak hour v/c increase of 0.038 [to 0.743 (LOS C) from 0.705 (LOS C)]
PM peak hour v/c increase of 0.033 [to 0.775 (LOS C) from 0.742 (LOS C)]

In addition, the following Caltrans study intersections are forecast to operate at below LOS C conditions:

- Int. No. 4: Del Norte Boulevard/US-101 Northbound Ramps
AM peak hour Delay = 119.1 sec/veh (LOS F)
PM peak hour Delay = 53.4 sec/veh (LOS F)

- Int. No. 5: Del Norte Boulevard/US-101 Southbound Ramps

AM peak hour Delay = 232.4 sec/veh (LOS F)

PM peak hour Delay = 111.4 sec/veh (LOS F)

Incremental, but not significant, impacts are noted at the remaining four study intersections. The existing with project traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in **Figures 9** and **10**, respectively.

Future Without Project Conditions

The future cumulative baseline conditions were forecast based on the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The v/c ratios and delay values at all of the study intersections are incrementally increased with the addition of ambient growth traffic. As presented in column [3] of *Table 3*, six (6) of the seven (7) study intersections are expected to continue operating at LOS C or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic under the future without project conditions. The remaining existing study intersection (No. 5: Del Norte Boulevard/US 101 Freeway Southbound Ramps) is expected to operate at LOS F and LOS D conditions during the AM and PM peak hours, respectively, under the future without project conditions. The future without project traffic volumes at the study intersections during the weekday AM and PM peak hours are presented in **Figures 11** and **12**, respectively.

Future With Project Conditions

As shown in column [4] of *Table 3*, application of the City's threshold criteria to the "Future With Project" scenario indicates that the Phase 1 project would be expected to result in significant traffic impacts at three (3) City of Oxnard study intersections as noted below:

- Int. No. 3: Rice Avenue/Gonzales Road

AM peak hour v/c increase of 0.224 [to 1.023 (LOS F) from 0.799 (LOS C)]

- Int. No. 8: Rose Avenue/Gonzales Road

PM peak hour v/c increase of 0.056 [to 0.797 (LOS C) from 0.741 (LOS C)]

- Int. No. 9: Rose Avenue/Camino del Sol

AM peak hour v/c increase of 0.037 [to 0.774 (LOS C) from 0.737 (LOS C)]

PM peak hour v/c increase of 0.033 [to 0.809 (LOS D) from 0.776 (LOS C)]

In addition, the following Caltrans study intersections are forecast to operate at below LOS C conditions:

- Int. No. 4: Del Norte Boulevard/US-101 Northbound Ramps
AM peak hour Delay = 133.4 sec/veh (LOS F)
PM peak hour Delay = 63.6 sec/veh (LOS F)
- Int. No. 5: Del Norte Boulevard/US-101 Southbound Ramps
AM peak hour Delay = 253.8 sec/veh (LOS F)
PM peak hour Delay = 127.5 sec/veh (LOS F)

Incremental, but not significant, impacts are noted at the remaining four study intersections. The future with project traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in *Figures 13* and *14*, respectively.

Transportation Improvement Measures

Based on the traffic analyses summarized in the previous section, it was determined that the Phase 1 project would be expected to result in significant traffic impacts at three (3) City of Oxnard study intersections. In addition, two Caltrans study intersections are forecast to operate at below LOS C conditions.

It should be noted that the previously approved *Sakioka Farms Specific Plan EIR Traffic Study* included phased analyses for the project (i.e., the Specific Plan was to be developed under four separate phases). Transportation improvement measures previously identified to mitigate the prior Phase 1 project impacts were as follows:

- Int. No. 4: Del Norte Boulevard/US-101 Northbound Ramps
Install a traffic signal.
- Int. No. 5: Del Norte Boulevard/US-101 Southbound Ramps
Install a traffic signal. Add northbound right-turn lane.
- Int. No. 8: Rose Avenue/Gonzales Road
Incorporate 4th westbound through lane.
- Int. No. 9: Rose Avenue/Camino del Sol
Incorporate 3rd northbound through lane by removing existing northbound right-turn lane.

The northbound right-turn lane for Int. No. 5: Del Norte Boulevard/US-101 Southbound Ramps has since been implemented. In addition, it should be noted that Int. No. 3: Rice Avenue/Gonzales Road was not analyzed in any of the prior phasing analyses. However, this intersection was analyzed in that study's Year 2030 traffic conditions and included improvement measures on all four intersection approaches to reflect Year 2030 OTM conditions (i.e., which resulted in LOS D operations during the weekday AM and PM peak hours). In order to alleviate the current Phase 1 project impacts at this location, the following subset of measures from the prior Year 2030 analysis conditions would be necessary:

- Int. No. 3: Rice Avenue/Gonzales Road
Incorporate 4th southbound through lane. Convert the southbound right-turn lane to free-flow operations

Effectiveness of Transportation Improvement Measures

The results of the analysis of traffic conditions associated with the transportation improvement measures identified above are summarized in *Table 3*. As shown in column [5] of *Table 3*, the above transportation improvement measures are expected to reduce the Phase 1 project-related traffic impacts to less than significant levels at the three (3) City of Oxnard study intersections. In addition, the two (2) Caltrans study intersections are forecast to operate at LOS C or better conditions with the traffic signal installation improvements.

In lieu of constructing the transportation improvement measures, the Phase 1 project applicant will be required to pay the traffic impact fees for Intersection Nos. 4 (Del Norte Boulevard/US-101 Northbound Ramps), 5 (Del Norte Boulevard/US-101 Southbound Ramps), 8 (Rose Avenue/Gonzales Road), and 9 (Rose Avenue/Camino del Sol).

For Intersection No. 3 (Rice Avenue/Gonzales Road), the previously approved *Sakioka Farms Specific Plan EIR Traffic Study* determined that this intersection was expected to operate at LOS D conditions during the AM and PM peak hour, with the planned intersection lane geometrics under the Year 2030 OTM traffic conditions. The study further determined that additional physical improvements to the northbound intersection approach (above and beyond the 2030 planned intersection lane geometrics) would be necessary in order to maintain LOS C operations during the AM and PM peak hours. As stated previously, for consistency purposes the Phase 1 project traffic volume forecast was determined based on the trip generation rates contained in the OTM. It should be noted that the OTM AM and PM peak hour trip rates for the business park/research & development and light/general industrial land uses applicable to the Phase 1 project are substantially higher than the corresponding standard Institute of Transportation Engineers' (ITE) trip rates pursuant to the current *Trip Generation Manual* (10th Edition, published by ITE in 2017). For example, the

OTM AM peak hour trip rate for the business park/research & development land use component (i.e., 1.34 trips per 1,000 square feet) is more than 300 percent (300%) higher than the corresponding trip rate in accordance to the ITE (i.e., 0.42 trips per 1,000 square feet). In addition, the OTM AM peak hour trip rate for the light/general industrial land use component (i.e., 0.76 trips per 1,000 square feet) is approximately nine percent (9%) higher than the corresponding trip rate in accordance to the ITE (i.e., 0.70 trips per 1,000 square feet). As a result, the Phase 1 project trip generation potential could be overstated and might not be realized. Since the Phase 1 project traffic generation might be overstated and even then only a subset of the planned Year 2030 intersection lane geometrics is needed to fully mitigate the current Phase 1 project impacts, it is recommended that this intersection be monitored after the completion and occupancy of the Phase 1 project. This monitoring effort would verify whether the Phase 1 project trip generation potential is realized. Thus, a supplemental assessment after Phase 1 occupancy, including additional AM and PM peak period traffic counts at Rice Avenue/Gonzales Road, Rice Avenue/Street “A”, and Del Norte Boulevard/Street “A” intersections, is recommended. Should the supplemental assessment determine that the Rice Avenue/Gonzales Road intersection remains significantly impacted by Phase 1 project traffic, the project Applicant will be required to fully design and construct the intersection improvements consistent with the planned intersection lane geometrics as analyzed in the prior study’s 2030 OTM traffic conditions.

Queuing Analysis

As requested by the City, intersection queuing analyses were prepared for the Rice Avenue/Street “A” and Del Norte Boulevard/Street “A” intersections. The queuing analyses were prepared utilizing the *Synchro 10* software package which implements the Highway Capacity Manual (HCM) operational methods. Intersection specifics such as lane configurations, proposed storage lengths, crosswalk locations, posted speed limits, proposed traffic signal timing/phasing, and Year 2023 with Phase 1 project traffic volumes, etc., were coded to complete the *Synchro* network.

The *Synchro* analysis provides a forecast of the 50th percentile vehicle queues for the analysis time periods. The 50th percentile vehicle queues representing the average peak hour conditions were selected for two reasons. As stated in the previous section, this analysis was prepared utilizing the trip generation rates from the OTM, which likely overstates the Phase 1 project traffic volumes at the study intersections. In addition, the turning movements at the Rice Avenue/Street “A” and Del Norte Boulevard/Street “A” intersections are expected to lower once construction of the future Gonzales Road extension is completed (between Rice Avenue and Del Norte Boulevard).

Table 4 provides a summary of the vehicle queuing analyses for the Rice Avenue/Street “A” and Del Norte Boulevard/Street “A” intersections. As shown in **Table 4**, adequate left and right-turn pocket lengths are provided to accommodate the forecast vehicle queues at both intersections under the Year 2023 with Phase 1 project conditions. Therefore, vehicle queuing back out into the adjacent through lanes is not expected. The corresponding AM and PM peak hour HCM worksheets for purposes of determining the 50th percentile vehicle queues are contained herein (refer to *Appendix D*).

Summary

This traffic assessment has been conducted to summarize the findings of the focused transportation assessment for the Sakioka Business Park Phase 1 project. While the approved Sakioka Farms project included 8,500,000 square feet of overall development activities, the Phase 1 project currently comprises up to approximately 3,698,000 square feet of building floor area.

In order to evaluate the potential impacts to the local street system, nine (9) study intersections were analyzed to determine changes in operations following occupancy and utilization of the Phase 1 project. Application of the City of Oxnard impact threshold criteria indicates that three (3) intersections are expected to be significantly impacted by the forecast Phase 1 project traffic. In addition, two (2) Caltrans study intersections are forecast to operate at below LOS C conditions. Incremental but not significant impacts are noted at the remaining study intersections evaluated in this analysis. Transportation improvement measures identified in the previously approved *Sakioka Farms Specific Plan EIR Traffic Study* are expected to reduce the corresponding impacts to less than significant levels. In lieu of constructing the transportation improvement measures, the Phase 1 project applicant will be required to pay the corresponding traffic impact fees. Additionally, it is recommended that the Rice Avenue/Gonzales Road intersection be monitored after the completion and occupancy of the Phase 1 project. A supplemental assessment after Phase 1 occupancy, including additional AM and PM peak period traffic counts at Rice Avenue/Gonzales Road, Rice Avenue/Street “A”, and Del Norte Boulevard/Street “A” intersections, is also recommended.

Vehicle queuing analyses for the Rice Avenue/Street “A” and Del Norte Boulevard/Street “A” intersections were also prepared. It was determined that adequate left and right-turn pocket lengths are provided to accommodate the forecast vehicle queues at both intersections under the Year 2023 with Phase 1 project conditions. Vehicle queuing back out into the adjacent through lanes is not expected.

Please feel free to call us at 626.796.2322 with any questions or comments regarding this focused transportation assessment prepared for the Sakioka Farms Specific Plan Business Park Phase 1 Project.

Table 1
EXISTING TRAFFIC VOLUMES [1]
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	DATE	DIR	PH1 PEAK HOUR		PH2 PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME
1	Santa Clara Avenue-Rice Avenue/ Auto Center Drive- US-101 Freeway NB Off-Ramp	02/13/2020	NB SB EB WB	8:00 AM	761 774 388 915	5:00 PM	1,104 1,062 810 925
2	Rice Avenue/ US-101 Freeway SB Ramps	02/13/2020	NB SB EB WB	8:00 AM	1,624 1,376 1,284 0	5:00 PM	2,482 1,684 812 0
3	Rice Avenue/ Gonzales Road	02/13/2020	NB SB EB WB	8:00 AM	1,366 2,458 745 1	5:00 PM	2,059 2,015 1,160 4
4	Del Norte Boulevard/ US-101 Freeway NB Ramps	02/13/2020	NB SB EB WB	8:00 AM	127 126 0 535	5:00 PM	454 86 0 362
5	Del Norte Boulevard/ US-101 Freeway SB Ramps	02/13/2020	NB SB EB WB	8:00 AM	381 608 376 0	5:00 PM	990 340 216 0
6	Rice Avenue/ Street "A" (Proposed)	02/13/2020	NB SB EB WB	7:30 AM	1,366 1,722 0 0	4:30 PM	2,059 1,606 0 0
7	Del Norte Boulevard/ Street "A" (Proposed)	02/13/2020	NB SB EB WB	7:15 AM	381 870 0 0	4:30 PM	990 453 0 0
8	Rose Avenue/ Gonzales Road	Year 2019	NB SB EB WB	N/A	1,621 1,603 1,771 563	N/A	1,567 2,063 1,125 1,352
9	Rose Avenue/ Camino del Sol	Year 2019	NB SB EB WB	N/A	1,462 1,558 556 525	N/A	1,489 1,701 344 1,047

[1] Counts conducted by Counts Unlimited and Stantec.

Table 2
PROJECT TRIP GENERATION FORECAST (CURRENT TTM PHASE 1 CONDITIONS)

TRIP GENERATION RATES [1]								
ITE LAND USE CATEGORY	VARIABLE	WEEKDAY DAILY	WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
			IN (%)	OUT (%)	TOTAL	IN (%)	OUT (%)	TOTAL
General Commercial	Per 1,000 SF	35.00	61%	39%	0.84	48%	52%	3.05
Office	Per 1,000 SF	13.50	88%	12%	1.89	17%	83%	1.82
Business Park/Research & Development Center	Per 1,000 SF	10.44	84%	16%	1.34	19%	81%	1.19
Light/General Industrial	Per 1,000 SF	6.50	76%	24%	0.76	29%	71%	0.86

PROJECT TRIP GENERATION FORECAST (CURRENT TTM PHASE 1 CONDITIONS)								
LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
<u>Area 2</u>								
Business Park/Research & Development	83,000 GSF	867	93	18	111	19	80	99
Light/General Industrial	249,000 GSF	1,619	144	45	189	62	152	214
Subtotal Area 2		2,486	237	63	300	81	232	313
<u>Area 3</u>								
Business Park/Research & Development	297,000 GSF	3,101	333	65	398	68	285	353
Light/General Industrial	593,000 GSF	3,855	344	107	451	148	362	510
Subtotal Area 3		6,956	677	172	849	216	647	863
<u>Area 4</u>								
Business Park/Research & Development	67,000 GSF	699	75	15	90	15	65	80
Light/General Industrial	101,000 GSF	657	59	18	77	25	62	87
Subtotal Area 4		1,356	134	33	167	40	127	167
<u>Area 5</u>								
Light/General Industrial	2,308,000 GSF	15,002	1,339	415	1,754	577	1,408	1,985
Subtotal Area 5		15,002	1,339	415	1,754	577	1,408	1,985
CURRENT TTM PHASE 1		25,800	2,387	683	3,070	914	2,414	3,328

[1] Trip generation rates obtained from the "Sakioka Farms Specific Plan EIR Traffic Study", prepared by Austin-Foust Associates, Inc., February 2010, pursuant to the Oxnard Traffic Model.

Table 3
SUMMARY OF VOLUME TO CAPACITY RATIOS, DELAYS,
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	CONTROL	PEAK HOUR	[1]		[2]		[3]		[4]		[5]						
				YEAR 2020 EXISTING		YEAR 2020 EXISTING W/ PROJECT		YEAR 2023 FUTURE		YEAR 2023 FUTURE W/ PROJECT		CHANGE						
				V/C or DELAY	LOS [a]	V/C or LOS Delay	LOS [a]	PRE-PROJECT V/C or DELAY	LOS [a]	CHANGE V/C or DELAY [(2)-(1)]	IMPACT [b]	CHANGE V/C or DELAY [(4)-(3)]	IMPACT [b]	FUTURE PROJECT V/C or DELAY [a]	CHANGE V/C or DELAY [(5)-(3)]			
1	Santa Clara Avenue-Rice Avenue/ Auto Center Drive- US-101 Freeway/NB Off-Ramp [c]	Signalized	AM PM	29.2 33.3	C C	30.7 33.8	C C	1.5 0.5	No No	29.6 34.1	C C	1.7 0.7	No No	31.3 34.8	C C	1.7 0.7	---	---
2	Rice Avenue/ US-101 Freeway SB Ramps [c]	Signalized	AM PM	8.6 13.4	A B	8.6 14.9	A B	0.0 1.5	No No	8.7 14.0	A B	0.0 1.9	No No	8.7 15.9	A B	0.0 1.9	---	---
3	Rice Avenue/ Gonzales Road	Signalized	AM PM	0.764 0.648	C B	0.988 0.754	E C	0.224 0.106	Yes No	0.799 0.678	C B	0.224 0.106	Yes No	0.787 0.713	C C	-0.012 0.035	Yes ---	---
4	Del Norte Boulevard/ US-101 Freeway NB Ramps [c]	AWSC	AM PM	19.0 19.0	C C	119.1 53.4	F F	100.1 34.4	Yes Yes	22.6 21.5	C C	110.8 42.1	Yes Yes	24.8 27.8	C C	2.2 6.3	Yes Yes	Yes
5	Del Norte Boulevard/ US-101 Freeway SB Ramps [c]	AWSC	AM PM	52.3 24.1	F C	232.4 111.4	F F	180.1 87.3	Yes Yes	65.9 28.6	F D	187.9 98.9	Yes Yes	31.8 14.5	C B	-34.1 -14.1	Yes Yes	Yes
6	Rice Avenue/ Street "A" (Proposed)	Signalized	AM PM	---	--	0.758 0.754	C C	---	--	---	--	---	--	0.758 0.769	C C	---	--	--
7	Del Norte Boulevard/ Street "A" (Proposed)	Signalized	AM PM	---	--	0.463 0.441	A A	---	--	---	--	---	--	0.463 0.455	A A	---	--	--
8	Rose Avenue/ Gonzales Road	Signalized	AM PM	0.655 0.709	B C	0.757 0.764	C C	0.102 0.055	No Yes	0.685 0.741	B C	0.102 0.056	No Yes	0.787 0.758	C C	0.102 0.017	---	Yes
9	Rose Avenue/ Camino del Sol	Signalized	AM PM	0.705 0.742	C C	0.743 0.775	C C	0.038 0.033	Yes Yes	0.737 0.776	C C	0.037 0.033	Yes Yes	0.698 0.771	B C	-0.039 -0.005	Yes Yes	Yes

[a] For intersections under the jurisdiction of the City of Oxnard, Level of Service (LOS) is based on the reported ICU value for signalized intersections. For intersections under Caltrans' jurisdiction, LOS is based on the Highway Capacity Manual

operational methodologies, which reports LOS based on seconds of delay, for both signalized and unsignalized intersections.

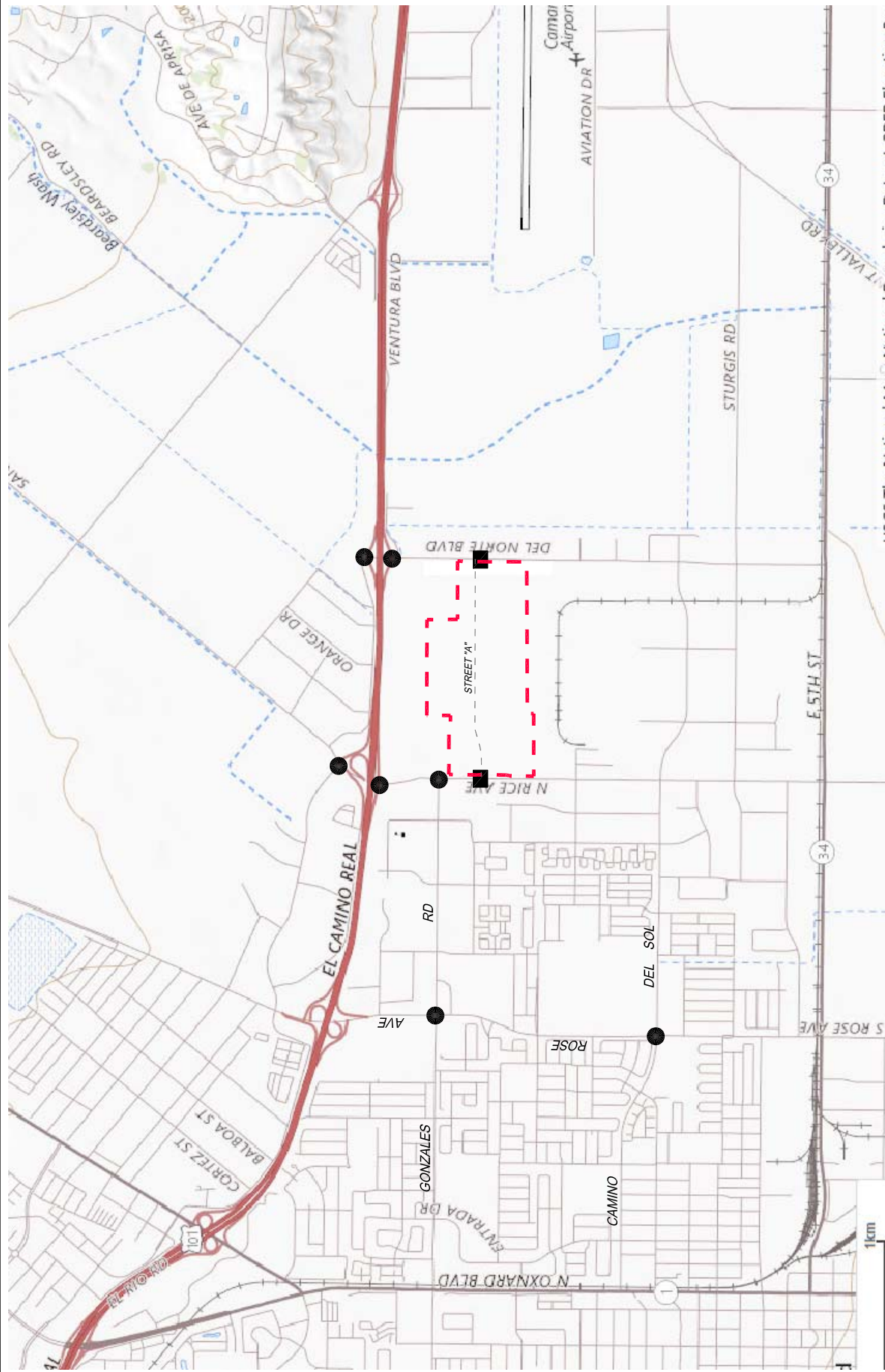
[b] The City of Oxnard considers a traffic impact to be significant when an intersection is operating at LOS C or worse and project-generated traffic will worsen the v/c ratio by 0.02.

[c] Intersection is under Caltrans' jurisdiction.

Table 4
FUTURE INTERSECTION LEFT-TURN QUEUING [1]

NO.	LOCATION	MOVEMENT	LANES	STORAGE LENGTH [FT]	PEAK HOUR	AVERAGE QUEUEING	
						VEHICLES	FEET
6	Rice Avenue/ Street "A"	WB Left	1.5	300 [2]	AM	4.8	106
					PM	18.7	411
		WB Right	1.5	[3]	AM	2.6	57
					PM	13.1	288
		NB Right	1	400	AM	18.0	396
					PM	4.6	101
		SB Left	1	380	AM	17.2	378
					PM	9.6	211
7	Del Norte Boulevard/ Street "A"	EB Left	2	300	AM	1.5	33
					PM	4.9	108
		EB Right	1	[3]	AM	5.0	110
					PM	17.5	385
		NB Left	1	200	AM	8.6	189
					PM	3.4	75
		SB Right	1	150	AM	5.9	130
					PM	1.9	42

- [1] Average vehicle queueing determined based on the Highway Capacity Manual (HCM) operational methodologies. An average vehicle length of 22 feet (including vehicle separation) has been assumed. For the purposes of this analysis, the storage length and vehicle queueing is reported on a per lane basis.
- [2] Note that while a single left-turn pocket of 300 feet is provided, the center lane of the approach is planned to accommodate both left and right-turns. The center lane functions as a through travel lane prior to the intersection, and therefore can adequately accommodate the additional left-turn queueing in addition to a portion of the right-turn queueing.
- [3] The curb lane functions as a through travel lane prior to the intersection, and then transitions to a right-turn lane. Therefore, the curb lane provides adequate storage to accommodate the right-turn queueing.



NOT TO SCALE

MAP SOURCE: COUNTY OF VENTURA GIS VIEWER



PHASE 1 PROJECT SITE



STUDY INTERSECTION

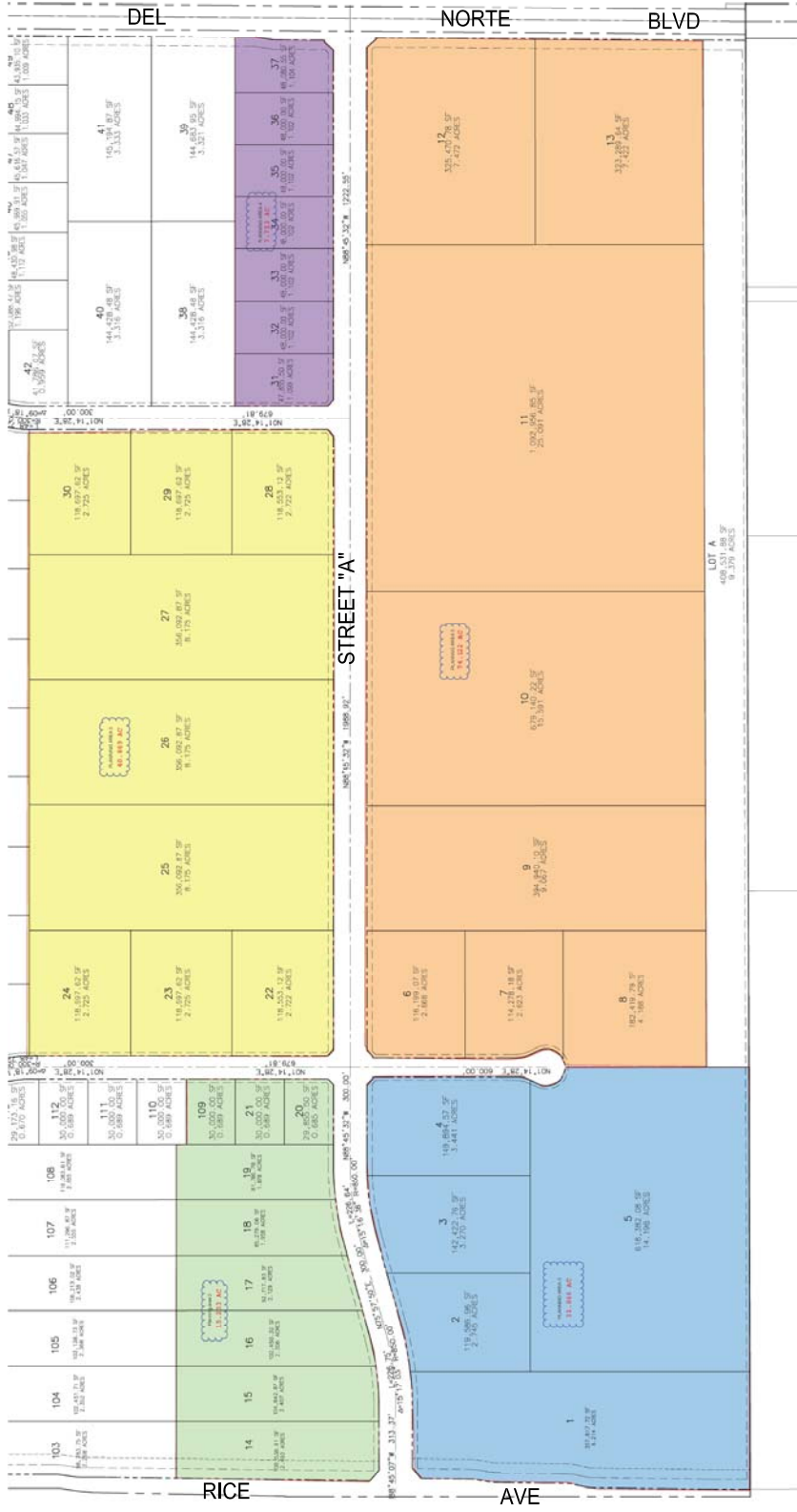


FUTURE INTERSECTION

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 1
VICINITY MAP

SAKIOKA BUSINESS PARK PHASE 1 PROJECT



NOT TO SCALE

FIGURE 2
PHASE 1 PROJECT SITE PLAN

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SAKIOKA BUSINESS PARK PHASE 1 PROJECT

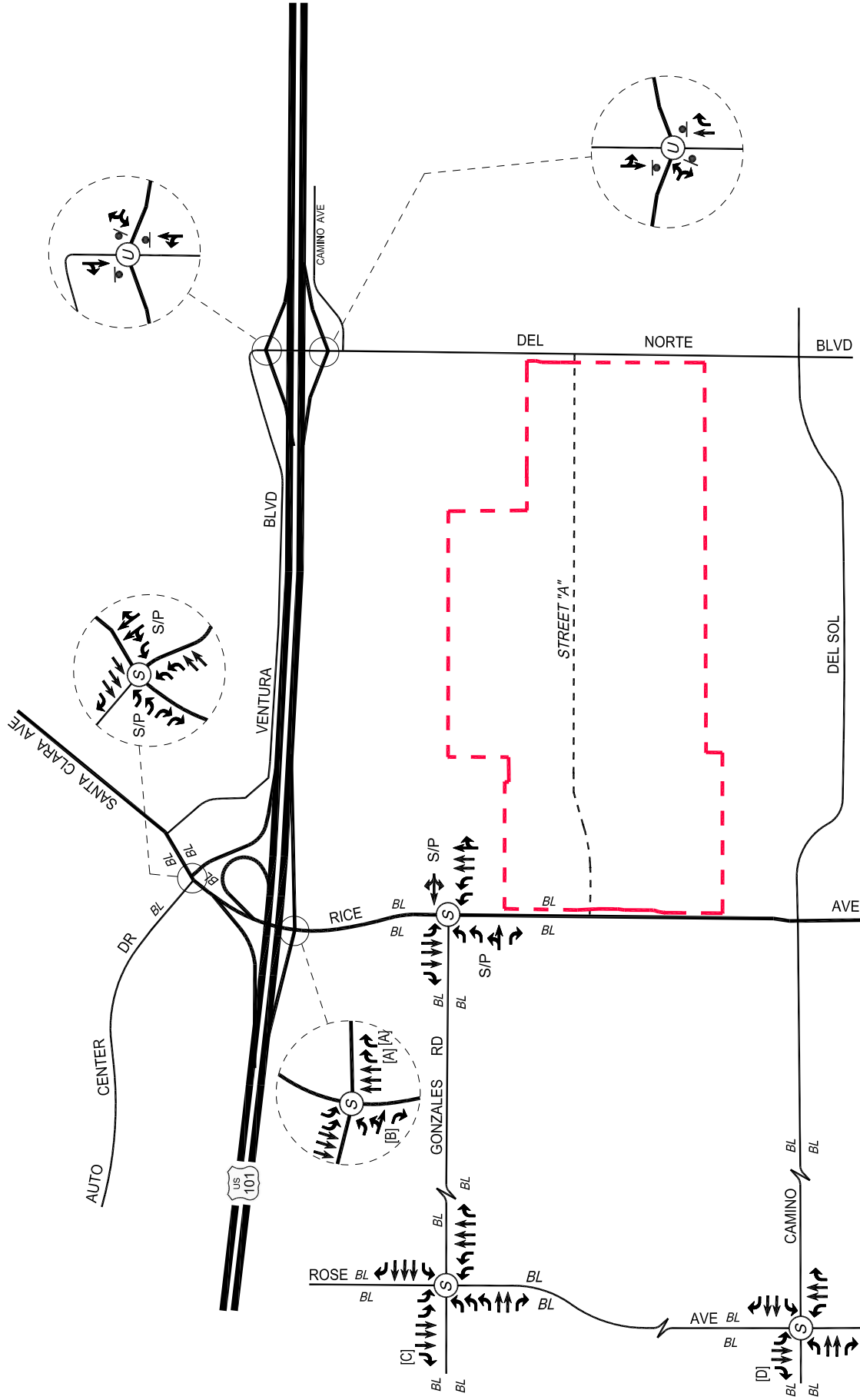


FIGURE 3
EXISTING LANE CONFIGURATIONS

PHASE 1 PROJECT SITE

NOT TO SCALE

LEGEND:

- [Red dashed box] PHASE 1 PROJECT SITE
- (S) SIGNALIZED INTERSECTION
- (U) UNSIGNALIZED INTERSECTION
- STOP SIGN STOP SIGN
- S/P SPLIT PHASE OPERATION
- BL BIKE LANE
- [A] NO RIGHT-TURN ON RED
- [B] FREE-FLOW MOVEMENT
- [C] OVERLAP PHASE
- [D] YIELD ON RED

LINSCOTT, LAW & GREENSPAN, engineers

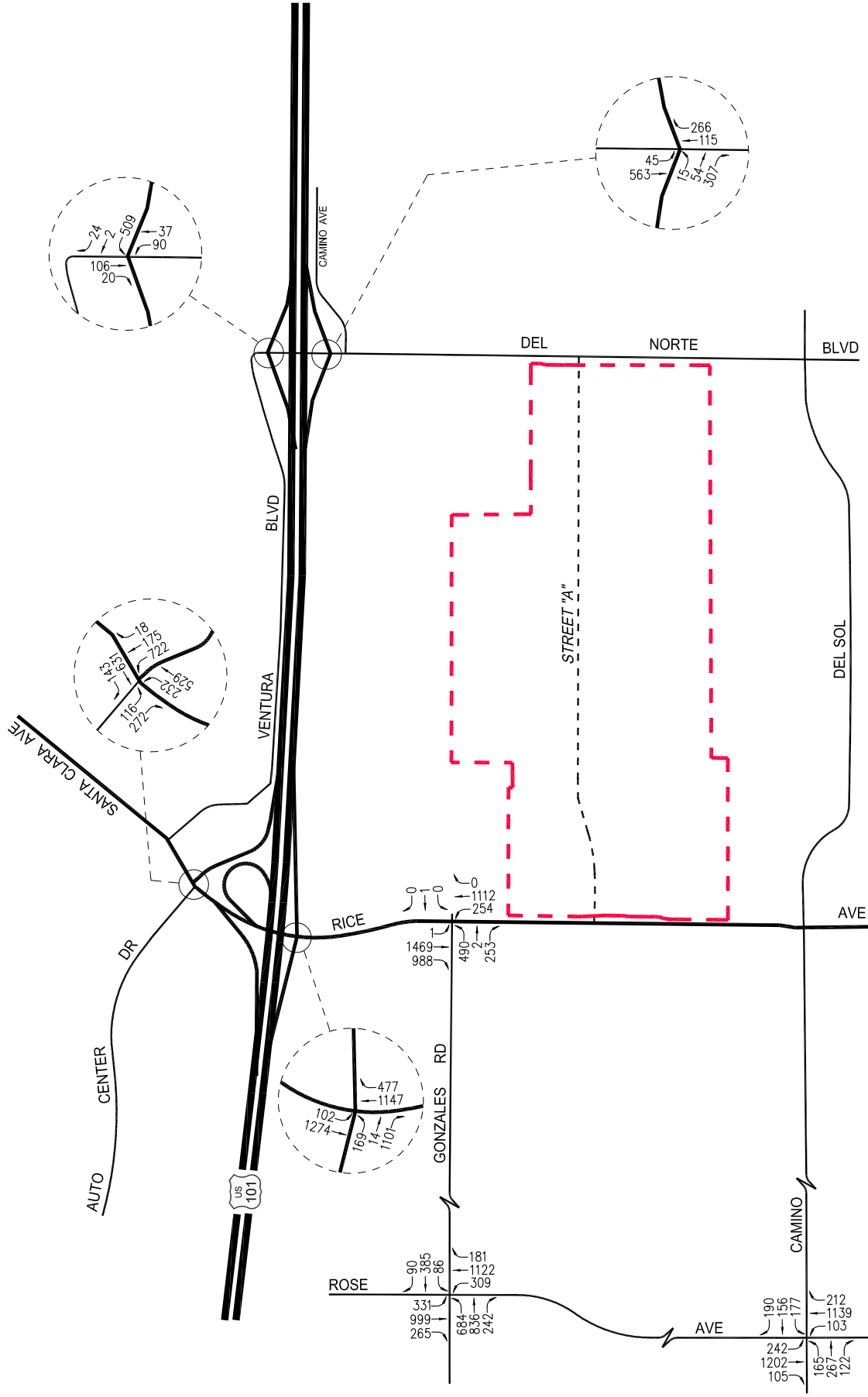


FIGURE 4
EXISTING TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
SAKIOKA BUSINESS PARK PHASE 1 PROJECT

PHASE 1 PROJECT SITE

NOT TO SCALE

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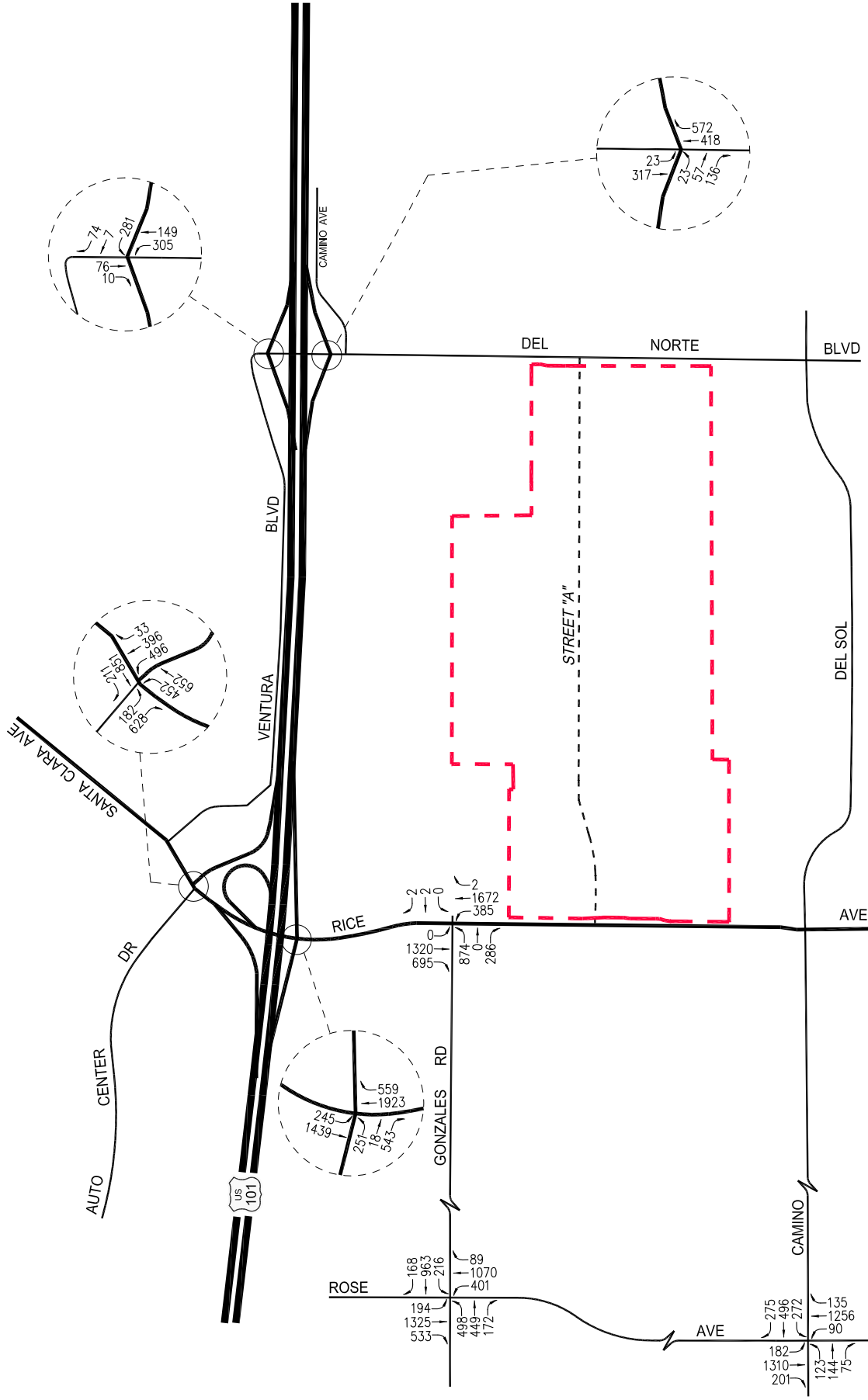


FIGURE 5
EXISTING TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
SAKIOKA BUSINESS PARK PHASE 1 PROJECT

PHASE 1 PROJECT SITE

NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

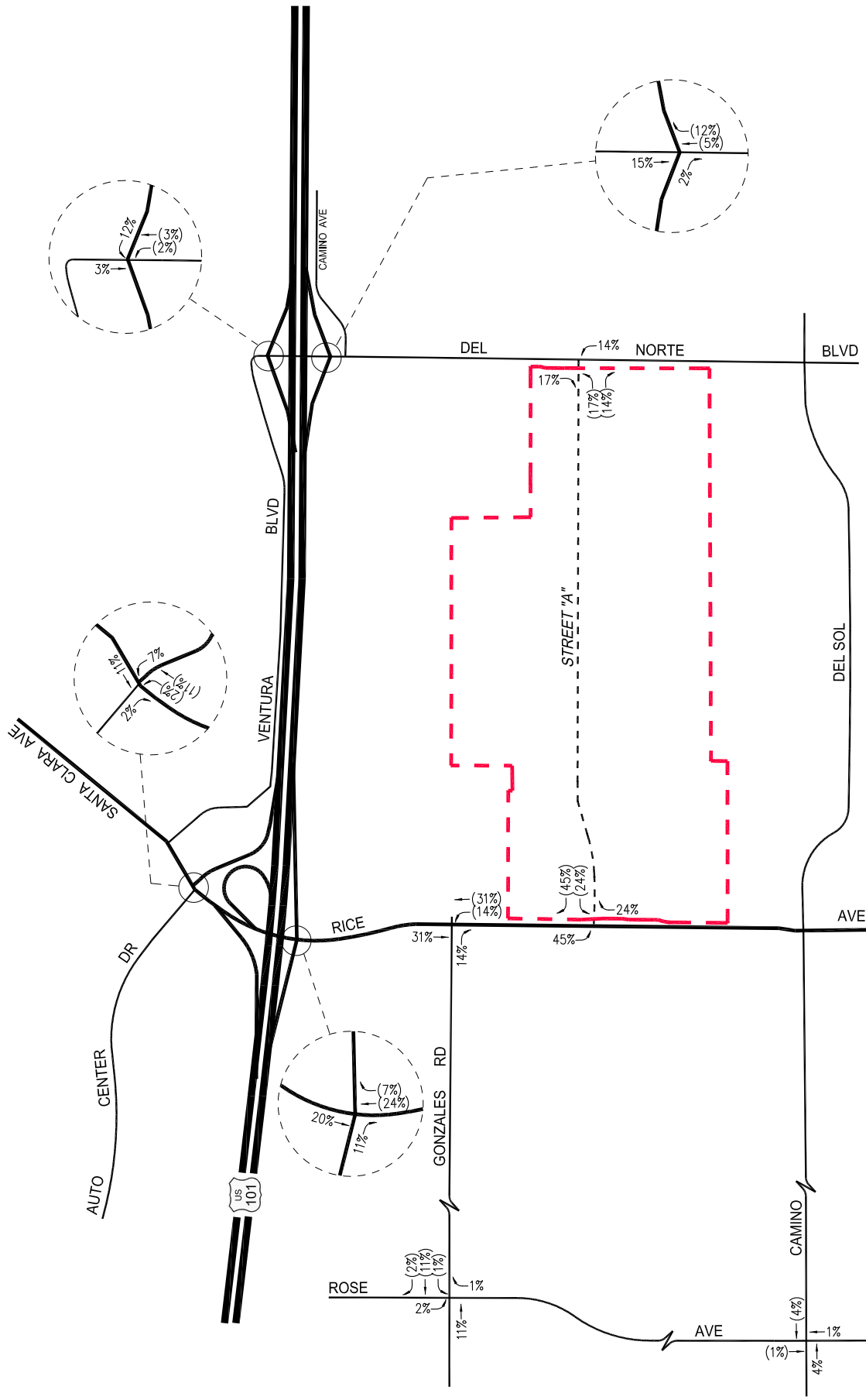


FIGURE 6 PROJECT TRIP DISTRIBUTION

PHASE 1 PROJECT SITE
XX = INBOUND PERCENTAGE
(XX) = OUTBOUND PERCENTAGE

NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

SAKIOKA BUSINESS PARK PHASE 1 PROJECT

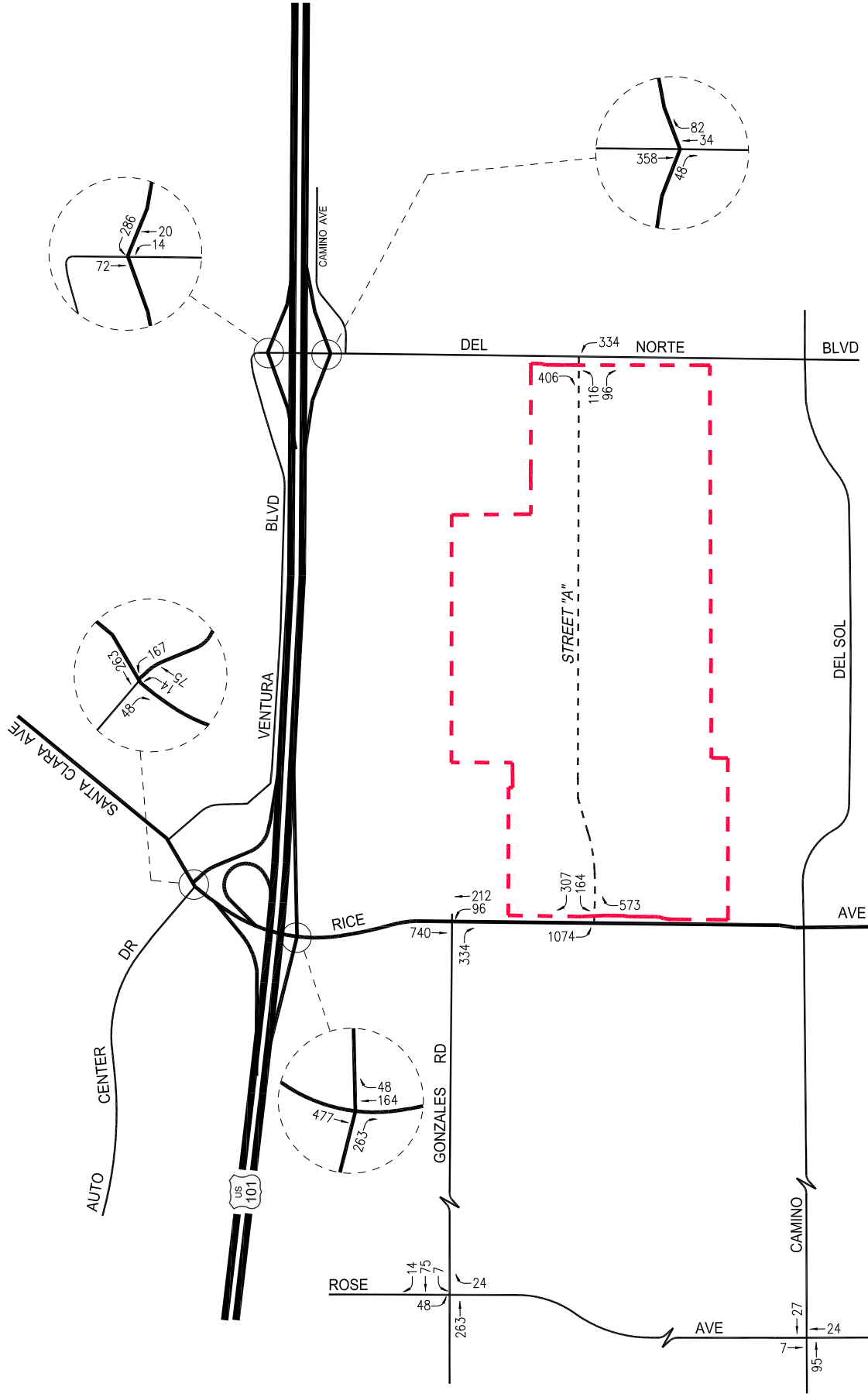


FIGURE 7
PHASE 1 PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
SAKIOKA BUSINESS PARK PHASE 1 PROJECT

PHASE 1 PROJECT SITE

NOT TO SCALE

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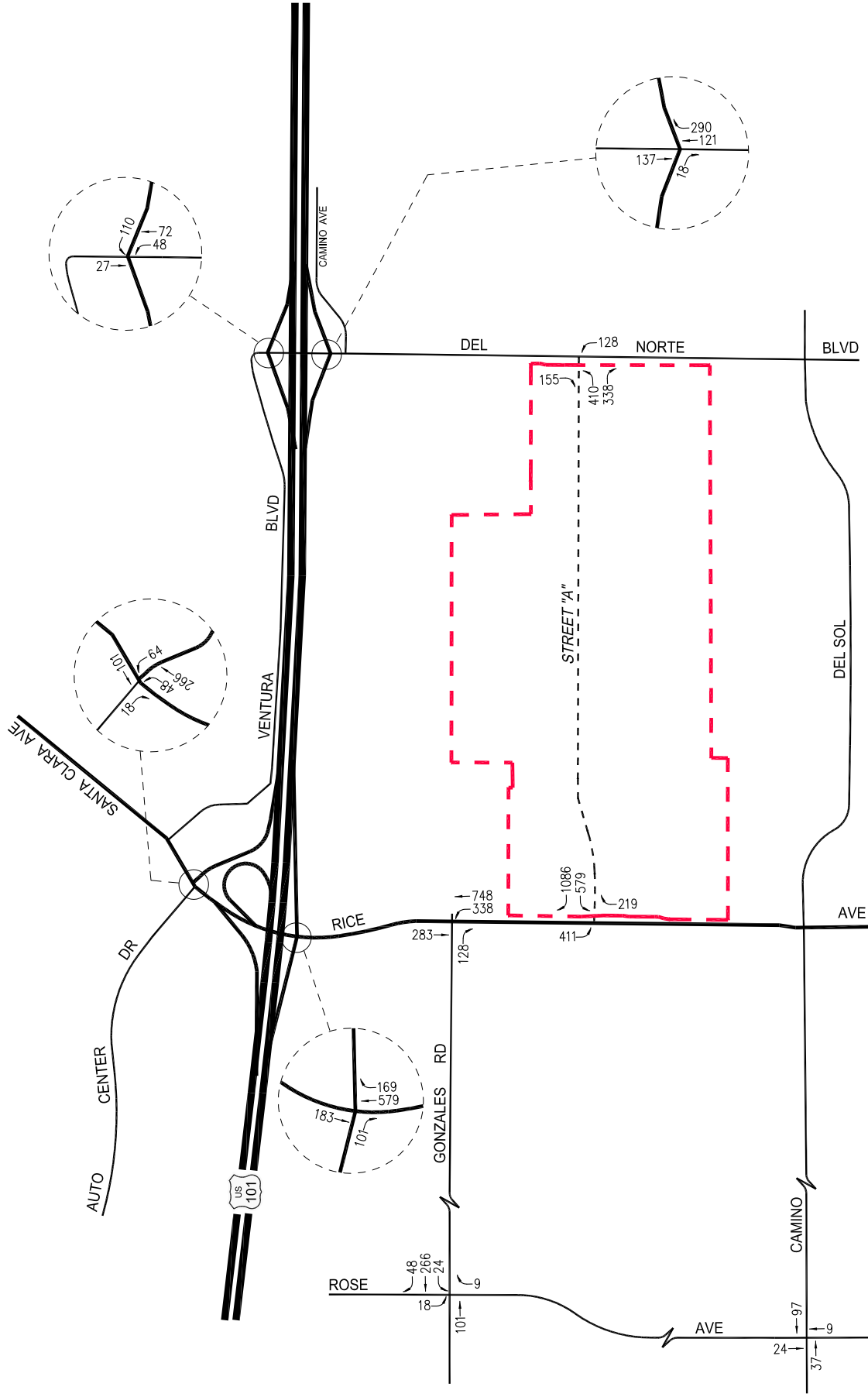


FIGURE 8

PHASE 1 PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

SAKIOKA BUSINESS PARK PHASE 1 PROJECT

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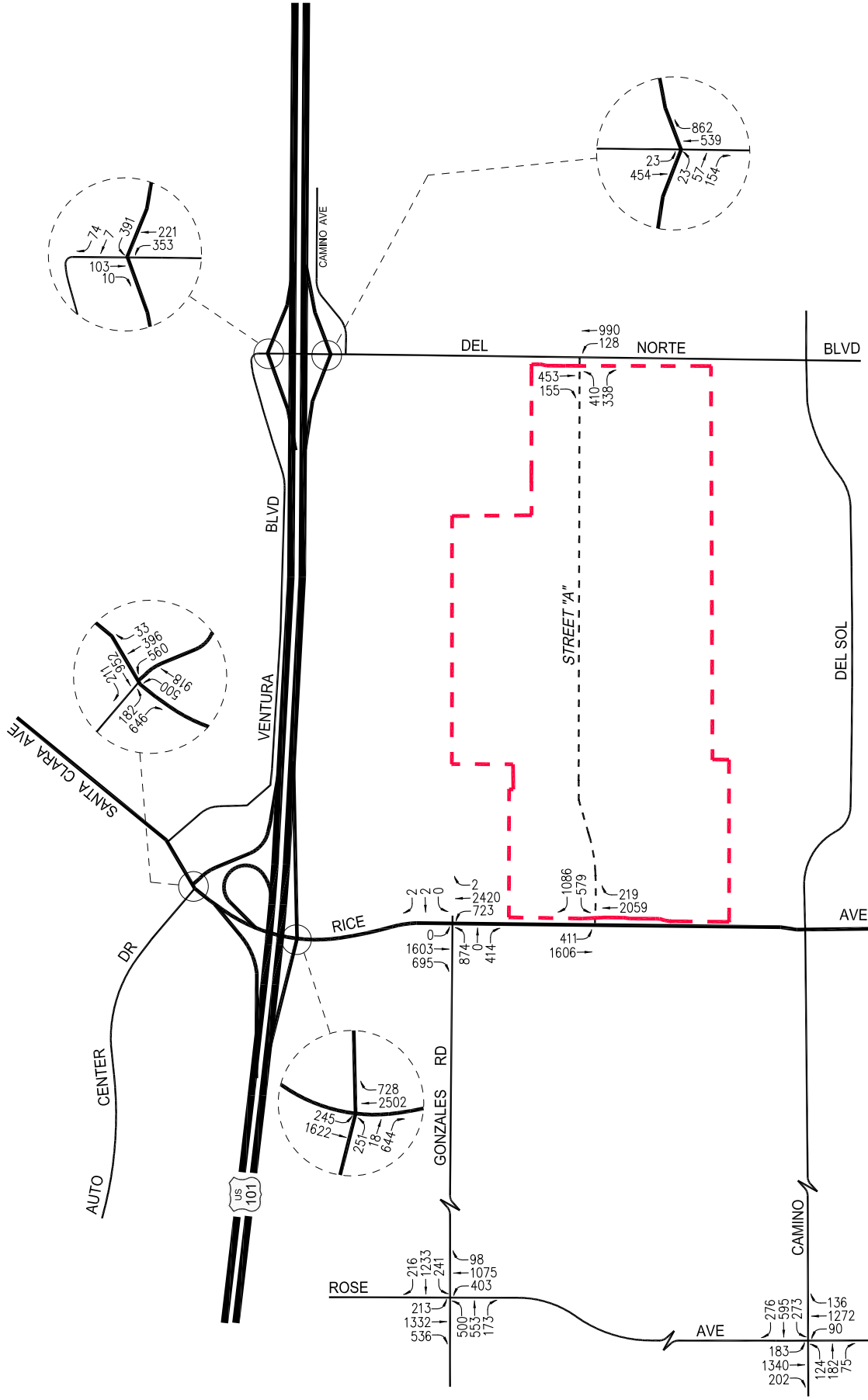


FIGURE 10
EXISTING WITH PHASE 1 PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
SAKIOKA BUSINESS PARK PHASE 1 PROJECT

PHASE 1 PROJECT SITE

NOT TO SCALE

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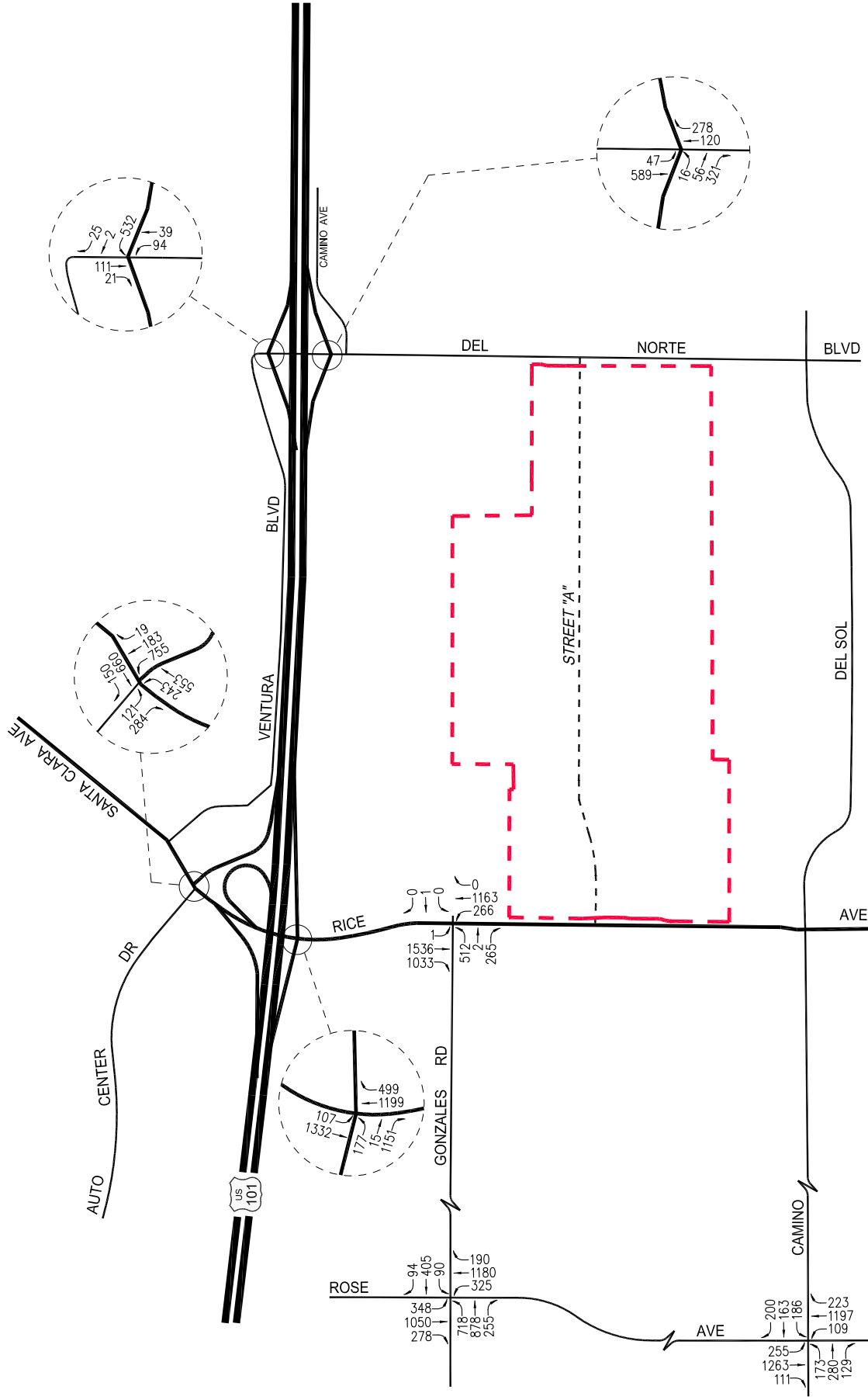


FIGURE 11
FUTURE 2023 WITHOUT PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
SAKIOKA BUSINESS PARK PHASE 1 PROJECT

PHASE 1 PROJECT SITE

NOT TO SCALE

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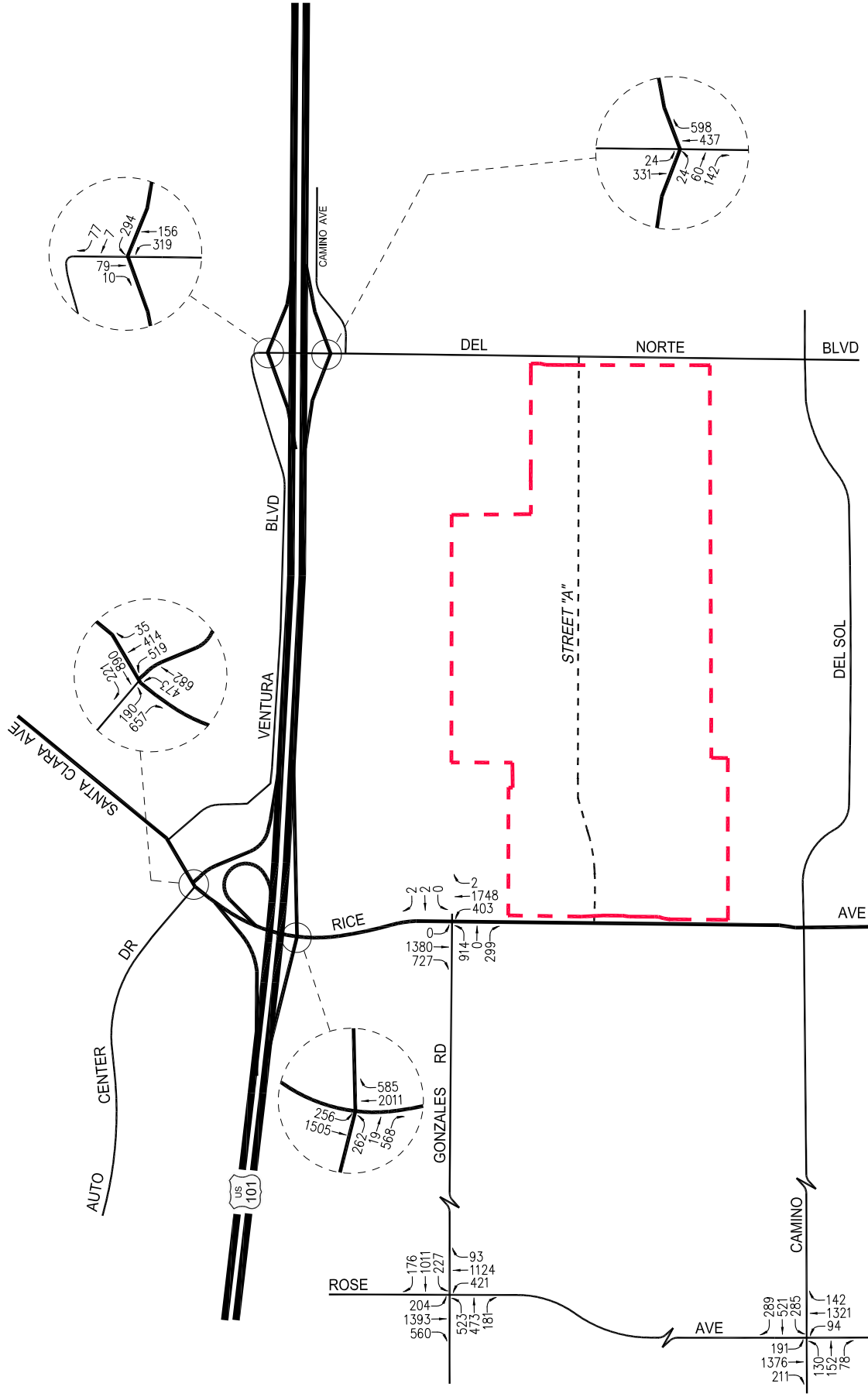


FIGURE 12

FUTURE 2023 WITHOUT PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

SAKIOKA BUSINESS PARK PHASE 1 PROJECT

PHASE 1 PROJECT SITE

NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

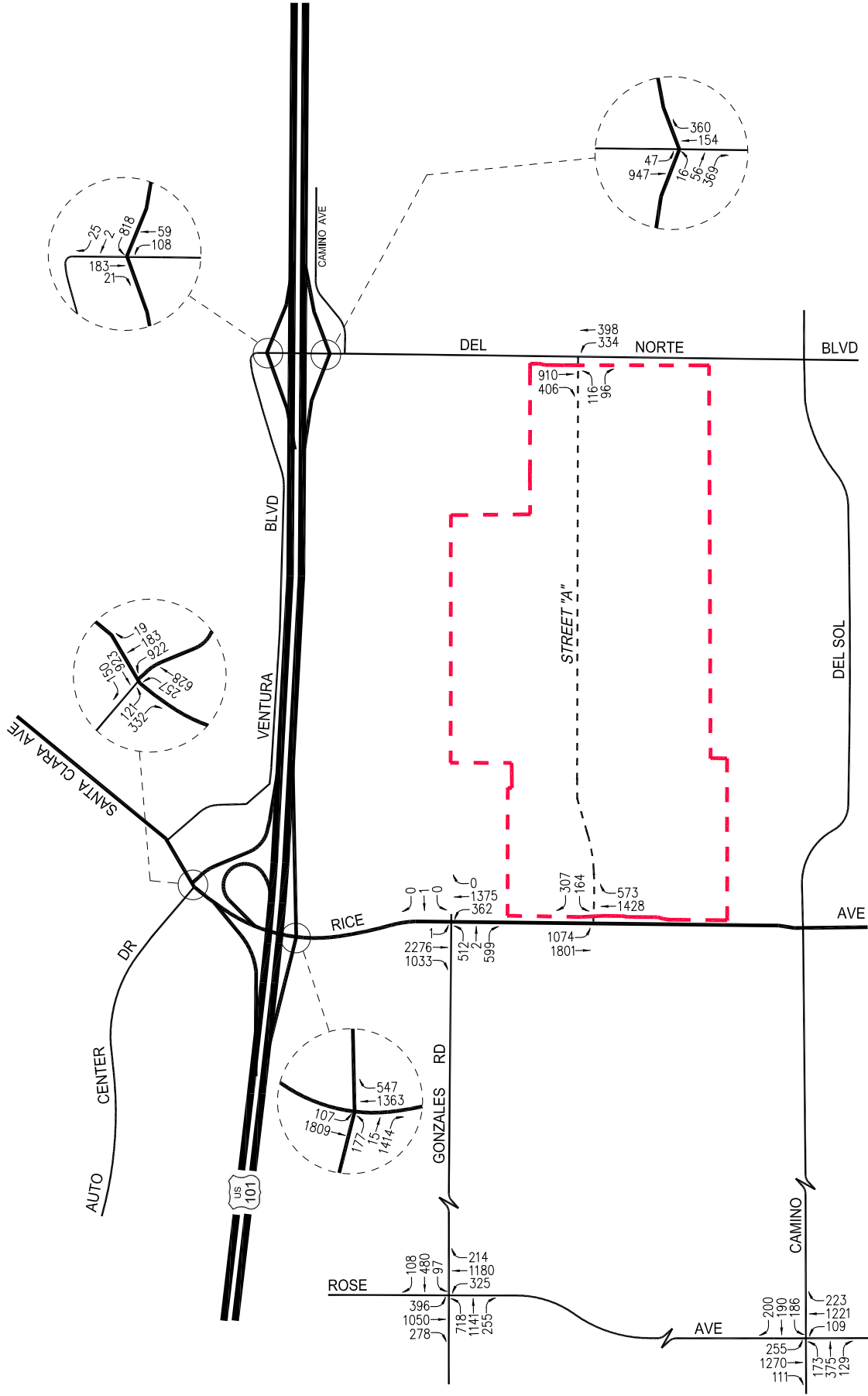


FIGURE 13
FUTURE 2023 WITH PHASE 1 PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
SAKIOKA BUSINESS PARK PHASE 1 PROJECT

PHASE 1 PROJECT SITE

NOT TO SCALE

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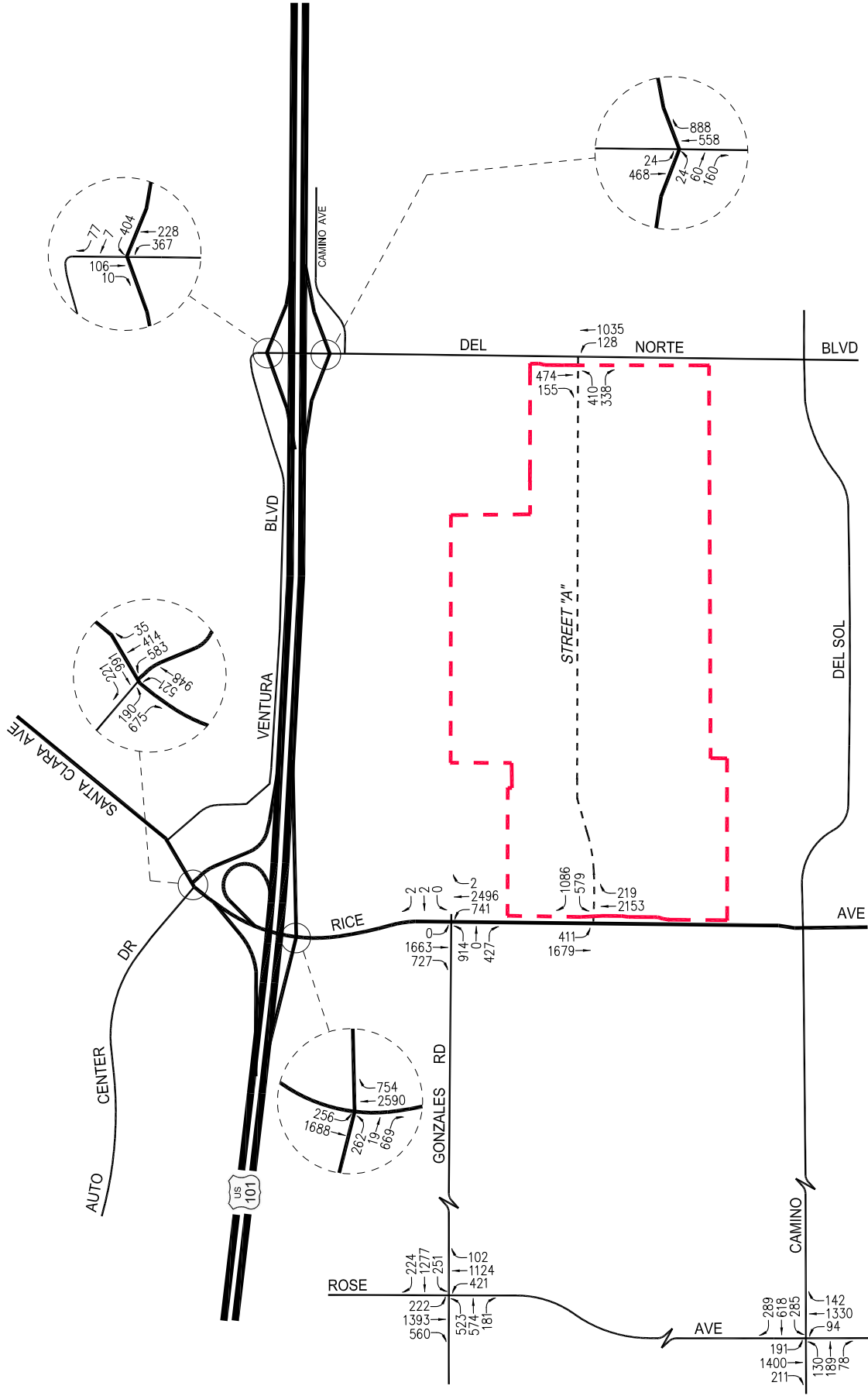


FIGURE 14
FUTURE 2023 WITH PHASE 1 PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
SAKIOKA BUSINESS PARK PHASE 1 PROJECT

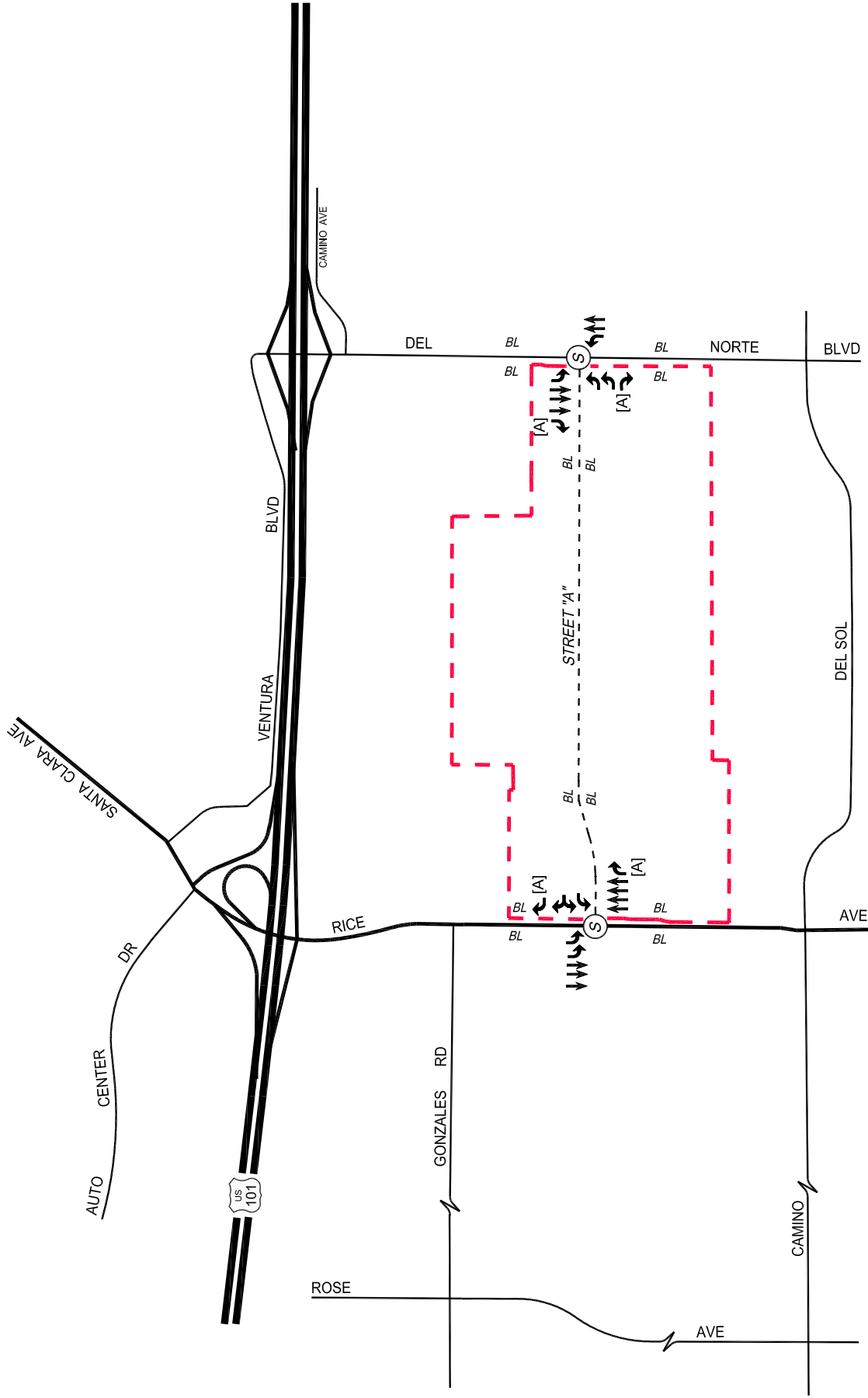
PHASE 1 PROJECT SITE

NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

APPENDIX A

FUTURE LANE CONFIGURATIONS





NOT TO SCALE

PHASE 1 PROJECT SITE

[Red Dashed Box]

SIGNALIZED INTERSECTION

(S)

BIKE LANE

BL

OVERLAP PHASE

[A]

APPENDIX FIGURE A-1

FUTURE PHASE 1 LANE CONFIGURATIONS

SAKIOKA BUSINESS PARK PHASE 1 PROJECT

APPENDIX B

MANUAL TRAFFIC COUNTS

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Oxnard
N/S: Santa Clara Ave/Rice Ave
E/W: Auto Center Dr/US-101N Ramps
Weather: Clear

File Name : 01_OXD_Rice_101N AM
Site Code : 05720089
Start Date : 2/13/2020
Page No : 1

Groups Printed- Total Volume

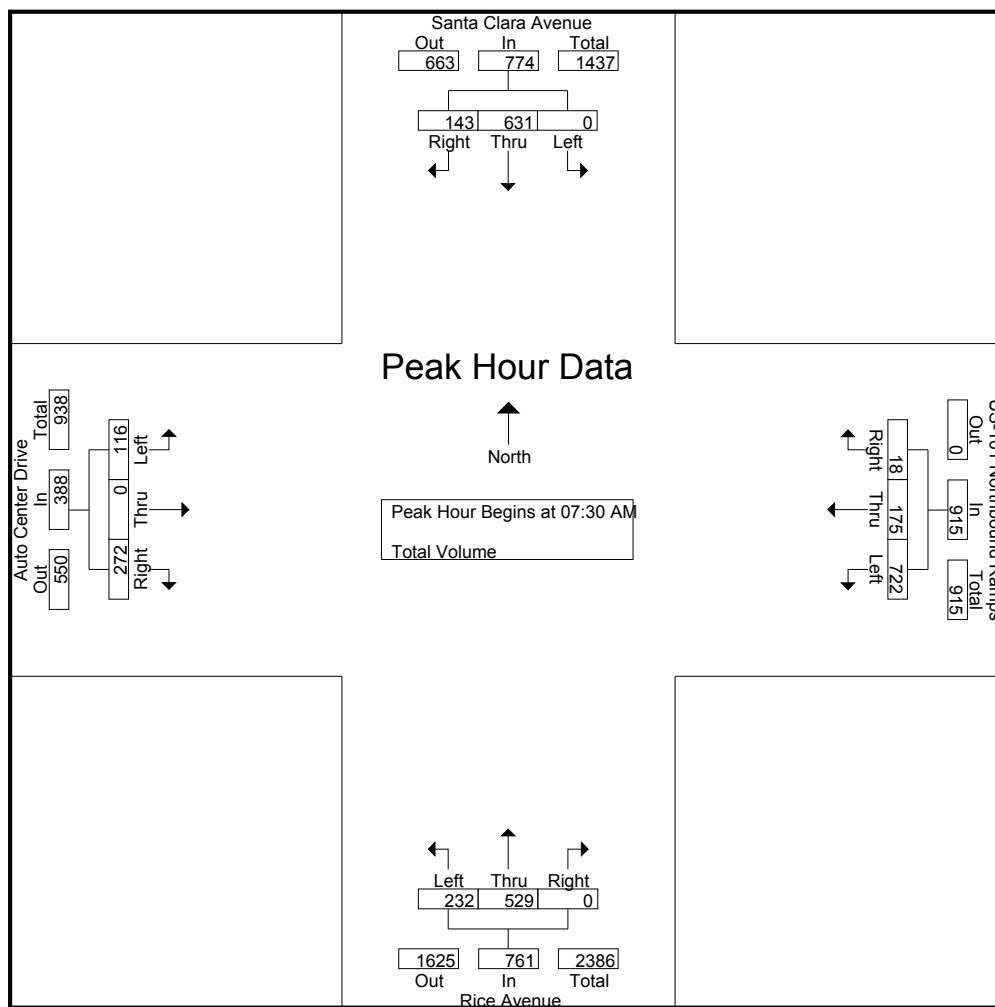
	Santa Clara Avenue Southbound				US-101 Northbound Ramps Westbound				Rice Avenue Northbound				Auto Center Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	121	17	138	139	45	1	185	40	131	0	171	15	0	43	58	552
07:15 AM	0	134	30	164	149	48	1	198	30	114	0	144	20	0	74	94	600
07:30 AM	0	152	48	200	169	43	4	216	40	138	0	178	31	0	66	97	691
07:45 AM	0	191	44	235	188	46	4	238	75	170	0	245	32	0	84	116	834
Total	0	598	139	737	645	182	10	837	185	553	0	738	98	0	267	365	2677
08:00 AM	0	149	26	175	163	40	7	210	66	115	0	181	30	0	50	80	646
08:15 AM	0	139	25	164	202	46	3	251	51	106	0	157	23	0	72	95	667
08:30 AM	0	147	27	174	181	47	2	230	34	85	0	119	23	0	64	87	610
08:45 AM	0	108	25	133	145	51	5	201	56	103	0	159	23	0	66	89	582
Total	0	543	103	646	691	184	17	892	207	409	0	616	99	0	252	351	2505
Grand Total	0	1141	242	1383	1336	366	27	1729	392	962	0	1354	197	0	519	716	5182
Apprch %	0	82.5	17.5		77.3	21.2	1.6		29	71	0		27.5	0	72.5		
Total %	0	22	4.7	26.7	25.8	7.1	0.5	33.4	7.6	18.6	0	26.1	3.8	0	10	13.8	

	Santa Clara Avenue Southbound				US-101 Northbound Ramps Westbound				Rice Avenue Northbound				Auto Center Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	152	48	200	169	43	4	216	40	138	0	178	31	0	66	97	691
07:45 AM	0	191	44	235	188	46	4	238	75	170	0	245	32	0	84	116	834
08:00 AM	0	149	26	175	163	40	7	210	66	115	0	181	30	0	50	80	646
08:15 AM	0	139	25	164	202	46	3	251	51	106	0	157	23	0	72	95	667
Total Volume	0	631	143	774	722	175	18	915	232	529	0	761	116	0	272	388	2838
% App. Total	0	81.5	18.5		78.9	19.1	2		30.5	69.5	0		29.9	0	70.1		
PHF	.000	.826	.745	.823	.894	.951	.643	.911	.773	.778	.000	.777	.906	.000	.810	.836	.851

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File Name : 01_OXD_Rice_101N AM
Site Code : 05720089
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:45 AM				07:30 AM				07:30 AM			
+0 mins.	0	134	30	164	188	46	4	238	40	138	0	178	31	0	66	97
+15 mins.	0	152	48	200	163	40	7	210	75	170	0	245	32	0	84	116
+30 mins.	0	191	44	235	202	46	3	251	66	115	0	181	30	0	50	80
+45 mins.	0	149	26	175	181	47	2	230	51	106	0	157	23	0	72	95
Total Volume	0	626	148	774	734	179	16	929	232	529	0	761	116	0	272	388
% App. Total	0	80.9	19.1		79	19.3	1.7		30.5	69.5	0		29.9	0	70.1	
PHF	.000	.819	.771	.823	.908	.952	.571	.925	.773	.778	.000	.777	.906	.000	.810	.836

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City of Oxnard
N/S: Santa Clara Ave/Rice Ave
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Weather: Clear

File Name : 01_OXD_Rice_101N PM
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Groups Printed- Total Volume

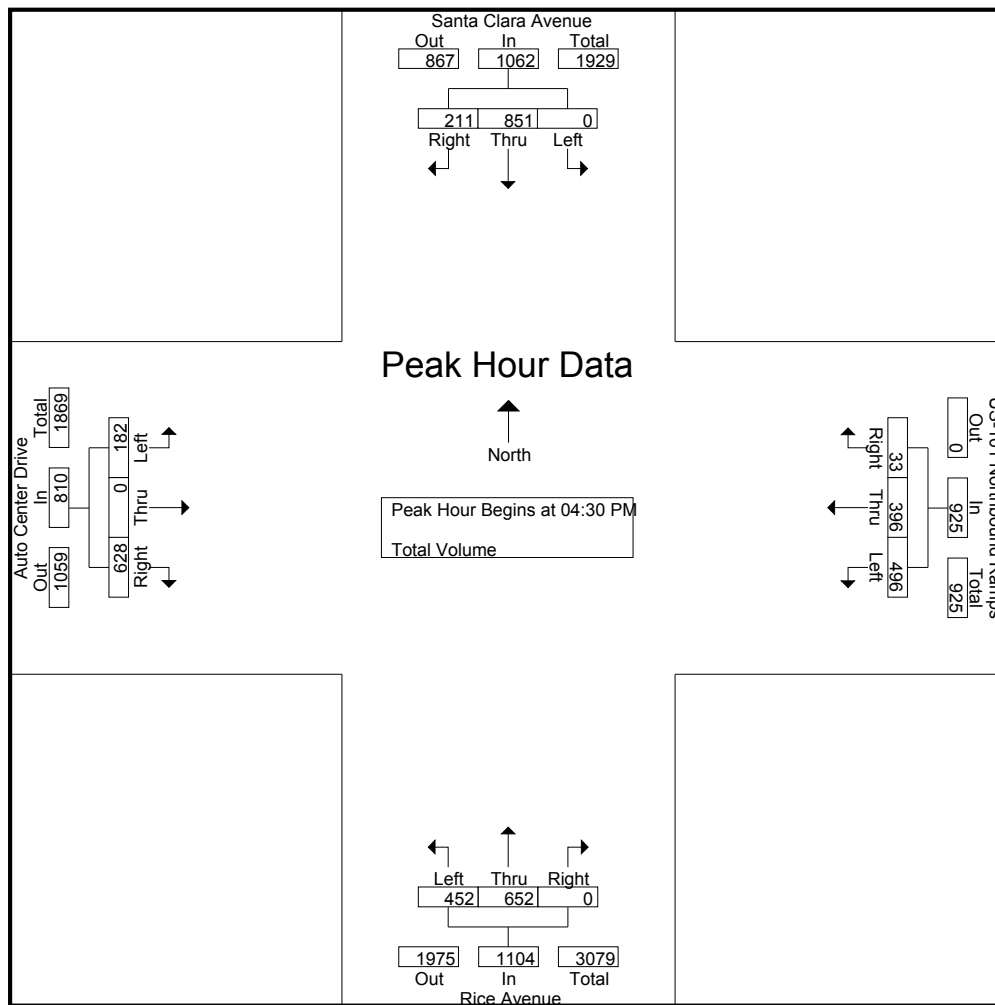
	Santa Clara Avenue Southbound				US-101 Northbound Ramps Westbound				Rice Avenue Northbound				Auto Center Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	235	37	272	108	88	5	201	108	166	0	274	42	0	161	203	950
04:15 PM	0	205	39	244	137	86	10	233	101	135	0	236	48	0	170	218	931
04:30 PM	0	221	53	274	127	92	10	229	120	136	0	256	48	0	157	205	964
04:45 PM	0	232	46	278	119	91	8	218	90	156	0	246	55	0	159	214	956
Total	0	893	175	1068	491	357	33	881	419	593	0	1012	193	0	647	840	3801
05:00 PM	0	206	56	262	131	117	6	254	119	174	0	293	38	0	155	193	1002
05:15 PM	0	192	56	248	119	96	9	224	123	186	0	309	41	0	157	198	979
05:30 PM	0	181	65	246	107	108	3	218	120	170	0	290	46	0	139	185	939
05:45 PM	0	169	63	232	113	73	6	192	101	123	0	224	42	0	156	198	846
Total	0	748	240	988	470	394	24	888	463	653	0	1116	167	0	607	774	3766
Grand Total	0	1641	415	2056	961	751	57	1769	882	1246	0	2128	360	0	1254	1614	7567
Apprch %	0	79.8	20.2		54.3	42.5	3.2		41.4	58.6	0		22.3	0	77.7		
Total %	0	21.7	5.5	27.2	12.7	9.9	0.8	23.4	11.7	16.5	0	28.1	4.8	0	16.6	21.3	

	Santa Clara Avenue Southbound				US-101 Northbound Ramps Westbound				Rice Avenue Northbound				Auto Center Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	221	53	274	127	92	10	229	120	136	0	256	48	0	157	205	964
04:45 PM	0	232	46	278	119	91	8	218	90	156	0	246	55	0	159	214	956
05:00 PM	0	206	56	262	131	117	6	254	119	174	0	293	38	0	155	193	1002
05:15 PM	0	192	56	248	119	96	9	224	123	186	0	309	41	0	157	198	979
Total Volume	0	851	211	1062	496	396	33	925	452	652	0	1104	182	0	628	810	3901
% App. Total	0	80.1	19.9		53.6	42.8	3.6		40.9	59.1	0		22.5	0	77.5		
PHF	.000	.917	.942	.955	.947	.846	.825	.910	.919	.876	.000	.893	.827	.000	.987	.946	.973

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:45 PM				05:00 PM			
+0 mins.	0	235	37	272	137	86	10	233	90	156	0	246	42	0	161	203
+15 mins.	0	205	39	244	127	92	10	229	119	174	0	293	48	0	170	218
+30 mins.	0	221	53	274	119	91	8	218	123	186	0	309	48	0	157	205
+45 mins.	0	232	46	278	131	117	6	254	120	170	0	290	55	0	159	214
Total Volume	0	893	175	1068	514	386	34	934	452	686	0	1138	193	0	647	840
% App. Total	0	83.6	16.4		55	41.3	3.6		39.7	60.3	0		23	0	77	
PHF	.000	.950	.825	.960	.938	.825	.850	.919	.919	.922	.000	.921	.877	.000	.951	.963

Location: Oxnard
 N/S: Santa Clara Ave/Rice Ave
 E/W: Auto Center Dr/US-101N Ramps



Date: 4/12/2018
 Day: Wednesday

PEDESTRIANS

	North Leg Santa Clara Avenue Pedestrians	East Leg US-101 NB Ramps Pedestrians	South Leg Rice Avenue Pedestrians	West Leg Auto Center Drive Pedestrians	
7:00 AM	1	0	0	1	2
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	1	2

	North Leg Santa Clara Avenue Pedestrians	East Leg US-101 NB Ramps Pedestrians	South Leg Rice Avenue Pedestrians	West Leg Auto Center Drive Pedestrians	
4:00 PM	1	0	0	7	8
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	1	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	1	0	0	0	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	0	0	8	10

Location: Oxnard
 N/S: Santa Clara Ave/Rice Ave
 E/W: Auto Center Dr/US-101N Ramps



Date: 4/12/2018
 Day: Wednesday

BICYCLES

	Southbound Santa Clara Avenue			Westbound US-101 NB Ramps			Northbound Rice Avenue			Eastbound Auto Center Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	1	1	0	0	0	0	2

	Southbound Santa Clara Avenue			Westbound US-101 NB Ramps			Northbound Rice Avenue			Eastbound Auto Center Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	2	0	0	0	1	1	0	0	0	0	4

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City of Oxnard
N/S: Rice Avenue
E/W: US-101 Southbound Ramps
Weather: Clear

File Name : 02_OXD_Rice_101S AM
Site Code : 05720089
Start Date : 2/13/2020
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Groups Printed- Total Volume

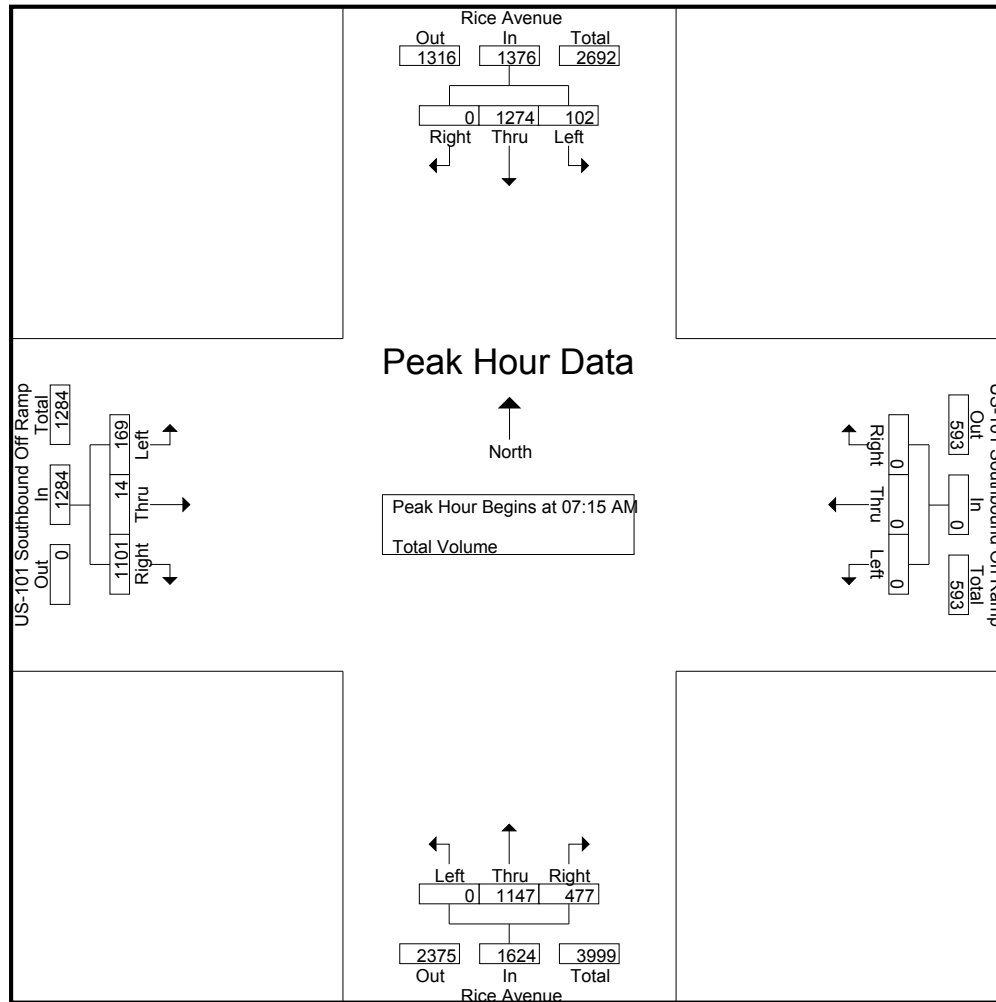
	Rice Avenue Southbound				US-101 Southbound On Ramp Westbound				Rice Avenue Northbound				US-101 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	22	240	0	262	0	0	0	0	0	198	115	313	35	0	189	224	799
07:15 AM	34	282	0	316	0	0	0	0	0	243	149	392	31	3	251	285	993
07:30 AM	22	322	0	344	0	0	0	0	0	299	120	419	38	5	257	300	1063
07:45 AM	25	377	0	402	0	0	0	0	0	346	96	442	59	5	352	416	1260
Total	103	1221	0	1324	0	0	0	0	0	1086	480	1566	163	13	1049	1225	4115
08:00 AM	21	293	0	314	0	0	0	0	0	259	112	371	41	1	241	283	968
08:15 AM	18	340	0	358	0	0	0	0	0	216	111	327	22	0	244	266	951
08:30 AM	30	316	0	346	0	0	0	0	0	180	97	277	24	0	204	228	851
08:45 AM	36	283	0	319	0	0	0	0	0	201	117	318	38	1	203	242	879
Total	105	1232	0	1337	0	0	0	0	0	856	437	1293	125	2	892	1019	3649
Grand Total	208	2453	0	2661	0	0	0	0	0	1942	917	2859	288	15	1941	2244	7764
Apprch %	7.8	92.2	0		0	0	0		0	67.9	32.1		12.8	0.7	86.5		
Total %	2.7	31.6	0	34.3	0	0	0	0	0	25	11.8	36.8	3.7	0.2	25	28.9	

	Rice Avenue Southbound				US-101 Southbound On Ramp Westbound				Rice Avenue Northbound				US-101 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	34	282	0	316	0	0	0	0	0	243	149	392	31	3	251	285	993
07:30 AM	22	322	0	344	0	0	0	0	0	299	120	419	38	5	257	300	1063
07:45 AM	25	377	0	402	0	0	0	0	0	346	96	442	59	5	352	416	1260
08:00 AM	21	293	0	314	0	0	0	0	0	259	112	371	41	1	241	283	968
Total Volume	102	1274	0	1376	0	0	0	0	0	1147	477	1624	169	14	1101	1284	4284
% App. Total	7.4	92.6	0		0	0	0		0	70.6	29.4		13.2	1.1	85.7		
PHF	.750	.845	.000	.856	.000	.000	.000	.000	.000	.829	.800	.919	.716	.700	.782	.772	.850

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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				07:15 AM				07:15 AM			
+0 mins.	25	377	0	402	0	0	0	0	0	243	149	392	31	3	251	285
+15 mins.	21	293	0	314	0	0	0	0	0	299	120	419	38	5	257	300
+30 mins.	18	340	0	358	0	0	0	0	0	346	96	442	59	5	352	416
+45 mins.	30	316	0	346	0	0	0	0	0	259	112	371	41	1	241	283
Total Volume	94	1326	0	1420	0	0	0	0	0	1147	477	1624	169	14	1101	1284
% App. Total	6.6	93.4	0		0	0	0		0	70.6	29.4		13.2	1.1	85.7	
PHF	.783	.879	.000	.883	.000	.000	.000	.000	.000	.829	.800	.919	.716	.700	.782	.772

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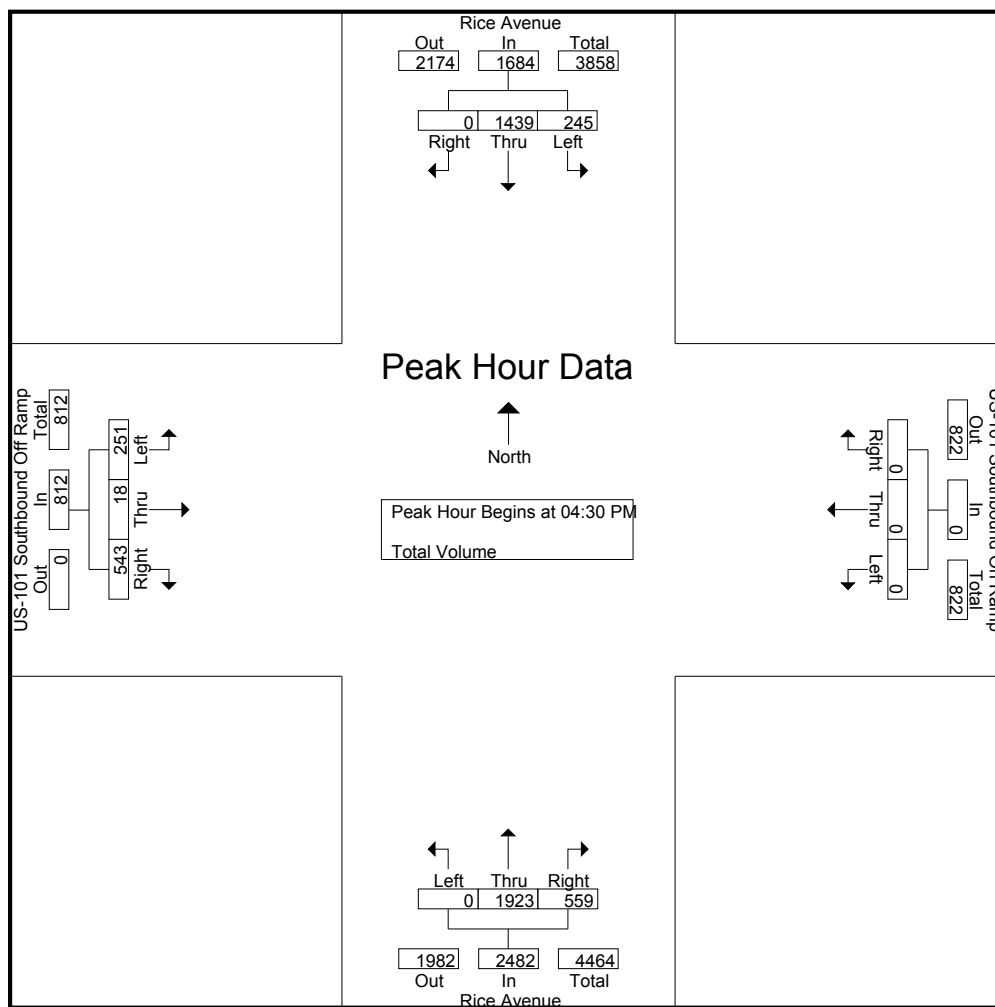
	Rice Avenue Southbound				US-101 Southbound On Ramp Westbound				Rice Avenue Northbound				US-101 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	67	331	0	398	0	0	0	0	0	425	152	577	56	2	116	174	1149
04:15 PM	70	420	0	490	0	0	0	0	0	384	109	493	55	1	154	210	1193
04:30 PM	59	368	0	427	0	0	0	0	0	476	136	612	46	0	125	171	1210
04:45 PM	56	372	0	428	0	0	0	0	0	454	134	588	61	0	126	187	1203
Total	252	1491	0	1743	0	0	0	0	0	1739	531	2270	218	3	521	742	4755
05:00 PM	66	352	0	418	0	0	0	0	0	524	166	690	81	6	134	221	1329
05:15 PM	64	347	0	411	0	0	0	0	0	469	123	592	63	12	158	233	1236
05:30 PM	65	317	0	382	0	0	0	0	0	460	120	580	84	5	157	246	1208
05:45 PM	59	325	0	384	0	0	0	0	0	374	143	517	60	3	136	199	1100
Total	254	1341	0	1595	0	0	0	0	0	1827	552	2379	288	26	585	899	4873
Grand Total	506	2832	0	3338	0	0	0	0	0	3566	1083	4649	506	29	1106	1641	9628
Apprch %	15.2	84.8	0		0	0	0		0	76.7	23.3		30.8	1.8	67.4		
Total %	5.3	29.4	0	34.7	0	0	0	0	0	37	11.2	48.3	5.3	0.3	11.5	17	

	Rice Avenue Southbound				US-101 Southbound On Ramp Westbound				Rice Avenue Northbound				US-101 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	59	368	0	427	0	0	0	0	0	476	136	612	46	0	125	171	1210
04:45 PM	56	372	0	428	0	0	0	0	0	454	134	588	61	0	126	187	1203
05:00 PM	66	352	0	418	0	0	0	0	0	524	166	690	81	6	134	221	1329
05:15 PM	64	347	0	411	0	0	0	0	0	469	123	592	63	12	158	233	1236
Total Volume	245	1439	0	1684	0	0	0	0	0	1923	559	2482	251	18	543	812	4978
% App. Total	14.5	85.5	0		0	0	0		0	77.5	22.5		30.9	2.2	66.9		
PHF	.928	.967	.000	.984	.000	.000	.000	.000	.000	.917	.842	.899	.775	.375	.859	.871	.936

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:00 PM				04:30 PM				05:00 PM			
+0 mins.	70	420	0	490	0	0	0	0	0	476	136	612	81	6	134	221
+15 mins.	59	368	0	427	0	0	0	0	0	454	134	588	63	12	158	233
+30 mins.	56	372	0	428	0	0	0	0	0	524	166	690	84	5	157	246
+45 mins.	66	352	0	418	0	0	0	0	0	469	123	592	60	3	136	199
Total Volume	251	1512	0	1763	0	0	0	0	0	1923	559	2482	288	26	585	899
% App. Total	14.2	85.8	0		0	0	0		0	77.5	22.5		32	2.9	65.1	
PHF	.896	.900	.000	.899	.000	.000	.000	.000	.000	.917	.842	.899	.857	.542	.926	.914

Location: Oxnard
N/S: Rice Avenue
E/W: US-101 SB Ramps



Date: 4/12/2018
Day: Wednesday

PEDESTRIANS

	North Leg Rice Avenue	East Leg US-101 SB Ramps	South Leg Rice Avenue	West Leg US-101 SB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	1	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	1	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	2	2

	North Leg Rice Avenue	East Leg US-101 SB Ramps	South Leg Rice Avenue	West Leg US-101 SB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	1	1
4:15 PM	0	0	0	2	2
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	3	3

Location: Oxnard
N/S: Rice Avenue
E/W: US-101 SB Ramps



Date: 4/12/2018
Day: Wednesday

BICYCLES

	Southbound Rice Avenue			Westbound US-101 SB Ramps			Northbound Rice Avenue			Eastbound US-101 SB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	1	0	0	0	0	2

	Southbound Rice Avenue			Westbound US-101 SB Ramps			Northbound Rice Avenue			Eastbound US-101 SB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	2	0	0	0	0	0	2	0	0	0	0	4

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City of Oxnard
N/S: Rice Avenue
E/W: Gonzales Road
Weather: Clear

File Name : 03_OXD_Rice_Gonzales AM
Site Code : 05720089
Start Date : 2/13/2020
Page No : 1

Groups Printed- Total Volume

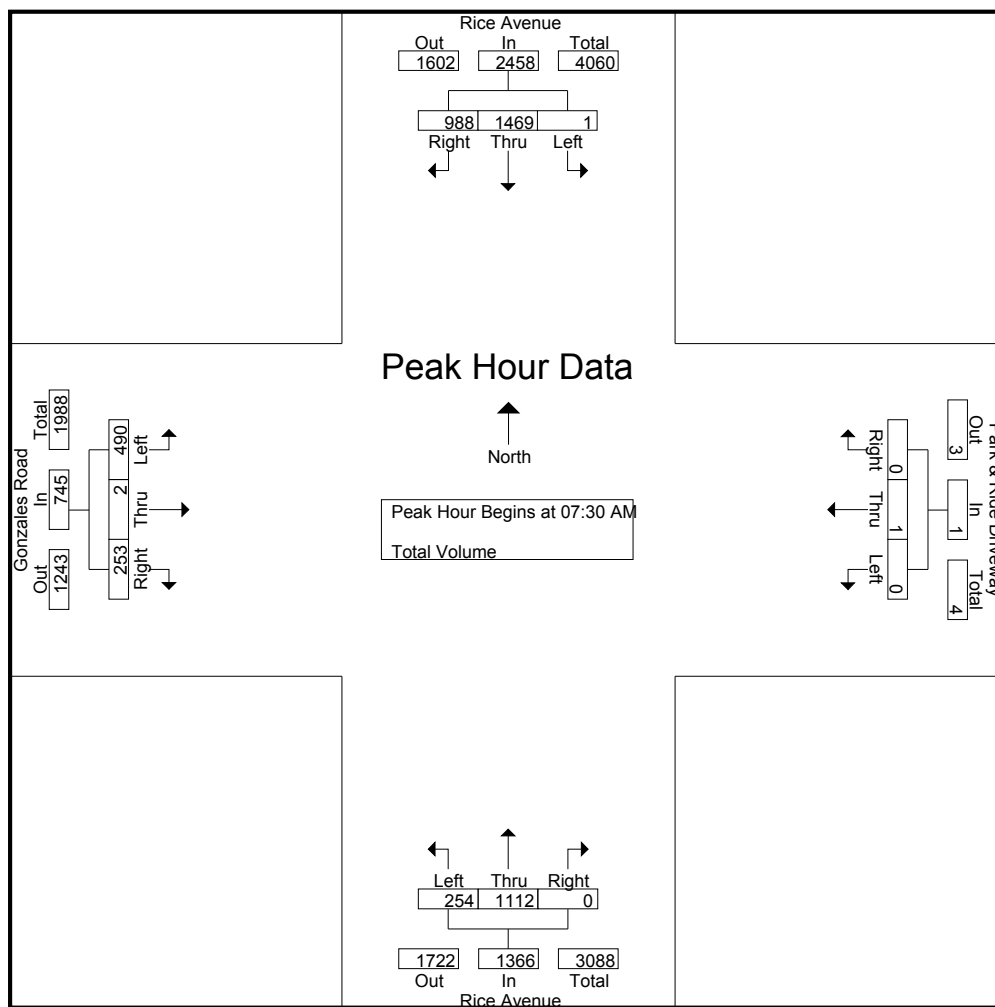
	Rice Avenue Southbound				Park & Ride Driveway Westbound				Rice Avenue Northbound				Gonzales Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	329	93	422	1	0	0	1	26	224	1	251	104	1	58	163	837
07:15 AM	0	389	125	514	0	0	0	0	38	242	1	281	140	0	59	199	994
07:30 AM	1	412	190	603	0	0	0	0	44	305	0	349	117	0	64	181	1133
07:45 AM	0	436	254	690	0	0	0	0	101	309	0	410	150	1	73	224	1324
Total	1	1566	662	2229	1	0	0	1	209	1080	2	1291	511	2	254	767	4288
08:00 AM	0	333	241	574	0	1	0	1	58	261	0	319	125	1	71	197	1091
08:15 AM	0	288	303	591	0	0	0	0	51	237	0	288	98	0	45	143	1022
08:30 AM	1	292	239	532	0	1	0	1	49	179	0	228	97	0	40	137	898
08:45 AM	0	277	221	498	1	1	1	3	52	224	0	276	128	0	46	174	951
Total	1	1190	1004	2195	1	3	1	5	210	901	0	1111	448	1	202	651	3962
Grand Total	2	2756	1666	4424	2	3	1	6	419	1981	2	2402	959	3	456	1418	8250
Apprch %	0	62.3	37.7		33.3	50	16.7		17.4	82.5	0.1		67.6	0.2	32.2		
Total %	0	33.4	20.2	53.6	0	0	0	0.1	5.1	24	0	29.1	11.6	0	5.5	17.2	

	Rice Avenue Southbound				Park & Ride Driveway Westbound				Rice Avenue Northbound				Gonzales Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	412	190	603	0	0	0	0	44	305	0	349	117	0	64	181	1133
07:45 AM	0	436	254	690	0	0	0	0	101	309	0	410	150	1	73	224	1324
08:00 AM	0	333	241	574	0	1	0	1	58	261	0	319	125	1	71	197	1091
08:15 AM	0	288	303	591	0	0	0	0	51	237	0	288	98	0	45	143	1022
Total Volume	1	1469	988	2458	0	1	0	1	254	1112	0	1366	490	2	253	745	4570
% App. Total	0	59.8	40.2		0	100	0		18.6	81.4	0		65.8	0.3	34		
PHF	.250	.842	.815	.891	.000	.250	.000	.250	.629	.900	.000	.833	.817	.500	.866	.831	.863

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City of Oxnard
N/S: Rice Avenue
E/W: Gonzales Road
Weather: Clear

File Name : 03_OXD_Rice_Gonzales AM
Site Code : 05720089
Start Date : 2/13/2020
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				08:00 AM				07:30 AM				07:15 AM			
+0 mins.	1	412	190	603	0	1	0	1	44	305	0	349	140	0	59	199
+15 mins.	0	436	254	690	0	0	0	0	101	309	0	410	117	0	64	181
+30 mins.	0	333	241	574	0	1	0	1	58	261	0	319	150	1	73	224
+45 mins.	0	288	303	591	1	1	1	3	51	237	0	288	125	1	71	197
Total Volume	1	1469	988	2458	1	3	1	5	254	1112	0	1366	532	2	267	801
% App. Total	0	59.8	40.2		20	60	20		18.6	81.4	0		66.4	0.2	33.3	
PHF	.250	.842	.815	.891	.250	.750	.250	.417	.629	.900	.000	.833	.887	.500	.914	.894

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City of Oxnard
N/S: Rice Avenue
E/W: Gonzales Road
Weather: Clear

File Name : 03_OXD_Rice_Gonzales PM
Site Code : 05720089
Start Date : 2/13/2020
Page No : 1

Groups Printed- Total Volume

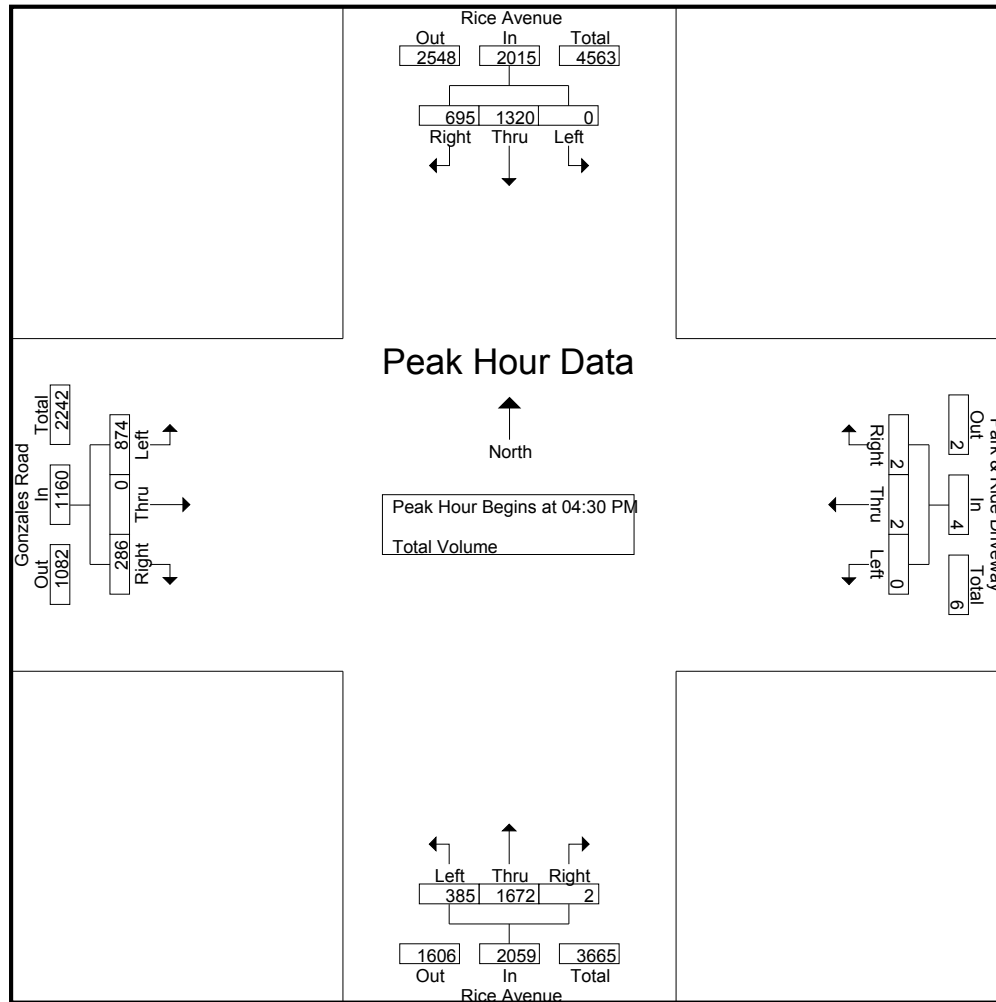
	Rice Avenue Southbound				Park & Ride Driveway Westbound				Rice Avenue Northbound				Gonzales Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	307	163	470	0	0	0	0	98	364	1	463	197	0	66	263	1196
04:15 PM	1	378	174	553	1	0	3	4	62	311	0	373	169	0	64	233	1163
04:30 PM	0	359	163	522	0	0	1	1	102	468	0	570	167	0	60	227	1320
04:45 PM	0	305	195	500	0	2	1	3	109	395	1	505	195	0	72	267	1275
Total	1	1349	695	2045	1	2	5	8	371	1538	2	1911	728	0	262	990	4954
05:00 PM	0	346	168	514	0	0	0	0	79	422	0	501	285	0	94	379	1394
05:15 PM	0	310	169	479	0	0	0	0	95	387	1	483	227	0	60	287	1249
05:30 PM	0	302	169	471	0	0	0	0	105	398	0	503	167	0	74	241	1215
05:45 PM	4	291	192	487	0	0	0	0	80	321	0	401	176	0	47	223	1111
Total	4	1249	698	1951	0	0	0	0	359	1528	1	1888	855	0	275	1130	4969
Grand Total	5	2598	1393	3996	1	2	5	8	730	3066	3	3799	1583	0	537	2120	9923
Apprch %	0.1	65	34.9		12.5	25	62.5		19.2	80.7	0.1		74.7	0	25.3		
Total %	0.1	26.2	14	40.3	0	0	0.1	0.1	7.4	30.9	0	38.3	16	0	5.4	21.4	

	Rice Avenue Southbound				Park & Ride Driveway Westbound				Rice Avenue Northbound				Gonzales Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	359	163	522	0	0	1	1	102	468	0	570	167	0	60	227	1320
04:45 PM	0	305	195	500	0	2	1	3	109	395	1	505	195	0	72	267	1275
05:00 PM	0	346	168	514	0	0	0	0	79	422	0	501	285	0	94	379	1394
05:15 PM	0	310	169	479	0	0	0	0	95	387	1	483	227	0	60	287	1249
Total Volume	0	1320	695	2015	0	2	2	4	385	1672	2	2059	874	0	286	1160	5238
% App. Total	0	65.5	34.5		0	50	50		18.7	81.2	0.1		75.3	0	24.7		
PHF	.000	.919	.891	.965	.000	.250	.500	.333	.883	.893	.500	.903	.767	.000	.761	.765	.939

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City of Oxnard
N/S: Rice Avenue
E/W: Gonzales Road
Weather: Clear

File Name : 03_OXD_Rice_Gonzales PM
Site Code : 05720089
Start Date : 2/13/2020
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:00 PM				04:30 PM				04:45 PM			
+0 mins.	1	378	174	553	0	0	0	0	102	468	0	570	195	0	72	267
+15 mins.	0	359	163	522	1	0	3	4	109	395	1	505	285	0	94	379
+30 mins.	0	305	195	500	0	0	1	1	79	422	0	501	227	0	60	287
+45 mins.	0	346	168	514	0	2	1	3	95	387	1	483	167	0	74	241
Total Volume	1	1388	700	2089	1	2	5	8	385	1672	2	2059	874	0	300	1174
% App. Total	0	66.4	33.5		12.5	25	62.5		18.7	81.2	0.1		74.4	0	25.6	
PHF	.250	.918	.897	.944	.250	.250	.417	.500	.883	.893	.500	.903	.767	.000	.798	.774

Location: Oxnard
N/S: Rice Avenue
E/W: Gonzales Road



Date: 4/12/2018
Day: Wednesday

PEDESTRIANS

	North Leg Rice Avenue	East Leg Park & Ride Driveway	South Leg Rice Avenue	West Leg Gonzales Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	1	1
8:00 AM	0	0	0	1	1
8:15 AM	0	0	0	1	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	3	3

	North Leg Rice Avenue	East Leg Park & Ride Driveway	South Leg Rice Avenue	West Leg Gonzales Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Oxnard
N/S: Rice Avenue
E/W: Gonzales Road



Date: 4/12/2018
Day: Wednesday

BICYCLES

	Southbound Rice Avenue			Westbound Park & Ride Driveway			Northbound Rice Avenue			Eastbound Gonzales Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	1	0	0	0	0	0	0	0	0	1	3

	Southbound Rice Avenue			Westbound Park & Ride Driveway			Northbound Rice Avenue			Eastbound Gonzales Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	1	2	0	1	0	1	5

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City of Oxnard
N/S: Del Norte Boulevard
E/W: US-101 Northbound Ramps
Weather: Clear

File Name : 04_OXD_Del N_101N AM
Site Code : 05720089
Start Date : 2/13/2020
Page No : 1

Groups Printed- Total Volume

	Del Norte Boulevard Southbound				US-101 Northbound Off Ramp Westbound				Del Norte Boulevard Northbound				US-101 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	24	4	28	109	0	7	116	20	10	0	30	0	0	0	0	174
07:15 AM	0	23	5	28	130	2	4	136	27	5	0	32	0	0	0	0	196
07:30 AM	0	38	6	44	129	0	5	134	19	11	0	30	0	0	0	0	208
07:45 AM	0	21	5	26	141	0	8	149	24	11	0	35	0	0	0	0	210
Total	0	106	20	126	509	2	24	535	90	37	0	127	0	0	0	0	788
08:00 AM	0	8	4	12	116	0	4	120	25	9	0	34	0	0	0	0	166
08:15 AM	0	25	1	26	106	2	8	116	21	13	0	34	0	0	0	0	176
08:30 AM	0	17	6	23	86	0	9	95	26	9	0	35	0	0	0	0	153
08:45 AM	0	19	2	21	74	0	4	78	36	10	0	46	0	0	0	0	145
Total	0	69	13	82	382	2	25	409	108	41	0	149	0	0	0	0	640
Grand Total	0	175	33	208	891	4	49	944	198	78	0	276	0	0	0	0	1428
Apprch %	0	84.1	15.9		94.4	0.4	5.2		71.7	28.3	0		0	0	0		
Total %	0	12.3	2.3	14.6	62.4	0.3	3.4	66.1	13.9	5.5	0	19.3	0	0	0	0	

	Del Norte Boulevard Southbound				US-101 Northbound Off Ramp Westbound				Del Norte Boulevard Northbound				US-101 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	24	4	28	109	0	7	116	20	10	0	30	0	0	0	0	174
07:15 AM	0	23	5	28	130	2	4	136	27	5	0	32	0	0	0	0	196
07:30 AM	0	38	6	44	129	0	5	134	19	11	0	30	0	0	0	0	208
07:45 AM	0	21	5	26	141	0	8	149	24	11	0	35	0	0	0	0	210
Total Volume	0	106	20	126	509	2	24	535	90	37	0	127	0	0	0	0	788
% App. Total	0	84.1	15.9		95.1	0.4	4.5		70.9	29.1	0		0	0	0		
PHF	.000	.697	.833	.716	.902	.250	.750	.898	.833	.841	.000	.907	.000	.000	.000	.000	.938

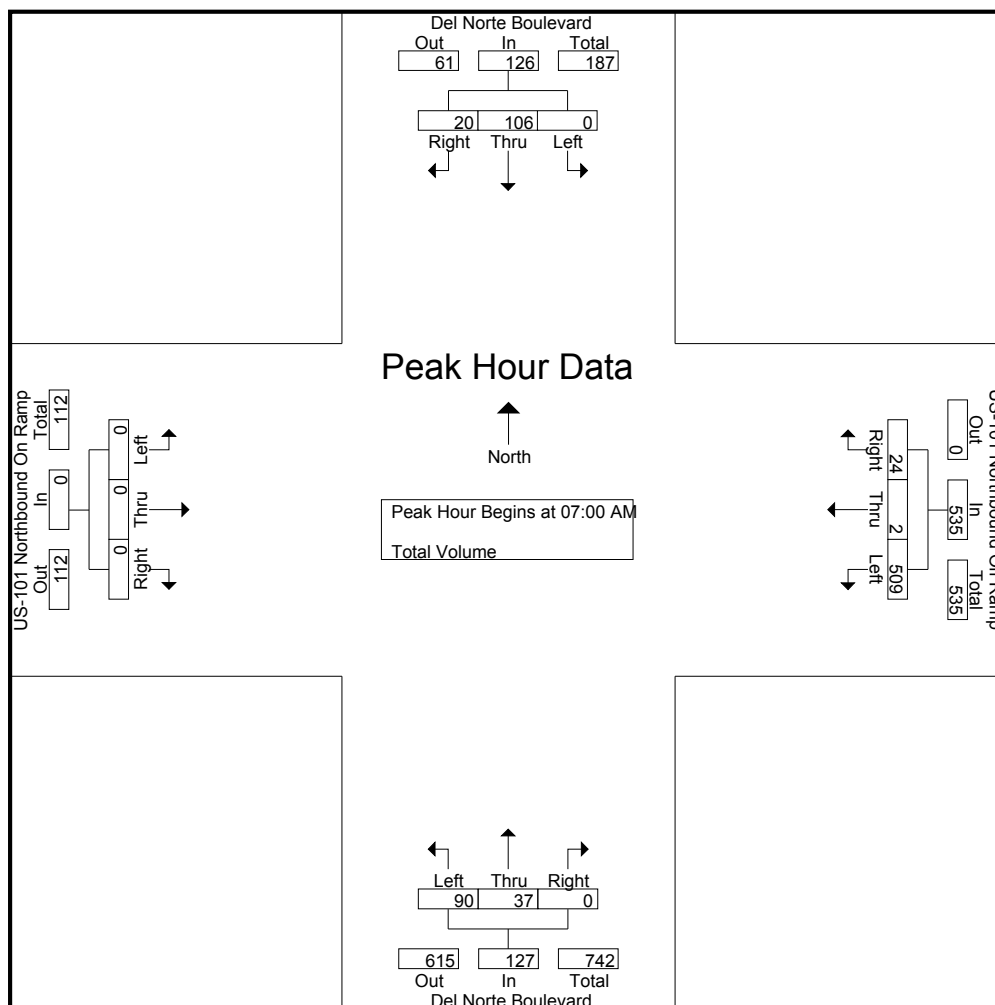
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

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City of Oxnard
N/S: Del Norte Boulevard
E/W: US-101 Northbound Ramps
Weather: Clear

File Name : 04_OXD_Del N_101N AM
Site Code : 05720089
Start Date : 2/13/2020
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				08:00 AM				07:00 AM			
+0 mins.	0	24	4	28	130	2	4	136	25	9	0	34	0	0	0	0
+15 mins.	0	23	5	28	129	0	5	134	21	13	0	34	0	0	0	0
+30 mins.	0	38	6	44	141	0	8	149	26	9	0	35	0	0	0	0
+45 mins.	0	21	5	26	116	0	4	120	36	10	0	46	0	0	0	0
Total Volume	0	106	20	126	516	2	21	539	108	41	0	149	0	0	0	0
% App. Total	0	84.1	15.9		95.7	0.4	3.9		72.5	27.5	0		0	0	0	
PHF	.000	.697	.833	.716	.915	.250	.656	.904	.750	.788	.000	.810	.000	.000	.000	.000

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City of Oxnard
N/S: Del Norte Boulevard
E/W: US-101 Northbound Ramps
Weather: Clear

File Name : 04_OXD_Del N_101N PM
Site Code : 05720089
Start Date : 2/13/2020
Page No : 1

Groups Printed- Total Volume

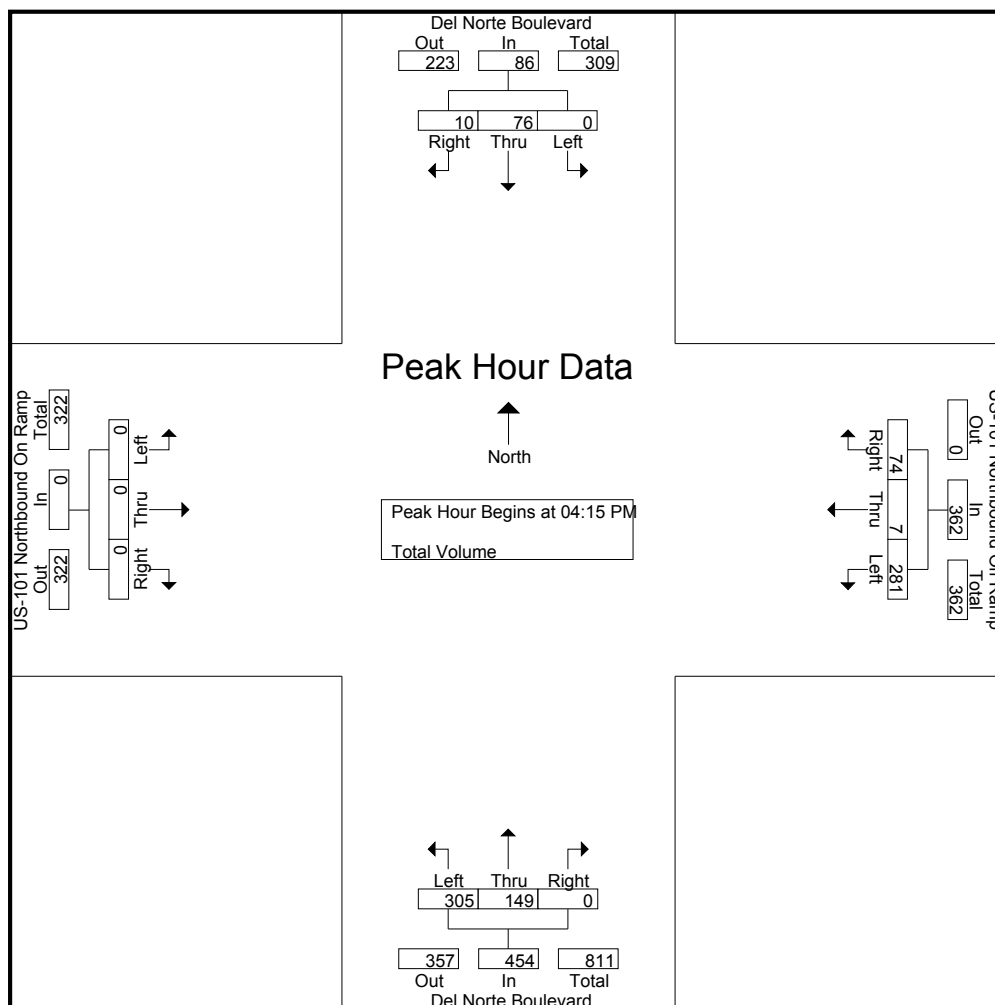
	Del Norte Boulevard Southbound				US-101 Northbound Off Ramp Westbound				Del Norte Boulevard Northbound				US-101 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	16	2	18	75	1	10	86	71	33	0	104	0	0	0	0	208
04:15 PM	0	20	1	21	73	1	17	91	79	40	0	119	0	0	0	0	231
04:30 PM	0	22	2	24	64	0	17	81	82	45	0	127	0	0	0	0	232
04:45 PM	0	17	6	23	58	3	20	81	72	38	0	110	0	0	0	0	214
Total	0	75	11	86	270	5	64	339	304	156	0	460	0	0	0	0	885
05:00 PM	0	17	1	18	86	3	20	109	72	26	0	98	0	0	0	0	225
05:15 PM	0	13	2	15	63	2	14	79	77	32	0	109	0	0	0	0	203
05:30 PM	0	20	4	24	62	1	10	73	59	27	0	86	0	0	0	0	183
05:45 PM	0	11	1	12	55	1	19	75	53	14	0	67	0	0	0	0	154
Total	0	61	8	69	266	7	63	336	261	99	0	360	0	0	0	0	765
Grand Total	0	136	19	155	536	12	127	675	565	255	0	820	0	0	0	0	1650
Apprch %	0	87.7	12.3		79.4	1.8	18.8		68.9	31.1	0		0	0	0		
Total %	0	8.2	1.2	9.4	32.5	0.7	7.7	40.9	34.2	15.5	0	49.7	0	0	0	0	

	Del Norte Boulevard Southbound				US-101 Northbound Off Ramp Westbound				Del Norte Boulevard Northbound				US-101 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	20	1	21	73	1	17	91	79	40	0	119	0	0	0	0	231
04:30 PM	0	22	2	24	64	0	17	81	82	45	0	127	0	0	0	0	232
04:45 PM	0	17	6	23	58	3	20	81	72	38	0	110	0	0	0	0	214
05:00 PM	0	17	1	18	86	3	20	109	72	26	0	98	0	0	0	0	225
Total Volume	0	76	10	86	281	7	74	362	305	149	0	454	0	0	0	0	902
% App. Total	0	88.4	11.6		77.6	1.9	20.4		67.2	32.8	0		0	0	0		
PHF	.000	.864	.417	.896	.817	.583	.925	.830	.930	.828	.000	.894	.000	.000	.000	.000	.972

Counts Unlimited
PO Box 1178
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(951) 268-6268

City of Oxnard
N/S: Del Norte Boulevard
E/W: US-101 Northbound Ramps
Weather: Clear

File Name : 04_OXD_Del N_101N PM
Site Code : 05720089
Start Date : 2/13/2020
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:00 PM				04:00 PM			
+0 mins.	0	16	2	18	73	1	17	91	71	33	0	104	0	0	0	0
+15 mins.	0	20	1	21	64	0	17	81	79	40	0	119	0	0	0	0
+30 mins.	0	22	2	24	58	3	20	81	82	45	0	127	0	0	0	0
+45 mins.	0	17	6	23	86	3	20	109	72	38	0	110	0	0	0	0
Total Volume	0	75	11	86	281	7	74	362	304	156	0	460	0	0	0	0
% App. Total	0	87.2	12.8		77.6	1.9	20.4		66.1	33.9	0		0	0	0	
PHF	.000	.852	.458	.896	.817	.583	.925	.830	.927	.867	.000	.906	.000	.000	.000	.000

Location: Oxnard
 N/S: Del Norte Boulevard
 E/W: US-101 NB Ramps



Date: 4/12/2018
 Day: Wednesday

PEDESTRIANS

	North Leg Del Norte Boulevard Pedestrians	East Leg US-101 NB Ramps Pedestrians	South Leg Del Norte Boulevard Pedestrians	West Leg US-101 NB Ramps Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Del Norte Boulevard Pedestrians	East Leg US-101 NB Ramps Pedestrians	South Leg Del Norte Boulevard Pedestrians	West Leg US-101 NB Ramps Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Oxnard
N/S: Del Norte Boulevard
E/W: US-101 NB Ramps



Date: 4/12/2018
Day: Wednesday

BICYCLES

	Southbound Del Norte Boulevard			Westbound US-101 NB Ramps			Northbound Del Norte Boulevard			Eastbound US-101 NB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

	Southbound Del Norte Boulevard			Westbound US-101 NB Ramps			Northbound Del Norte Boulevard			Eastbound US-101 NB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	4	0	0	0	0	4

Counts Unlimited
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Corona, CA 92878
(951) 268-6268

City of Oxnard
N/S: Del Norte Boulevard
E/W: US-101 Southbound Ramps
Weather: Clear

File Name : 05_OXD_Del N_101S AM
Site Code : 05720089
Start Date : 2/13/2020
Page No : 1

Groups Printed- Total Volume

	Del Norte Boulevard Southbound				US-101 Southbound On Ramp Westbound				Del Norte Boulevard Northbound				US-101 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	16	117	0	133	0	0	0	0	0	27	51	78	4	0	56	60	271
07:15 AM	13	140	0	153	0	0	0	0	0	27	60	87	2	0	65	67	307
07:30 AM	18	144	0	162	0	0	0	0	0	25	68	93	9	17	84	110	365
07:45 AM	12	155	0	167	0	0	0	0	0	34	75	109	2	29	98	129	405
Total	59	556	0	615	0	0	0	0	0	113	254	367	17	46	303	366	1348
08:00 AM	2	124	0	126	0	0	0	0	0	29	63	92	2	8	60	70	288
08:15 AM	10	117	0	127	0	0	0	0	0	31	52	83	3	0	63	66	276
08:30 AM	6	99	0	105	0	0	0	0	0	30	51	81	5	0	58	63	249
08:45 AM	11	80	0	91	0	0	0	0	0	42	51	93	5	0	41	46	230
Total	29	420	0	449	0	0	0	0	0	132	217	349	15	8	222	245	1043
Grand Total	88	976	0	1064	0	0	0	0	0	245	471	716	32	54	525	611	2391
Apprch %	8.3	91.7	0		0	0	0		0	34.2	65.8		5.2	8.8	85.9		
Total %	3.7	40.8	0	44.5	0	0	0	0	0	10.2	19.7	29.9	1.3	2.3	22	25.6	

	Del Norte Boulevard Southbound				US-101 Southbound On Ramp Westbound				Del Norte Boulevard Northbound				US-101 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:15 AM	13	140	0	153	0	0	0	0	0	27	60	87	2	0	65	67	307
07:30 AM	18	144	0	162	0	0	0	0	0	25	68	93	9	17	84	110	365
07:45 AM	12	155	0	167	0	0	0	0	0	34	75	109	2	29	98	129	405
08:00 AM	2	124	0	126	0	0	0	0	0	29	63	92	2	8	60	70	288
Total Volume	45	563	0	608	0	0	0	0	0	115	266	381	15	54	307	376	1365
% App. Total	7.4	92.6	0		0	0	0		0	30.2	69.8		4	14.4	81.6		
PHF	.625	.908	.000	.910	.000	.000	.000	.000	.000	.846	.887	.874	.417	.466	.783	.729	.843

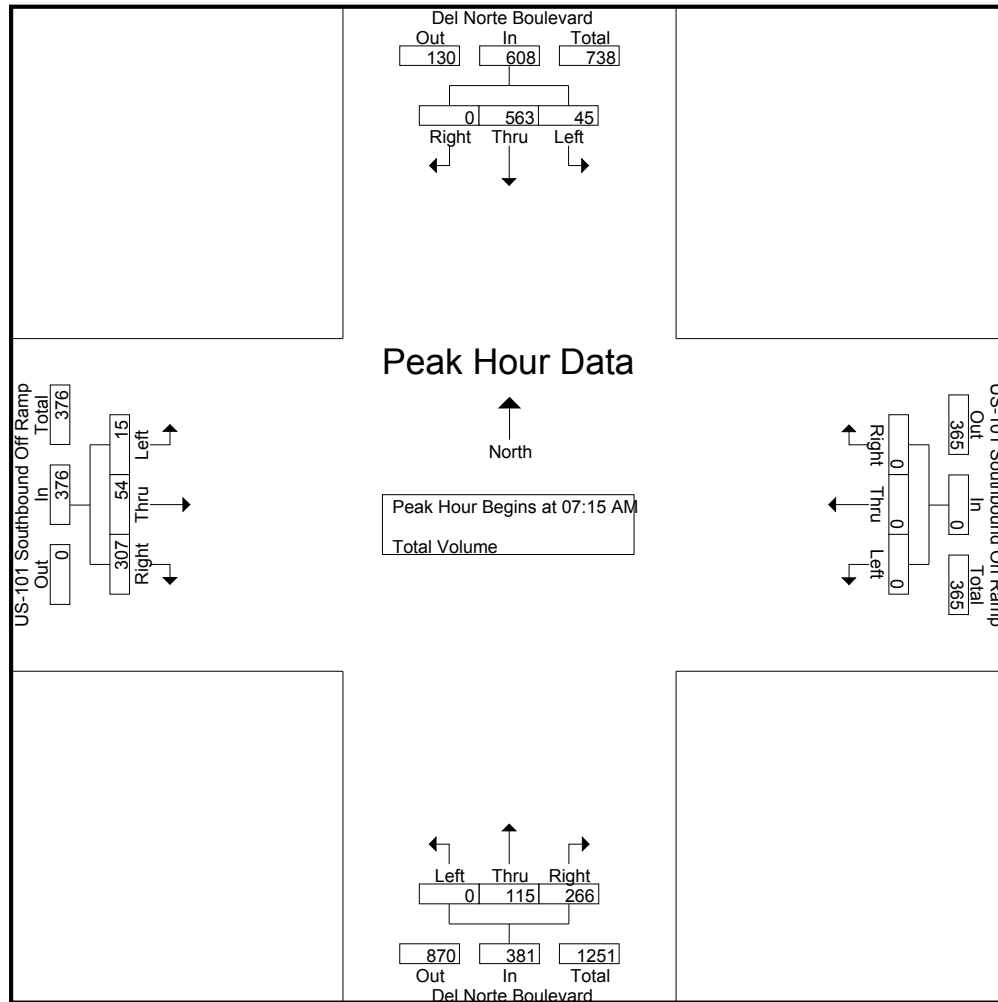
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

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City of Oxnard
N/S: Del Norte Boulevard
E/W: US-101 Southbound Ramps
Weather: Clear

File Name : 05_OXD_Del N_101S AM
Site Code : 05720089
Start Date : 2/13/2020
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:15 AM				07:15 AM			
+0 mins.	16	117	0	133	0	0	0	0	0	27	60	87	2	0	65	67
+15 mins.	13	140	0	153	0	0	0	0	0	25	68	93	9	17	84	110
+30 mins.	18	144	0	162	0	0	0	0	0	34	75	109	2	29	98	129
+45 mins.	12	155	0	167	0	0	0	0	0	29	63	92	2	8	60	70
Total Volume	59	556	0	615	0	0	0	0	0	115	266	381	15	54	307	376
% App. Total	9.6	90.4	0		0	0	0		0	30.2	69.8		4	14.4	81.6	
PHF	.819	.897	.000	.921	.000	.000	.000	.000	.000	.846	.887	.874	.417	.466	.783	.729

Counts Unlimited
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Corona, CA 92878
(951) 268-6268

City of Oxnard
N/S: Del Norte Boulevard
E/W: US-101 Southbound Ramps
Weather: Clear

File Name : 05_OXD_Del N_101S PM
Site Code : 05720089
Start Date : 2/13/2020
Page No : 1

Groups Printed- Total Volume

	Del Norte Boulevard Southbound				US-101 Southbound On Ramp Westbound				Del Norte Boulevard Northbound				US-101 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	5	81	0	86	0	0	0	0	0	98	115	213	9	7	33	49	348
04:15 PM	12	85	0	97	0	0	0	0	0	103	105	208	14	7	26	47	352
04:30 PM	6	78	0	84	0	0	0	0	0	124	158	282	5	1	29	35	401
04:45 PM	8	70	0	78	0	0	0	0	0	97	146	243	7	18	41	66	387
Total	31	314	0	345	0	0	0	0	0	422	524	946	35	33	129	197	1488
05:00 PM	5	98	0	103	0	0	0	0	0	99	134	233	4	21	28	53	389
05:15 PM	4	71	0	75	0	0	0	0	0	98	134	232	7	17	38	62	369
05:30 PM	9	76	0	85	0	0	0	0	0	77	101	178	6	14	26	46	309
05:45 PM	3	65	0	68	0	0	0	0	0	67	90	157	4	18	33	55	280
Total	21	310	0	331	0	0	0	0	0	341	459	800	21	70	125	216	1347
Grand Total	52	624	0	676	0	0	0	0	0	763	983	1746	56	103	254	413	2835
Apprch %	7.7	92.3	0		0	0	0		0	43.7	56.3		13.6	24.9	61.5		
Total %	1.8	22	0	23.8	0	0	0	0	0	26.9	34.7	61.6	2	3.6	9	14.6	

	Del Norte Boulevard Southbound				US-101 Southbound On Ramp Westbound				Del Norte Boulevard Northbound				US-101 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:30 PM	6	78	0	84	0	0	0	0	0	124	158	282	5	1	29	35	401
04:45 PM	8	70	0	78	0	0	0	0	0	97	146	243	7	18	41	66	387
05:00 PM	5	98	0	103	0	0	0	0	0	99	134	233	4	21	28	53	389
05:15 PM	4	71	0	75	0	0	0	0	0	98	134	232	7	17	38	62	369
Total Volume	23	317	0	340	0	0	0	0	0	418	572	990	23	57	136	216	1546
% App. Total	6.8	93.2	0		0	0	0		0	42.2	57.8		10.6	26.4	63		
PHF	.719	.809	.000	.825	.000	.000	.000	.000	.000	.843	.905	.878	.821	.679	.829	.818	.964

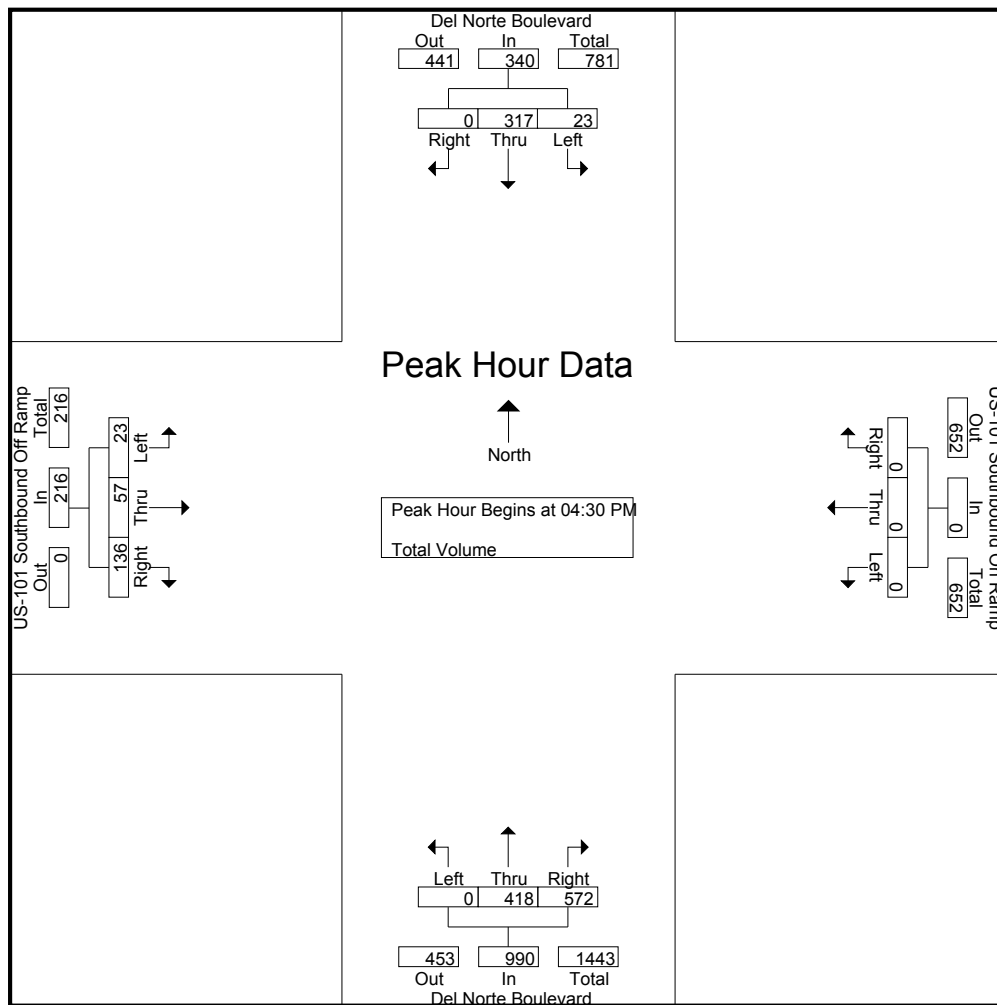
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

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City of Oxnard
N/S: Del Norte Boulevard
E/W: US-101 Southbound Ramps
Weather: Clear

File Name : 05_OXD_Del N_101S PM
Site Code : 05720089
Start Date : 2/13/2020
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:00 PM				04:30 PM				04:45 PM			
+0 mins.	12	85	0	97	0	0	0	0	0	124	158	282	7	18	41	66
+15 mins.	6	78	0	84	0	0	0	0	0	97	146	243	4	21	28	53
+30 mins.	8	70	0	78	0	0	0	0	0	99	134	233	7	17	38	62
+45 mins.	5	98	0	103	0	0	0	0	0	98	134	232	6	14	26	46
Total Volume	31	331	0	362	0	0	0	0	0	418	572	990	24	70	133	227
% App. Total	8.6	91.4	0		0	0	0		0	42.2	57.8		10.6	30.8	58.6	
PHF	.646	.844	.000	.879	.000	.000	.000	.000	.000	.843	.905	.878	.857	.833	.811	.860

Location: Oxnard
 N/S: Del Norte Boulevard
 E/W: US-101 SB Ramps



Date: 4/12/2018
 Day: Wednesday

PEDESTRIANS

		North Leg Del Norte Boulevard Pedestrians	East Leg US-101 SB Ramps Pedestrians	South Leg Del Norte Boulevard Pedestrians	West Leg US-101 SB Ramps Pedestrians	
	7:00 AM	0	0	0	0	0
	7:15 AM	0	0	0	0	0
	7:30 AM	0	0	0	0	0
	7:45 AM	0	0	0	0	0
	8:00 AM	0	0	0	0	0
	8:15 AM	0	0	0	0	0
	8:30 AM	0	0	0	0	0
	8:45 AM	0	0	0	0	0
	TOTAL VOLUMES:	0	0	0	0	0

		North Leg Del Norte Boulevard Pedestrians	East Leg US-101 SB Ramps Pedestrians	South Leg Del Norte Boulevard Pedestrians	West Leg US-101 SB Ramps Pedestrians	
	4:00 PM	0	0	0	0	0
	4:15 PM	0	0	0	1	1
	4:30 PM	0	0	0	0	0
	4:45 PM	0	0	0	0	0
	5:00 PM	0	0	0	0	0
	5:15 PM	0	0	0	0	0
	5:30 PM	0	0	0	0	0
	5:45 PM	0	0	0	0	0
	TOTAL VOLUMES:	0	0	0	1	1

Location: Oxnard
N/S: Del Norte Boulevard
E/W: US-101 SB Ramps



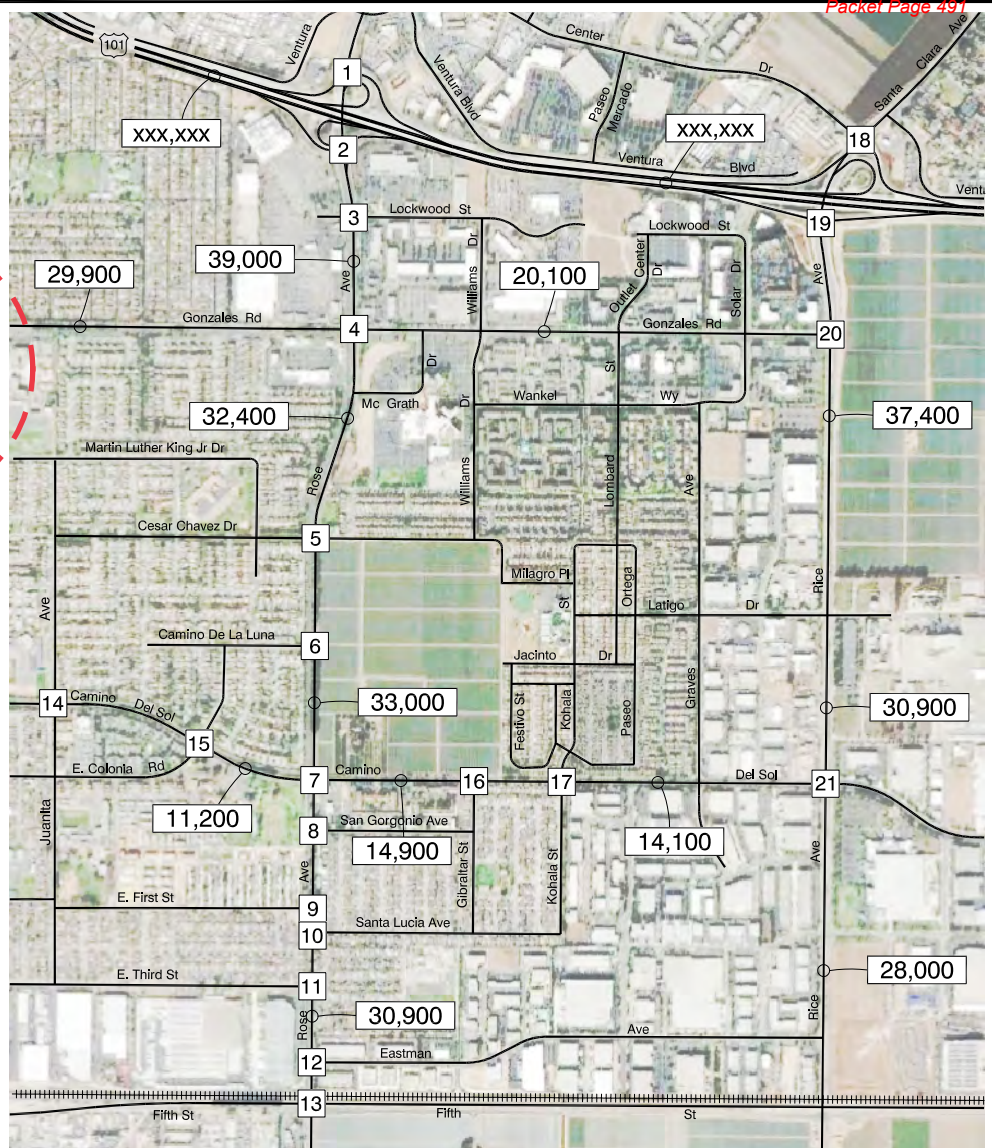
Date: 4/12/2018
Day: Wednesday

BICYCLES

	Southbound Del Norte Boulevard			Westbound US-101 SB Ramps			Northbound Del Norte Boulevard			Eastbound US-101 SB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

	Southbound Del Norte Boulevard			Westbound US-101 SB Ramps			Northbound Del Norte Boulevard			Eastbound US-101 SB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	1	0	2	0	0	0	0	3

1. Rose & US 101 NB 205(429) 1,142(1,339) 100(127) 385(420)	2. Rose & US 101 SB 190(106) 1,327(1,659) 199(326) 675(885)
3. Rose & Lockwood 170(374) 1,539(1,838) 281(314) 366(267) 87(19) 134(32)	4. Rose & Gonzales 262(528) 989(1,312) 328(192) 89(166) 381(953) 85(214)
5. Rose & Cesar Chavez 129(225) 1,164(1,539) 17(9) 35(26) 72(54) 123(148)	6. Rose & Camino de La Luna 21(75) 1,461(1,648) 19(7) 75(24)
7. Rose & Camino del Sol 104(199) 1,190(1,297) 240(180) 188(272) 154(491) 175(269)	8. Rose & San Geronimo 1,398(1,586) 70(67) 140(68) 23(46)
9. Rose & First 66(151) 1,361(1,489) 123(99) 68(54)	10. Rose & Santa Lucia 1,363(1,482) 68(59) 60(44) 137(163)
11. Rose & Third 334(374) 1,179(1,273) 320(263) 283(154)	12. Rose & Eastman 1,267(1,369) 207(67) 72(328) 80(307)
17. Camino del Sol & Kohala 183(110) 16(20) 63(20) 25(68) 199(930) 17(103)	18. Santa Clara & US 101 NB 180(150) 621(690) 17(35) 139(352) 649(507)



13. Rose & Fifth 132(231) 1,174(1,437) 39(18) 23(73) 222(489) 127(202)	14. Camino del Sol & Juanita 115(62) 146(67) 99(14) 114(66) 96(298) 13(40)	15. Camino del Sol & Colonia 13(19) 71(42) 53(20) 21(34) 171(395) 341(170)	16. Camino del Sol & Gibraltar 402(979) 27(87)
19. Rice & US 101 SB 1,226(1,273) 82(230) 264(200) 46(3) 1,011(537)	20. Rice & Gonzales 1,026(653) 1,527(1,348) 2(1) 0(0) 2(0) 0(1)	21. Rice & Camino del Sol 111(200) 1,272(1,145) 235(66) 55(225) 102(336) 21(84)	

LEGEND

XX(X) - AM(PM) Peak Hour Volume

↓ - Traffic Movement

XX - Average Weekday Daily Traffic

EXHIBIT 4 EXISTING TRAFFIC VOLUMES



111 East Victoria Street, Santa Barbara, CA 93101
Phone: (805) 963-9532 Fax: (805) 966-9801

APPENDIX C

ANNUAL TRAFFIC GROWTH

EXISTING YEAR 2007 AM PEAK HOUR TRAFFIC VOLUMES

NO.	INTERSECTION	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
		L	T	R	L	T	R	L	T	R	L	T	R	LTR	TOTAL
65	Rose Avenue & Gonzales Road	266	1125	200	311	1021	296	704	858	240	79	342	137	5,579	
66	Rose Avenue & Camino Del Sol	127	1163	215	180	1196	77	188	247	133	150	148	91	3,915	
79	Santa Clara Avenue & Auto Center Drive	205	378	550	81	329	72	67	60	227	747	168	27	2,911	
80	Rice Avenue & US-101 Freeway SB Ramps	0	872	583	136	1166	0	88	2	701	0	0	0	3,548	
81	Rice Avenue & Gonzales Road	209	952	0	0	1251	630	444	0	14	0	0	0	3,500	
90	Del Norte Boulevard & US-101 Freeway NB Ramps	80	62	0	0	89	27	0	0	0	560	2	24	844	
91	Del Norte Boulevard & US-101 Freeway SB Ramps	0	115	297	52	606	0	22	1	199	0	0	0	1,292	
EXISTING YEAR 2007 TOTAL															21,589

OTM (NO PROJECT) YEAR 2030 AM PEAK HOUR TRAFFIC VOLUMES

NO.	INTERSECTION	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
		L	T	R	L	T	R	L	T	R	L	T	R	LTR	TOTAL
65	Rose Avenue & Gonzales Road	280	1010	510	230	1250	310	360	930	370	150	410	200	6,010	
66	Rose Avenue & Camino Del Sol	170	1360	70	230	1790	130	200	400	210	170	120	130	4,980	
79	Santa Clara Avenue & Auto Center Drive	130	500	500	0	580	110	80	0	280	1180	280	10	3,650	
80	Rice Avenue & US-101 Freeway SB Ramps	0	1040	820	50	1870	0	90	0	1130	0	0	0	5,000	
81	Rice Avenue & Gonzales Road	310	1730	0	0	2350	780	260	0	230	0	0	0	5,660	
90	Del Norte Boulevard & US-101 Freeway NB Ramps	90	70	0	0	110	20	0	0	0	750	0	50	1,090	
91	Del Norte Boulevard & US-101 Freeway SB Ramps	0	130	130	40	790	0	30	0	570	0	0	0	1,690	
OTM (NO PROJECT) YEAR 2030 TOTAL															28,080

OTM (NO PROJECT) YEAR 2030 - YEAR 2007 EXISTING AM PEAK HOUR TRAFFIC VOLUMES

NO.	INTERSECTION	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
		L	T	R	L	T	R	L	T	R	L	T	R	LTR	TOTAL
65	Rose Avenue & Gonzales Road	14	-115	310	-81	229	14	-344	72	130	71	68	63	431	
66	Rose Avenue & Camino Del Sol	43	197	-145	50	594	53	12	153	77	20	-28	39	1,065	
79	Santa Clara Avenue & Auto Center Drive	-75	122	-50	-81	251	38	13	-60	53	433	112	-17	739	
80	Rice Avenue & US-101 Freeway SB Ramps	0	168	237	-86	704	0	2	-2	429	0	0	0	1,452	
81	Rice Avenue & Gonzales Road	101	778	0	0	1099	150	-184	0	216	0	0	0	2,160	
90	Del Norte Boulevard & US-101 Freeway NB Ramps	10	8	0	0	21	-7	0	0	0	190	-2	26	246	
91	Del Norte Boulevard & US-101 Freeway SB Ramps	0	15	-167	-12	184	0	8	-1	371	0	0	0	398	
OTM (NO PROJECT) YEAR 2030 - EXISTING YEAR 2007 TOTAL															6,491

Straight line growth 2007 to 2030

1.31%

EXISTING YEAR 2007 PM PEAK HOUR TRAFFIC VOLUMES

NO.	INTERSECTION	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
		L	T	R	L	T	R	L	T	R	L	T	R	LTR	
65	Rose Avenue & Gonzales Road	396	1190	102	309	1477	616	590	584	197	153	1084	267	6,965	
66	Rose Avenue & Camino Del Sol	97	1236	148	139	1248	263	132	177	95	252	456	239	4,482	
79	Santa Clara Avenue & Auto Center Drive	400	495	1006	62	598	74	185	81	498	542	261	33	4,235	
80	Rice Avenue & US-101 Freeway SB Ramps	0	1387	608	225	1289	0	124	0	457	0	0	0	4,090	
81	Rice Avenue & Gonzales Road	344	1105	0	0	1327	425	692	0	275	0	0	0	4,168	
90	Del Norte Boulevard & US-101 Freeway NB Ramps	307	147	0	0	158	36	0	0	0	314	2	76	1,040	
91	Del Norte Boulevard & US-101 Freeway SB Ramps	0	468	576	48	384	0	43	0	106	0	0	0	1,625	
EXISTING YEAR 2007 TOTAL															26,605

OTM (NO PROJECT) YEAR 2030 PM PEAK HOUR TRAFFIC VOLUMES

NO.	INTERSECTION	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
		L	T	R	L	T	R	L	T	R	L	T	R	LTR	
65	Rose Avenue & Gonzales Road	400	1320	410	250	1630	550	470	590	310	310	1460	500	8,200	
66	Rose Avenue & Camino Del Sol	220	1620	60	100	1680	160	190	220	90	350	490	330	5,510	
79	Santa Clara Avenue & Auto Center Drive	240	460	1130	0	650	240	260	0	860	880	660	60	5,440	
80	Rice Avenue & US-101 Freeway SB Ramps	0	1650	500	310	1850	0	180	0	700	0	0	0	5,190	
81	Rice Avenue & Gonzales Road	450	2300	0	0	2020	550	250	0	400	0	0	0	5,970	
90	Del Norte Boulevard & US-101 Freeway NB Ramps	450	430	0	0	160	40	0	0	0	250	10	90	1,430	
91	Del Norte Boulevard & US-101 Freeway SB Ramps	0	900	1010	60	330	0	10	0	80	0	0	0	2,390	
OTM (NO PROJECT) YEAR 2030 TOTAL															34,130

OTM (NO PROJECT) YEAR 2030 - YEAR 2007 EXISTING PM PEAK HOUR TRAFFIC VOLUMES

NO.	INTERSECTION	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
		L	T	R	L	T	R	L	T	R	L	T	R	LTR	
65	Rose Avenue & Gonzales Road	4	130	308	-59	153	-66	-120	6	113	157	376	233	1,235	
66	Rose Avenue & Camino Del Sol	123	384	-88	-39	432	-103	58	43	-5	98	34	91	1,028	
79	Santa Clara Avenue & Auto Center Drive	-160	-35	124	-62	52	166	75	-81	362	338	399	27	1,205	
80	Rice Avenue & US-101 Freeway SB Ramps	0	263	-108	85	561	0	56	0	243	0	0	0	1,100	
81	Rice Avenue & Gonzales Road	106	1195	0	0	693	125	-442	0	125	0	0	0	1,802	
90	Del Norte Boulevard & US-101 Freeway NB Ramps	143	283	0	0	2	4	0	0	0	-64	8	14	390	
91	Del Norte Boulevard & US-101 Freeway SB Ramps	0	432	434	12	-54	0	-33	0	-26	0	0	0	765	
OTM (NO PROJECT) YEAR 2030 - EXISTING YEAR 2007 TOTAL															7,525

Straight line growth 2007 to 2030
1.23%

APPENDIX D

PEAK HOUR LEVEL OF SERVICE CALCULATIONS: ICU/HCM EXPLANATIONS ICU/HCM CALCULATION WORKSHEETS

INTERSECTION CAPACITY UTILIZATION (ICU) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Levels of Service concept denotes any one of a number of differing combinations of operating conditions which may occur as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*, published by the Transportation Research Board. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

The Intersection Capacity Utilization (ICU) method of intersection capacity analysis has been used in our studies. It directly relates traffic demand and available capacity for key intersection movements, regardless of present signal timing. The capacity per hour of green time for each approach is calculated based on the methods of the *Highway Capacity Manual*. The proportion of total signal time needed by each key movement is determined and compared to the total time available (100 percent of the hour). The result of summing the requirements of the conflicting key movements plus an allowance for clearance times is expressed as a decimal fraction. Conflicting key traffic movements are those opposing movements whose combined green time requirements are greatest.

The resulting ICU represents the proportion of the total hour required to accommodate intersection demand volumes if the key conflicting traffic movements are operating at capacity. Other movements may be operating near capacity, or may be operating at significantly better levels. The ICU may be translated to a Level of Service as tabulated below.

The Levels of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding ICU and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

Intersection Capacity Utilization Characteristics		
Level of Service	Load Factor	Equivalent ICU
A	0.0	0.00 - 0.60
B	0.0 - 0.1	0.61 - 0.70
C	0.1 - 0.3	0.71 - 0.80
D	0.3 - 0.7	0.81 - 0.90
E	0.7 - 1.0	0.91 - 1.00
F	Not Applicable	Not Applicable

SERVICE LEVEL A

There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B

This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C

At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more than one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D

This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

SERVICE LEVEL E

This represents near capacity and capacity operation. At capacity (ICU = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F

Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, level of service for unsignalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, in the absence of incidents, control, traffic, or geometric delay. Only the portion of total delay attributed to the traffic control measures, either traffic signals or stop signs, is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for unsignalized intersections are stated in terms of the average control delay per vehicle. The level of service is determined by the computed or measured control delay and is defined for each minor movement. Average control delay for any particular minor movement is a function of the service time for the approach and the degree of utilization. (Level of service is not defined for the intersection as a whole for two-way stop controlled intersections.)

Level of Service Criteria for TWSC/AWSC Intersections	
Level of Service	Average Control Delay (Sec/Veh)
A	≤ 10
B	$> 10 \text{ and } \leq 15$
C	$> 15 \text{ and } \leq 25$
D	$> 25 \text{ and } \leq 35$
E	$> 35 \text{ and } \leq 50$
F	> 50

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle.

LOS B describes operations with control delay greater than 10 and up to 15 seconds per vehicle.

LOS C describes operations with control delay greater than 15 and up to 25 seconds per vehicle.

LOS D describes operations with control delay greater than 25 and up to 35 seconds per vehicle.

LOS E describes operations with control delay greater than 35 and up to 50 seconds per vehicle.

LOS F describes operations with control delay in excess of 50 seconds per vehicle. For two-way stop controlled intersections, LOS F exists when there are insufficient gaps of suitable size to allow side-street demand to safely cross through a major-street traffic stream. This level of service is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches.

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2000, level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions: in the absence of traffic control, in the absence of geometric delay, in the absence of incidents, and when there are no other vehicles on the road. Only the portion of total delay attributed to the control facility is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for traffic signals are stated in terms of the average control delay per vehicle. Delay is a complex measure and is dependent on a number of variables, including the quality of progression, the cycle length, the green ratio, and the v/c ratio for the lane group in question.

Level of Service Criteria for Signalized Intersections	
Level of Service	Control Delay (Sec/Veh)
A	≤ 10
B	$> 10 \text{ and } \leq 20$
C	$> 20 \text{ and } \leq 35$
D	$> 35 \text{ and } \leq 55$
E	$> 55 \text{ and } \leq 80$
F	> 80

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle. This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay values.

LOS B describes operations with control delay greater than 10 and up to 20 seconds per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.

LOS C describes operations with control delay greater than 20 and up to 35 seconds per vehicle. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

LOS D describes operations with control delay greater than 35 and up to 55 seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

LOS E describes operations with control delay greater than 55 and up to 80 seconds per vehicle. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.

LOS F describes operations with control delay in excess of 80 seconds per vehicle. This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the lane groups. It may also occur at high v/c ratios with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors to such delay levels.

HCM 6th Signalized Intersection Summary

2020 Existing Conditions

1: Rice Ave/Santa Clara Ave & Auto Center Dr/US-101 NB Off-Ramp

Weekday AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	0	272	722	175	18	232	529	0	0	631	143
Future Volume (veh/h)	116	0	272	722	175	18	232	529	0	0	631	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	1870	1945	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h	126	0	296	785	190	20	252	575	0	0	686	155
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2	2	2	0	0	2	2
Cap, veh/h	0	0	0	927	433	46	312	2273	0	0	2593	804
Arrive On Green	0.00	0.00	0.00	0.26	0.26	0.26	0.09	0.64	0.00	0.00	0.51	0.51
Sat Flow, veh/h		0		3563	1663	175	3456	3647	0	0	5274	1583
Grp Volume(v), veh/h		0.0		785	0	210	252	575	0	0	686	155
Grp Sat Flow(s),veh/h/ln				1781	0	1839	1728	1777	0	0	1702	1583
Q Serve(g_s), s				25.1	0.0	11.4	8.6	8.3	0.0	0.0	9.2	6.4
Cycle Q Clear(g_c), s				25.1	0.0	11.4	8.6	8.3	0.0	0.0	9.2	6.4
Prop In Lane				1.00		0.10	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				927	0	479	312	2273	0	0	2593	804
V/C Ratio(X)				0.85	0.00	0.44	0.81	0.25	0.00	0.00	0.26	0.19
Avail Cap(c_a), veh/h				1336	0	689	475	2273	0	0	2593	804
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				42.1	0.0	37.1	53.6	9.3	0.0	0.0	16.8	16.1
Incr Delay (d2), s/veh				3.6	0.0	0.6	3.2	0.3	0.0	0.0	0.1	0.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				11.3	0.0	5.2	3.8	3.1	0.0	0.0	3.5	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				45.7	0.0	37.7	56.8	9.6	0.0	0.0	16.8	16.2
LnGrp LOS				D	A	D	E	A	A	A	B	B
Approach Vol, veh/h					995			827			841	
Approach Delay, s/veh					44.0			23.9			16.7	
Approach LOS					D			C			B	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		82.8		37.2	15.8	66.9						
Change Period (Y+Rc), s		6.0		6.0	5.0	6.0						
Max Green Setting (Gmax), s		49.5		45.0	16.5	28.0						
Max Q Clear Time (g_c+I1), s		10.3		27.1	10.6	11.2						
Green Ext Time (p_c), s		4.0		4.1	0.2	4.6						
Intersection Summary												
HCM 6th Ctrl Delay				29.2								
HCM 6th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary

2020 Existing Conditions

1: Rice Ave/Santa Clara Ave & Auto Center Dr/US-101 NB Off-Ramp

Weekday PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	0	628	496	396	33	452	652	0	0	851	211
Future Volume (veh/h)	182	0	628	496	396	33	452	652	0	0	851	211
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	1870	1945	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h	198	0	683	335	716	36	491	709	0	0	925	229
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2	2	2	0	0	2	2
Cap, veh/h	0	0	0	440	873	44	554	2320	0	0	2303	699
Arrive On Green	0.00	0.00	0.00	0.25	0.25	0.25	0.16	0.65	0.00	0.00	0.45	0.45
Sat Flow, veh/h		0		1781	3531	177	3456	3647	0	0	5274	1549
Grp Volume(v), veh/h		0.0		335	379	373	491	709	0	0	925	229
Grp Sat Flow(s),veh/h/ln				1781	1870	1838	1728	1777	0	0	1702	1549
Q Serve(g_s), s				20.9	23.0	23.0	16.7	10.4	0.0	0.0	14.6	11.4
Cycle Q Clear(g_c), s				20.9	23.0	23.0	16.7	10.4	0.0	0.0	14.6	11.4
Prop In Lane				1.00		0.10	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				440	462	454	554	2320	0	0	2303	699
V/C Ratio(X)				0.76	0.82	0.82	0.89	0.31	0.00	0.00	0.40	0.33
Avail Cap(c_a), veh/h				557	584	574	691	2320	0	0	2303	699
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				41.9	42.6	42.7	49.3	9.0	0.0	0.0	22.1	21.2
Incr Delay (d2), s/veh				4.7	7.3	7.5	10.0	0.3	0.0	0.0	0.1	0.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				9.6	11.4	11.2	7.8	3.8	0.0	0.0	5.7	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				46.6	50.0	50.1	59.3	9.4	0.0	0.0	22.2	21.5
LnGrp LOS				D	D	D	E	A	A	A	C	C
Approach Vol, veh/h					1087			1200			1154	
Approach Delay, s/veh					49.0			29.8			22.1	
Approach LOS					D			C			C	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		84.3		35.7	24.2	60.1						
Change Period (Y+Rc), s		6.0		6.0	5.0	6.0						
Max Green Setting (Gmax), s		57.0		37.5	24.0	28.0						
Max Q Clear Time (g_c+I1), s		12.4		25.0	18.7	16.6						
Green Ext Time (p_c), s		5.3		4.6	0.5	5.2						
Intersection Summary												
HCM 6th Ctrl Delay				33.3								
HCM 6th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary

2020 Existing with Project Conditions

1: Rice Ave/Santa Clara Ave & Auto Center Dr/US-101 NB Off-Ramp

Weekday AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	0	320	889	175	18	246	604	0	0	894	143
Future Volume (veh/h)	116	0	320	889	175	18	246	604	0	0	894	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	1870	1945	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h	126	0	348	966	190	20	267	657	0	0	972	155
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2	2	2	0	0	2	2
Cap, veh/h	0	0	0	1100	514	54	327	2101	0	0	2323	720
Arrive On Green	0.00	0.00	0.00	0.31	0.31	0.31	0.09	0.59	0.00	0.00	0.46	0.46
Sat Flow, veh/h		0		3563	1664	175	3456	3647	0	0	5274	1583
Grp Volume(v), veh/h		0.0		966	0	210	267	657	0	0	972	155
Grp Sat Flow(s),veh/h/ln				1781	0	1839	1728	1777	0	0	1702	1583
Q Serve(g_s), s				30.9	0.0	10.7	9.1	11.1	0.0	0.0	15.4	7.1
Cycle Q Clear(g_c), s				30.9	0.0	10.7	9.1	11.1	0.0	0.0	15.4	7.1
Prop In Lane				1.00		0.10	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1100	0	568	327	2101	0	0	2323	720
V/C Ratio(X)				0.88	0.00	0.37	0.82	0.31	0.00	0.00	0.42	0.22
Avail Cap(c_a), veh/h				1336	0	689	475	2101	0	0	2323	720
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				39.3	0.0	32.4	53.3	12.3	0.0	0.0	22.0	19.8
Incr Delay (d2), s/veh				6.0	0.0	0.4	4.5	0.4	0.0	0.0	0.1	0.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				14.1	0.0	4.8	4.1	4.3	0.0	0.0	5.9	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				45.3	0.0	32.8	57.9	12.7	0.0	0.0	22.1	19.9
LnGrp LOS				D	A	C	E	B	A	A	C	B
Approach Vol, veh/h					1176			924			1127	
Approach Delay, s/veh					43.1			25.7			21.8	
Approach LOS					D			C			C	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		76.9		43.1	16.3	60.6						
Change Period (Y+Rc), s		6.0		6.0	5.0	6.0						
Max Green Setting (Gmax), s		49.5		45.0	16.5	28.0						
Max Q Clear Time (g_c+I1), s		13.1		32.9	11.1	17.4						
Green Ext Time (p_c), s		4.7		4.2	0.2	5.0						
Intersection Summary												
HCM 6th Ctrl Delay				30.7								
HCM 6th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary

2020 Existing with Project Conditions

1: Rice Ave/Santa Clara Ave & Auto Center Dr/US-101 NB Off-Ramp

Weekday PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	0	646	560	396	33	500	918	0	0	952	211
Future Volume (veh/h)	182	0	646	560	396	33	500	918	0	0	952	211
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	1870	1945	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h	198	0	702	358	781	36	543	998	0	0	1035	229
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2	2	2	0	0	2	2
Cap, veh/h	0	0	0	468	933	43	603	2264	0	0	2149	652
Arrive On Green	0.00	0.00	0.00	0.26	0.26	0.26	0.17	0.64	0.00	0.00	0.42	0.42
Sat Flow, veh/h		0		1781	3548	163	3456	3647	0	0	5274	1549
Grp Volume(v), veh/h		0.0		358	412	405	543	998	0	0	1035	229
Grp Sat Flow(s),veh/h/ln				1781	1870	1841	1728	1777	0	0	1702	1549
Q Serve(g_s), s				22.2	25.0	25.0	18.5	17.0	0.0	0.0	17.7	12.1
Cycle Q Clear(g_c), s				22.2	25.0	25.0	18.5	17.0	0.0	0.0	17.7	12.1
Prop In Lane				1.00		0.09	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				468	492	484	603	2264	0	0	2149	652
V/C Ratio(X)				0.76	0.84	0.84	0.90	0.44	0.00	0.00	0.48	0.35
Avail Cap(c_a), veh/h				557	584	575	691	2264	0	0	2149	652
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				40.8	41.8	41.8	48.5	11.0	0.0	0.0	25.2	23.6
Incr Delay (d2), s/veh				5.2	9.0	9.1	12.8	0.6	0.0	0.0	0.2	0.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				10.3	12.6	12.4	8.9	6.3	0.0	0.0	6.9	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				46.0	50.8	50.9	61.3	11.6	0.0	0.0	25.4	23.9
LnGrp LOS				D	D	D	E	B	A	A	C	C
Approach Vol, veh/h					1175			1541			1264	
Approach Delay, s/veh					49.4			29.1			25.1	
Approach LOS					D			C			C	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		82.4		37.6	25.9	56.5						
Change Period (Y+Rc), s		6.0		6.0	5.0	6.0						
Max Green Setting (Gmax), s		57.0		37.5	24.0	28.0						
Max Q Clear Time (g_c+I1), s		19.0		27.0	20.5	19.7						
Green Ext Time (p_c), s		8.1		4.5	0.5	4.6						
Intersection Summary												
HCM 6th Ctrl Delay				33.8								
HCM 6th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary

2023 Future Pre-Project Conditions

1: Rice Ave/Santa Clara Ave & Auto Center Dr/US-101 NB Off-Ramp

Weekday AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	0	284	755	183	19	243	553	0	0	660	150
Future Volume (veh/h)	121	0	284	755	183	19	243	553	0	0	660	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	1870	1945	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h	132	0	309	821	199	21	264	601	0	0	717	163
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2	2	2	0	0	2	2
Cap, veh/h	0	0	0	964	450	47	324	2236	0	0	2523	782
Arrive On Green	0.00	0.00	0.00	0.27	0.27	0.27	0.09	0.63	0.00	0.00	0.49	0.49
Sat Flow, veh/h		0		3563	1663	175	3456	3647	0	0	5274	1583
Grp Volume(v), veh/h		0.0		821	0	220	264	601	0	0	717	163
Grp Sat Flow(s),veh/h/ln				1781	0	1839	1728	1777	0	0	1702	1583
Q Serve(g_s), s				26.2	0.0	11.9	9.0	9.1	0.0	0.0	9.9	7.0
Cycle Q Clear(g_c), s				26.2	0.0	11.9	9.0	9.1	0.0	0.0	9.9	7.0
Prop In Lane				1.00		0.10	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				964	0	498	324	2236	0	0	2523	782
V/C Ratio(X)				0.85	0.00	0.44	0.82	0.27	0.00	0.00	0.28	0.21
Avail Cap(c_a), veh/h				1336	0	689	475	2236	0	0	2523	782
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				41.5	0.0	36.3	53.4	9.9	0.0	0.0	17.9	17.1
Incr Delay (d2), s/veh				4.0	0.0	0.6	4.3	0.3	0.0	0.0	0.1	0.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				11.8	0.0	5.4	4.0	3.3	0.0	0.0	3.8	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				45.5	0.0	36.9	57.6	10.2	0.0	0.0	17.9	17.3
LnGrp LOS				D	A	D	E	B	A	A	B	B
Approach Vol, veh/h					1041			865			880	
Approach Delay, s/veh					43.7			24.7			17.8	
Approach LOS					D			C			B	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		81.5		38.5	16.2	65.3						
Change Period (Y+Rc), s		6.0		6.0	5.0	6.0						
Max Green Setting (Gmax), s		49.5		45.0	16.5	28.0						
Max Q Clear Time (g_c+I1), s		11.1		28.2	11.0	11.9						
Green Ext Time (p_c), s		4.2		4.2	0.2	4.7						
Intersection Summary												
HCM 6th Ctrl Delay				29.6								
HCM 6th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary

2023 Future Pre-Project Conditions

1: Rice Ave/Santa Clara Ave & Auto Center Dr/US-101 NB Off-Ramp

Weekday PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	0	657	519	414	35	473	682	0	0	890	221
Future Volume (veh/h)	190	0	657	519	414	35	473	682	0	0	890	221
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	1870	1945	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h	207	0	714	351	749	38	514	741	0	0	967	240
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2	2	2	0	0	2	2
Cap, veh/h	0	0	0	456	903	46	576	2289	0	0	2225	675
Arrive On Green	0.00	0.00	0.00	0.26	0.26	0.26	0.17	0.64	0.00	0.00	0.44	0.44
Sat Flow, veh/h		0		1781	3529	179	3456	3647	0	0	5274	1549
Grp Volume(v), veh/h		0.0		351	397	390	514	741	0	0	967	240
Grp Sat Flow(s),veh/h/ln				1781	1870	1838	1728	1777	0	0	1702	1549
Q Serve(g_s), s				21.9	24.0	24.1	17.5	11.3	0.0	0.0	15.8	12.4
Cycle Q Clear(g_c), s				21.9	24.0	24.1	17.5	11.3	0.0	0.0	15.8	12.4
Prop In Lane				1.00		0.10	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				456	479	471	576	2289	0	0	2225	675
V/C Ratio(X)				0.77	0.83	0.83	0.89	0.32	0.00	0.00	0.43	0.36
Avail Cap(c_a), veh/h				557	584	574	691	2289	0	0	2225	675
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				41.4	42.2	42.2	49.0	9.6	0.0	0.0	23.6	22.6
Incr Delay (d2), s/veh				5.3	8.2	8.3	11.2	0.4	0.0	0.0	0.1	0.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				10.1	12.0	11.8	8.3	4.1	0.0	0.0	6.2	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				46.6	50.3	50.5	60.2	10.0	0.0	0.0	23.7	22.9
LnGrp LOS				D	D	D	E	A	A	A	C	C
Approach Vol, veh/h					1138			1255			1207	
Approach Delay, s/veh					49.2			30.5			23.5	
Approach LOS					D			C			C	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		83.3		36.7	25.0	58.3						
Change Period (Y+Rc), s		6.0		6.0	5.0	6.0						
Max Green Setting (Gmax), s		57.0		37.5	24.0	28.0						
Max Q Clear Time (g_c+I1), s		13.3		26.1	19.5	17.8						
Green Ext Time (p_c), s		5.6		4.6	0.5	5.0						
Intersection Summary												
HCM 6th Ctrl Delay				34.1								
HCM 6th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary

2023 Future with Project Conditions

1: Rice Ave/Santa Clara Ave & Auto Center Dr/US-101 NB Off-Ramp

Weekday AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	0	332	922	183	19	257	628	0	0	923	150
Future Volume (veh/h)	121	0	332	922	183	19	257	628	0	0	923	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	1870	1945	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h	132	0	361	1002	199	21	279	683	0	0	1003	163
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2	2	2	0	0	2	2
Cap, veh/h	0	0	0	1134	529	56	338	2068	0	0	2258	700
Arrive On Green	0.00	0.00	0.00	0.32	0.32	0.32	0.10	0.58	0.00	0.00	0.44	0.44
Sat Flow, veh/h		0		3563	1663	176	3456	3647	0	0	5274	1583
Grp Volume(v), veh/h		0.0		1002	0	220	279	683	0	0	1003	163
Grp Sat Flow(s),veh/h/ln				1781	0	1839	1728	1777	0	0	1702	1583
Q Serve(g_s), s				32.0	0.0	11.1	9.5	11.9	0.0	0.0	16.4	7.7
Cycle Q Clear(g_c), s				32.0	0.0	11.1	9.5	11.9	0.0	0.0	16.4	7.7
Prop In Lane				1.00		0.10	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1134	0	585	338	2068	0	0	2258	700
V/C Ratio(X)				0.88	0.00	0.38	0.82	0.33	0.00	0.00	0.44	0.23
Avail Cap(c_a), veh/h				1336	0	689	475	2068	0	0	2258	700
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				38.8	0.0	31.7	53.1	13.0	0.0	0.0	23.2	20.8
Incr Delay (d2), s/veh				6.5	0.0	0.4	5.6	0.4	0.0	0.0	0.1	0.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				14.7	0.0	5.0	4.3	4.6	0.0	0.0	6.4	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				45.3	0.0	32.1	58.7	13.4	0.0	0.0	23.4	21.0
LnGrp LOS				D	A	C	E	B	A	A	C	C
Approach Vol, veh/h					1222			962			1166	
Approach Delay, s/veh					43.0			26.6			23.0	
Approach LOS					D			C			C	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		75.8		44.2	16.7	59.1						
Change Period (Y+Rc), s		6.0		6.0	5.0	6.0						
Max Green Setting (Gmax), s		49.5		45.0	16.5	28.0						
Max Q Clear Time (g_c+I1), s		13.9		34.0	11.5	18.4						
Green Ext Time (p_c), s		4.9		4.2	0.2	4.8						
Intersection Summary												
HCM 6th Ctrl Delay				31.3								
HCM 6th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary

2023 Future with Project Conditions

1: Rice Ave/Santa Clara Ave & Auto Center Dr/US-101 NB Off-Ramp

Weekday PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	0	675	583	414	35	521	948	0	0	991	221
Future Volume (veh/h)	190	0	675	583	414	35	521	948	0	0	991	221
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	1870	1945	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h	207	0	734	374	814	38	566	1030	0	0	1077	240
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2	2	2	0	0	2	2
Cap, veh/h	0	0	0	483	961	45	624	2235	0	0	2077	630
Arrive On Green	0.00	0.00	0.00	0.27	0.27	0.27	0.18	0.63	0.00	0.00	0.41	0.41
Sat Flow, veh/h		0		1781	3545	165	3456	3647	0	0	5274	1549
Grp Volume(v), veh/h		0.0		374	429	423	566	1030	0	0	1077	240
Grp Sat Flow(s),veh/h/ln				1781	1870	1840	1728	1777	0	0	1702	1549
Q Serve(g_s), s				23.2	26.1	26.1	19.3	18.2	0.0	0.0	19.0	13.1
Cycle Q Clear(g_c), s				23.2	26.1	26.1	19.3	18.2	0.0	0.0	19.0	13.1
Prop In Lane				1.00		0.09	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				483	507	499	624	2235	0	0	2077	630
V/C Ratio(X)				0.77	0.85	0.85	0.91	0.46	0.00	0.00	0.52	0.38
Avail Cap(c_a), veh/h				557	584	575	691	2235	0	0	2077	630
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				40.4	41.4	41.4	48.2	11.6	0.0	0.0	26.8	25.0
Incr Delay (d2), s/veh				5.9	10.0	10.2	14.1	0.7	0.0	0.0	0.2	0.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				10.8	13.2	13.0	9.3	6.8	0.0	0.0	7.5	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				46.2	51.4	51.6	62.3	12.3	0.0	0.0	27.0	25.4
LnGrp LOS				D	D	D	E	B	A	A	C	C
Approach Vol, veh/h					1226			1596			1317	
Approach Delay, s/veh					49.9			30.0			26.7	
Approach LOS					D			C			C	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		81.5		38.5	26.7	54.8						
Change Period (Y+Rc), s		6.0		6.0	5.0	6.0						
Max Green Setting (Gmax), s		57.0		37.5	24.0	28.0						
Max Q Clear Time (g_c+I1), s		20.2		28.1	21.3	21.0						
Green Ext Time (p_c), s		8.5		4.4	0.4	4.2						
Intersection Summary												
HCM 6th Ctrl Delay				34.8								
HCM 6th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary
2: Rice Ave & US-101 Fwy SB Ramps

2020 Existing Conditions
Weekday AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	14	1101	0	0	0	0	1147	477	102	1274	0
Future Volume (veh/h)	169	14	1101	0	0	0	0	1147	477	102	1274	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00		1.00				1.00		1.00	1.00		1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1945	1870	1945				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	195	0	0				0	1247	518	111	1385	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	271	0					0	3721	1991	182	4222	0
Arrive On Green	0.07	0.00	0.00				0.00	0.73	0.73	0.05	0.83	0.00
Sat Flow, veh/h	3705	0	1648				0	5274	2732	3456	5274	0
Grp Volume(v), veh/h	195	0	0				0	1247	518	111	1385	0
Grp Sat Flow(s),veh/h/ln	1853	0	1648				0	1702	1366	1728	1702	0
Q Serve(g_s), s	5.7	0.0	0.0				0.0	9.6	7.0	3.5	7.1	0.0
Cycle Q Clear(g_c), s	5.7	0.0	0.0				0.0	9.6	7.0	3.5	7.1	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	271	0					0	3721	1991	182	4222	0
V/C Ratio(X)	0.72	0.00					0.00	0.34	0.26	0.61	0.33	0.00
Avail Cap(c_a), veh/h	573	0					0	3721	1991	503	4222	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	49.9	0.0	0.0				0.0	5.4	5.0	51.0	2.3	0.0
Incr Delay (d2), s/veh	3.6	0.0	0.0				0.0	0.2	0.3	3.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	0.0				0.0	2.8	1.7	1.6	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.5	0.0	0.0				0.0	5.6	5.3	54.3	2.5	0.0
LnGrp LOS	D	A					A	A	A	D	A	A
Approach Vol, veh/h		195	A					1765			1496	
Approach Delay, s/veh		53.5						5.5			6.3	
Approach LOS		D						A			A	
Timer - Assigned Phs	1	2		4			6					
Phs Duration (G+Y+Rc), s	10.8	85.2		14.0			96.0					
Change Period (Y+Rc), s	5.0	5.0		6.0			5.0					
Max Green Setting (Gmax), s	16.0	61.0		17.0			82.0					
Max Q Clear Time (g_c+I1), s	5.5	11.6		7.7			9.1					
Green Ext Time (p_c), s	0.2	31.6		0.4			31.4					
Intersection Summary												
HCM 6th Ctrl Delay			8.6									
HCM 6th LOS			A									
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary
2: Rice Ave & US-101 Fwy SB Ramps

2020 Existing Conditions
Weekday PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	251	18	543	0	0	0	0	1923	559	245	1439	0
Future Volume (veh/h)	251	18	543	0	0	0	0	1923	559	245	1439	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00		1.00				1.00		1.00	1.00		1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1945	1870	1945				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	287	0	0				0	2090	608	266	1564	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	366	0					0	3362	1837	336	4091	0
Arrive On Green	0.10	0.00	0.00				0.00	0.66	0.66	0.10	0.80	0.00
Sat Flow, veh/h	3705	0	1648				0	5274	2790	3456	5274	0
Grp Volume(v), veh/h	287	0	0				0	2090	608	266	1564	0
Grp Sat Flow(s),veh/h/ln	1853	0	1648				0	1702	1395	1728	1702	0
Q Serve(g_s), s	8.3	0.0	0.0				0.0	26.0	10.5	8.3	9.7	0.0
Cycle Q Clear(g_c), s	8.3	0.0	0.0				0.0	26.0	10.5	8.3	9.7	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	366	0					0	3362	1837	336	4091	0
V/C Ratio(X)	0.78	0.00					0.00	0.62	0.33	0.79	0.38	0.00
Avail Cap(c_a), veh/h	573	0					0	3362	1837	503	4091	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	48.4	0.0	0.0				0.0	10.9	8.2	48.5	3.1	0.0
Incr Delay (d2), s/veh	3.8	0.0	0.0				0.0	0.9	0.5	5.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	0.0				0.0	8.7	2.9	3.7	2.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.2	0.0	0.0				0.0	11.7	8.7	53.6	3.4	0.0
LnGrp LOS	D	A					A	B	A	D	A	A
Approach Vol, veh/h		287	A					2698			1830	
Approach Delay, s/veh		52.2						11.1			10.7	
Approach LOS		D						B			B	
Timer - Assigned Phs	1	2		4			6					
Phs Duration (G+Y+Rc), s	15.7	77.4		16.9			93.1					
Change Period (Y+Rc), s	5.0	5.0		6.0			5.0					
Max Green Setting (Gmax), s	16.0	61.0		17.0			82.0					
Max Q Clear Time (g_c+I1), s	10.3	28.0		10.3			11.7					
Green Ext Time (p_c), s	0.4	31.1		0.5			37.6					
Intersection Summary												
HCM 6th Ctrl Delay			13.4									
HCM 6th LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary
2: Rice Ave & US-101 Fwy SB Ramps

2020 Existing with Project Conditions
Weekday AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	14	1364	0	0	0	0	1311	525	102	1751	0
Future Volume (veh/h)	169	14	1364	0	0	0	0	1311	525	102	1751	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00		1.00				1.00		1.00	1.00		1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1945	1870	1945				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	195	0	0				0	1425	571	111	1903	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	271	0					0	3721	1991	182	4222	0
Arrive On Green	0.07	0.00	0.00				0.00	0.73	0.73	0.05	0.83	0.00
Sat Flow, veh/h	3705	0	1648				0	5274	2732	3456	5274	0
Grp Volume(v), veh/h	195	0	0				0	1425	571	111	1903	0
Grp Sat Flow(s),veh/h/ln	1853	0	1648				0	1702	1366	1728	1702	0
Q Serve(g_s), s	5.7	0.0	0.0				0.0	11.6	7.9	3.5	11.3	0.0
Cycle Q Clear(g_c), s	5.7	0.0	0.0				0.0	11.6	7.9	3.5	11.3	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	271	0					0	3721	1991	182	4222	0
V/C Ratio(X)	0.72	0.00					0.00	0.38	0.29	0.61	0.45	0.00
Avail Cap(c_a), veh/h	573	0					0	3721	1991	503	4222	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	49.9	0.0	0.0				0.0	5.6	5.1	51.0	2.6	0.0
Incr Delay (d2), s/veh	3.6	0.0	0.0				0.0	0.3	0.4	3.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	0.0				0.0	3.4	1.9	1.6	2.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.5	0.0	0.0				0.0	5.9	5.5	54.3	3.0	0.0
LnGrp LOS	D	A					A	A	A	D	A	A
Approach Vol, veh/h		195	A					1996			2014	
Approach Delay, s/veh		53.5						5.8			5.8	
Approach LOS		D						A			A	
Timer - Assigned Phs	1	2		4			6					
Phs Duration (G+Y+Rc), s	10.8	85.2		14.0			96.0					
Change Period (Y+Rc), s	5.0	5.0		6.0			5.0					
Max Green Setting (Gmax), s	16.0	61.0		17.0			82.0					
Max Q Clear Time (g_c+I1), s	5.5	13.6		7.7			13.3					
Green Ext Time (p_c), s	0.2	35.1		0.4			48.6					
Intersection Summary												
HCM 6th Ctrl Delay			8.0									
HCM 6th LOS			A									
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary
2: Rice Ave & US-101 Fwy SB Ramps

2020 Existing with Project Conditions
Weekday PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	251	18	644	0	0	0	0	2502	728	245	1622	0
Future Volume (veh/h)	251	18	644	0	0	0	0	2502	728	245	1622	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00		1.00				1.00		1.00	1.00		1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1945	1870	1945				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	287	0	0				0	2720	791	266	1763	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	366	0					0	3362	1837	336	4091	0
Arrive On Green	0.10	0.00	0.00				0.00	0.66	0.66	0.10	0.80	0.00
Sat Flow, veh/h	3705	0	1648				0	5274	2790	3456	5274	0
Grp Volume(v), veh/h	287	0	0				0	2720	791	266	1763	0
Grp Sat Flow(s),veh/h/ln	1853	0	1648				0	1702	1395	1728	1702	0
Q Serve(g_s), s	8.3	0.0	0.0				0.0	42.8	14.9	8.3	11.5	0.0
Cycle Q Clear(g_c), s	8.3	0.0	0.0				0.0	42.8	14.9	8.3	11.5	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	366	0					0	3362	1837	336	4091	0
V/C Ratio(X)	0.78	0.00					0.00	0.81	0.43	0.79	0.43	0.00
Avail Cap(c_a), veh/h	573	0					0	3362	1837	503	4091	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	48.4	0.0	0.0				0.0	13.7	9.0	48.5	3.3	0.0
Incr Delay (d2), s/veh	3.8	0.0	0.0				0.0	2.2	0.7	5.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	0.0				0.0	14.4	4.1	3.7	2.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.2	0.0	0.0				0.0	15.9	9.7	53.6	3.7	0.0
LnGrp LOS	D	A					A	B	A	D	A	A
Approach Vol, veh/h		287	A					3511			2029	
Approach Delay, s/veh		52.2						14.5			10.2	
Approach LOS		D						B			B	
Timer - Assigned Phs	1	2		4			6					
Phs Duration (G+Y+Rc), s	15.7	77.4		16.9			93.1					
Change Period (Y+Rc), s	5.0	5.0		6.0			5.0					
Max Green Setting (Gmax), s	16.0	61.0		17.0			82.0					
Max Q Clear Time (g_c+I1), s	10.3	44.8		10.3			13.5					
Green Ext Time (p_c), s	0.4	16.1		0.5			44.0					
Intersection Summary												
HCM 6th Ctrl Delay			14.9									
HCM 6th LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary
2: Rice Ave & US-101 Fwy SB Ramps

2023 Future Pre-Project Conditions
Weekday AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	15	1151	0	0	0	0	1199	499	107	1332	0
Future Volume (veh/h)	177	15	1151	0	0	0	0	1199	499	107	1332	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00		1.00				1.00		1.00	1.00		1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1945	1870	1945				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	203	0	0				0	1303	542	116	1448	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	279	0					0	3708	1984	183	4210	0
Arrive On Green	0.08	0.00	0.00				0.00	0.73	0.73	0.05	0.82	0.00
Sat Flow, veh/h	3705	0	1648				0	5274	2732	3456	5274	0
Grp Volume(v), veh/h	203	0	0				0	1303	542	116	1448	0
Grp Sat Flow(s),veh/h/ln	1853	0	1648				0	1702	1366	1728	1702	0
Q Serve(g_s), s	5.9	0.0	0.0				0.0	10.3	7.5	3.6	7.6	0.0
Cycle Q Clear(g_c), s	5.9	0.0	0.0				0.0	10.3	7.5	3.6	7.6	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	279	0					0	3708	1984	183	4210	0
V/C Ratio(X)	0.73	0.00					0.00	0.35	0.27	0.63	0.34	0.00
Avail Cap(c_a), veh/h	573	0					0	3708	1984	503	4210	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	49.7	0.0	0.0				0.0	5.5	5.1	51.0	2.4	0.0
Incr Delay (d2), s/veh	3.6	0.0	0.0				0.0	0.3	0.3	3.6	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0				0.0	3.0	1.8	1.6	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.3	0.0	0.0				0.0	5.8	5.5	54.6	2.6	0.0
LnGrp LOS	D	A					A	A	A	D	A	A
Approach Vol, veh/h		203	A					1845			1564	
Approach Delay, s/veh		53.3						5.7			6.4	
Approach LOS		D						A			A	
Timer - Assigned Phs	1	2		4			6					
Phs Duration (G+Y+Rc), s	10.8	84.9		14.3			95.7					
Change Period (Y+Rc), s	5.0	5.0		6.0			5.0					
Max Green Setting (Gmax), s	16.0	61.0		17.0			82.0					
Max Q Clear Time (g_c+I1), s	5.6	12.3		7.9			9.6					
Green Ext Time (p_c), s	0.2	32.9		0.4			33.7					
Intersection Summary												
HCM 6th Ctrl Delay			8.7									
HCM 6th LOS			A									
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary
2: Rice Ave & US-101 Fwy SB Ramps

2023 Future Pre-Project Conditions
Weekday PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	262	19	568	0	0	0	0	2011	585	256	1505	0
Future Volume (veh/h)	262	19	568	0	0	0	0	2011	585	256	1505	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00		1.00				1.00		1.00	1.00		1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1945	1870	1945				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	300	0	0				0	2186	636	278	1636	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	379	0					0	3327	1817	348	4073	0
Arrive On Green	0.10	0.00	0.00				0.00	0.65	0.65	0.10	0.80	0.00
Sat Flow, veh/h	3705	0	1648				0	5274	2790	3456	5274	0
Grp Volume(v), veh/h	300	0	0				0	2186	636	278	1636	0
Grp Sat Flow(s),veh/h/ln	1853	0	1648				0	1702	1395	1728	1702	0
Q Serve(g_s), s	8.7	0.0	0.0				0.0	28.7	11.3	8.7	10.5	0.0
Cycle Q Clear(g_c), s	8.7	0.0	0.0				0.0	28.7	11.3	8.7	10.5	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	379	0					0	3327	1817	348	4073	0
V/C Ratio(X)	0.79	0.00					0.00	0.66	0.35	0.80	0.40	0.00
Avail Cap(c_a), veh/h	573	0					0	3327	1817	503	4073	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	48.2	0.0	0.0				0.0	11.7	8.7	48.4	3.3	0.0
Incr Delay (d2), s/veh	4.4	0.0	0.0				0.0	1.0	0.5	5.8	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	0.0				0.0	9.6	3.1	3.9	2.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.6	0.0	0.0				0.0	12.7	9.2	54.1	3.6	0.0
LnGrp LOS	D	A					A	B	A	D	A	A
Approach Vol, veh/h		300	A					2822			1914	
Approach Delay, s/veh		52.6						11.9			10.9	
Approach LOS		D						B			B	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	16.1	76.7		17.2		92.8						
Change Period (Y+Rc), s	5.0	5.0		6.0		5.0						
Max Green Setting (Gmax), s	16.0	61.0		17.0		82.0						
Max Q Clear Time (g_c+I1), s	10.7	30.7		10.7		12.5						
Green Ext Time (p_c), s	0.4	29.0		0.6		39.9						
Intersection Summary												
HCM 6th Ctrl Delay			14.0									
HCM 6th LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary
2: Rice Ave & US-101 Fwy SB Ramps

2023 Future with Project Conditions
Weekday AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	15	1414	0	0	0	0	1363	547	107	1809	0
Future Volume (veh/h)	177	15	1414	0	0	0	0	1363	547	107	1809	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00		1.00				1.00		1.00	1.00		1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1945	1870	1945				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	203	0	0				0	1482	595	116	1966	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	279	0					0	3708	1984	183	4210	0
Arrive On Green	0.08	0.00	0.00				0.00	0.73	0.73	0.05	0.82	0.00
Sat Flow, veh/h	3705	0	1648				0	5274	2732	3456	5274	0
Grp Volume(v), veh/h	203	0	0				0	1482	595	116	1966	0
Grp Sat Flow(s),veh/h/ln	1853	0	1648				0	1702	1366	1728	1702	0
Q Serve(g_s), s	5.9	0.0	0.0				0.0	12.3	8.4	3.6	12.1	0.0
Cycle Q Clear(g_c), s	5.9	0.0	0.0				0.0	12.3	8.4	3.6	12.1	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	279	0					0	3708	1984	183	4210	0
V/C Ratio(X)	0.73	0.00					0.00	0.40	0.30	0.63	0.47	0.00
Avail Cap(c_a), veh/h	573	0					0	3708	1984	503	4210	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	49.7	0.0	0.0				0.0	5.8	5.3	51.0	2.8	0.0
Incr Delay (d2), s/veh	3.6	0.0	0.0				0.0	0.3	0.4	3.6	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0				0.0	3.6	2.0	1.6	2.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.3	0.0	0.0				0.0	6.1	5.7	54.6	3.1	0.0
LnGrp LOS	D	A					A	A	A	D	A	A
Approach Vol, veh/h		203	A					2077			2082	
Approach Delay, s/veh		53.3						6.0			6.0	
Approach LOS		D						A			A	
Timer - Assigned Phs	1	2		4			6					
Phs Duration (G+Y+Rc), s	10.8	84.9		14.3			95.7					
Change Period (Y+Rc), s	5.0	5.0		6.0			5.0					
Max Green Setting (Gmax), s	16.0	61.0		17.0			82.0					
Max Q Clear Time (g_c+I1), s	5.6	14.3		7.9			14.1					
Green Ext Time (p_c), s	0.2	36.0		0.4			50.0					
Intersection Summary												
HCM 6th Ctrl Delay			8.2									
HCM 6th LOS			A									
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary
2: Rice Ave & US-101 Fwy SB Ramps

2023 Future with Project Conditions
Weekday PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	262	19	669	0	0	0	0	2590	754	256	1688	0
Future Volume (veh/h)	262	19	669	0	0	0	0	2590	754	256	1688	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00		1.00				1.00		1.00	1.00		1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1945	1870	1945				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	300	0	0				0	2815	820	278	1835	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	379	0					0	3327	1817	348	4073	0
Arrive On Green	0.10	0.00	0.00				0.00	0.65	0.65	0.10	0.80	0.00
Sat Flow, veh/h	3705	0	1648				0	5274	2790	3456	5274	0
Grp Volume(v), veh/h	300	0	0				0	2815	820	278	1835	0
Grp Sat Flow(s),veh/h/ln	1853	0	1648				0	1702	1395	1728	1702	0
Q Serve(g_s), s	8.7	0.0	0.0				0.0	47.1	16.0	8.7	12.5	0.0
Cycle Q Clear(g_c), s	8.7	0.0	0.0				0.0	47.1	16.0	8.7	12.5	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	379	0					0	3327	1817	348	4073	0
V/C Ratio(X)	0.79	0.00					0.00	0.85	0.45	0.80	0.45	0.00
Avail Cap(c_a), veh/h	573	0					0	3327	1817	503	4073	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	48.2	0.0	0.0				0.0	14.9	9.5	48.4	3.5	0.0
Incr Delay (d2), s/veh	4.4	0.0	0.0				0.0	2.9	0.8	5.8	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	0.0				0.0	16.2	4.4	3.9	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.6	0.0	0.0				0.0	17.7	10.3	54.1	3.9	0.0
LnGrp LOS	D	A					A	B	B	D	A	A
Approach Vol, veh/h		300	A					3635			2113	
Approach Delay, s/veh		52.6						16.1			10.5	
Approach LOS		D						B			B	
Timer - Assigned Phs	1	2		4			6					
Phs Duration (G+Y+Rc), s	16.1	76.7		17.2			92.8					
Change Period (Y+Rc), s	5.0	5.0		6.0			5.0					
Max Green Setting (Gmax), s	16.0	61.0		17.0			82.0					
Max Q Clear Time (g_c+I1), s	10.7	49.1		10.7			14.5					
Green Ext Time (p_c), s	0.4	11.9		0.6			45.9					
Intersection Summary												
HCM 6th Ctrl Delay			15.9									
HCM 6th LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

LINSCOTT, LAW & GREENSPAN ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

N-S St: Rice Avenue
E-W St: Gonzales Road
Project: Sakoka Business Park Phase 1 Project/1-206437-1
File: ICU3

Rice Avenue @ Gonzales Road
Peak Ht: AM
Annual Growth: 1.50%

Date: 3/26/2020
Existing Year: 2020
Projection Year: 2023

INTERSECTION CAPACITY UTILIZATION

2020 EXISTING TRAFFIC					2020 EXISTING WITH PROJECT					2020 EXISTING W/ PROJECT - MITIGATION					2023 FUTURE PRE-PROJECT					2023 FUTURE WITH PROJECT					2023 FUTURE W/ PROJECT + MITIGATION				
Movement	1 Volume	2 Capacity	V/C Ratio		Added Volume	Total Volume	2 Capacity	V/C Ratio		Added Volume	Total Volume	2 Capacity	V/C Ratio		Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio		Added Volume	Total Volume	2 Capacity	V/C Ratio	
NB Left	254	3200	0.079 *		96	350	3200	0.109 *		0	350	3200	0.109 *		12	0	266	3200	0.083 *		96	362	3200	0.113 *		0	362	3200	0.113 *
NB Thru	1112	4800	0.232		212	1324	4800	0.276		0	1324	4800	0.276		51	0	1163	4800	0.242		212	1375	4800	0.286		0	1375	4800	0.286
NB Right	0	0	0.000		0	0	0	0.000		0	0	0	0.000		0	0	0	0	0.000		0	0	0	0.000		0	0	0	0.000
SB Left	1	1600	0.001		0	1	1600	0.001		0	1	1600	0.001		0	0	1	1600	0.001		0	1	1600	0.001		0	1	1600	0.001
SB Thru	1469	4800	0.306		740	2209	4800	0.460		0	2209	4800	0.460		67	0	1536	4800	0.320		740	2276	4800	0.474		0	2276	6400	0.356 *
SB Right	988	1600	0.566 *		0	988	1600	0.566 *		0	988	1600	0.566 *		45	0	1033	1600	0.592 *		0	1033	1600	0.592 *		0	1033	1600	0.592 *
EB Left [3]	490	0	0.102		0	490	0	0.102		0	490	0	0.102		22	0	512	0	0.107		0	512	0	0.107		0	512	0	0.107
EB Thru [3]	2	4800	0.103		0	2	4800	0.103		0	2	4800	0.103		0	0	2	4800	0.107		0	2	4800	0.107		0	2	4800	0.107
EB Right [3]	253	1600	0.118 *		334	587	1600	0.312 *		0	587	1600	0.312 *		12	0	265	1600	0.124 *		334	599	1600	0.318 *		0	599	1600	0.318 *
WB Left [3]	0	0	0.000 *		0	0	0	0.000 *		0	0	0	0.000 *		0	0	0	0	0.000 *		0	0	0	0.000 *		0	0	0	0.000 *
WB Thru [3]	1	1600	0.001		0	1	1600	0.001		0	1	1600	0.001		0	0	1	1600	0.001		0	1	1600	0.001		0	1	1600	0.001
WB Right [3]	0	0	0.000		0	0	0	0.000		0	0	0	0.000		0	0	0	0	0.000		0	0	0	0.000		0	0	0	0.000
Yellow Allowance			0.000 *					0.000 *					0.000 *						0.000 *					0.000 *					0.000 *
ICU			0.764					0.988					0.988						0.799					1.023					0.787
LOS			C					E					E						C					F				C	C

* Key conflicting movement as a part of ICU
1 Counts conducted by: Counts Unlimited
2 Capacity expressed in veh/hour of green
3 Eastbound and westbound approaches operate under split phasing.

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N-S St: Rice Avenue
E-W St: Gonzales Road
Project: Sakoka Business Park Phase 1 Project/1-206437-1
File: ICU3

Rice Avenue @ Gonzales Road
Peak Tr: PM
Annual Growth: 1.50%

Date: 3/26/2020
Existing Year: 2020
Projection Year: 2023

INTERSECTION CAPACITY UTILIZATION

2020 EXISTING TRAFFIC				2020 EXISTING WITH PROJECT				2020 EXISTING W/ PROJECT + MITIGATION				2023 FUTURE PRE-PROJECT				2023 FUTURE WITH PROJECT				2023 FUTURE W/ PROJECT + MITIGATION						
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio		
NB Left	385	3200	0.120 *	338	723	3200	0.226 *	0	723	3200	0.226 *	18	0	403	3200	0.126 *	338	741	3200	0.232 *	0	741	3200	0.232		
NB Thru	1672	4800	0.349	748	2420	4800	0.505	0	2420	4800	0.505	76	0	1748	4800	0.365	748	2496	4800	0.520 *	0	2496	4800	0.520 *		
NB Right	2	0	0.000	0	2	0	0.000	0	2	0	0.000	0	0	2	0	0.000	0	2	0	0.000	0	2	0	0.000		
SB Left	0	1600	0.000	0	0	1600	0.000	0	0	1600	0.000	0	0	0	1600	0.000	0	0	1600	0.000 *	0	0	1600	0.000 *		
SB Thru	1320	4800	0.275	283	1603	4800	0.334	0	1603	4800	0.334	60	0	1380	4800	0.288	283	1663	4800	0.346	0	1663	4800	0.280		
SB Right	695	1600	0.343 *	0	695	1600	0.343 *	0	695	1600	0.343 *	32	0	727	1600	0.359 *	0	727	1600	0.359 *	0	727	1600	0.000		
EB Left [3]	874	0	0.182 *	0	874	0	0.182 *	0	874	0	0.182 *	40	0	914	0	0.190 *	0	914	0	0.190 *	0	914	0	0.190 *		
EB Thru [3]	0	4800	0.182	0	0	4800	0.182	0	0	4800	0.182	0	0	0	4800	0.190	0	0	4800	0.190	0	0	4800	0.190		
EB Right [3]	286	1600	0.119	128	414	1600	0.146	0	414	1600	0.146	13	0	299	1600	0.124	128	427	1600	0.151	0	427	1600	0.151		
WB Left [3]	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000		
WB Thru [3]	2	1600	0.003 *	0	2	1600	0.003 *	0	2	1600	0.003 *	0	0	2	1600	0.003 *	0	2	1600	0.003 *	0	2	1600	0.003 *		
WB Right [3]	2	0	0.000	0	2	0	0.000	0	2	0	0.000	0	0	2	0	0.000	0	2	0	0.000	0	2	0	0.000		
Yellow Allowance	0.000 *			0.000 *			0.000 *	0.000 *			0.000 *	0.000 *			0.000 *			0.000 *			0.000 *			0.000 *		
ICU	0.648			0.754			0.754	0.754			0.754	0.678			0.678			0.784			0.713			0.713		
LOS	B			C			C	C			C	B			B			C			C			C		

* Key conflicting movement as a part of ICU
1 Counts conducted by: Counts Unlimited
2 Capacity expressed in veh/hour of green
3 Eastbound and westbound approaches operate under split phasing.

HCM 6th AWSC
4: Del Norte Blvd/Ventura Blvd & US-101 Fwy NB Ramps

2020 Existing Conditions
Weekday AM Peak Hour

Intersection	
Intersection Delay, s/veh	19
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	509	2	24	90	37	0	0	106	20
Future Vol, veh/h	0	0	0	509	2	24	90	37	0	0	106	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	553	2	26	98	40	0	0	115	22
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	23.1	10.6	10.2
HCM LOS	C	B	B

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	71%	95%	0%
Vol Thru, %	29%	0%	84%
Vol Right, %	0%	4%	16%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	127	535	126
LT Vol	90	509	0
Through Vol	37	2	106
RT Vol	0	24	20
Lane Flow Rate	138	582	137
Geometry Grp	1	1	1
Degree of Util (X)	0.225	0.781	0.214
Departure Headway (Hd)	5.864	4.834	5.636
Convergence, Y/N	Yes	Yes	Yes
Cap	616	739	641
Service Time	3.869	2.923	3.64
HCM Lane V/C Ratio	0.224	0.788	0.214
HCM Control Delay	10.6	23.1	10.2
HCM Lane LOS	B	C	B
HCM 95th-tile Q	0.9	7.7	0.8

HCM 6th AWSC

4: Del Norte Blvd/Ventura Blvd & US-101 Fwy NB Ramps

2020 Existing Conditions

Weekday PM Peak Hour

Intersection												
Intersection Delay, s/veh	19											
Intersection LOS	C											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	281	7	74	305	149	0	0	76	10
Future Vol, veh/h	0	0	0	281	7	74	305	149	0	0	76	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	305	8	80	332	162	0	0	83	11
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0
Approach				WB			NB			SB		
Opposing Approach							SB			NB		
Opposing Lanes				0			1			1		
Conflicting Approach Left				NB						WB		
Conflicting Lanes Left				1			0			1		
Conflicting Approach Right				SB			WB					
Conflicting Lanes Right				1			1			0		
HCM Control Delay				17.1			22.3			9.9		
HCM LOS				C			C			A		
Lane	NBLn1	WBLn1	SBLn1									
Vol Left, %	67%	78%	0%									
Vol Thru, %	33%	2%	88%									
Vol Right, %	0%	20%	12%									
Sign Control	Stop	Stop	Stop									
Traffic Vol by Lane	454	362	86									
LT Vol	305	281	0									
Through Vol	149	7	76									
RT Vol	0	74	10									
Lane Flow Rate	493	393	93									
Geometry Grp	1	1	1									
Degree of Util (X)	0.741	0.611	0.151									
Departure Headway (Hd)	5.407	5.593	5.827									
Convergence, Y/N	Yes	Yes	Yes									
Cap	671	645	614									
Service Time	3.441	3.633	3.879									
HCM Lane V/C Ratio	0.735	0.609	0.151									
HCM Control Delay	22.3	17.1	9.9									
HCM Lane LOS	C	C	A									
HCM 95th-tile Q	6.6	4.2	0.5									

HCM 6th AWSC

2020 Existing with Project Conditions

4: Del Norte Blvd/Ventura Blvd & US-101 Fwy NB Ramps

Weekday AM Peak Hour

Intersection												
Intersection Delay, s/veh	119.1											
Intersection LOS	F											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	795	2	24	104	57	0	0	178	20
Future Vol, veh/h	0	0	0	795	2	24	104	57	0	0	178	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	864	2	26	113	62	0	0	193	22
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0
Approach				WB			NB			SB		
Opposing Approach							SB			NB		
Opposing Lanes				0			1			1		
Conflicting Approach Left				NB						WB		
Conflicting Lanes Left				1			0			1		
Conflicting Approach Right				SB			WB					
Conflicting Lanes Right				1			1			0		
HCM Control Delay				165.2			13.3			13.8		
HCM LOS				F			B			B		
Lane	NBLn1	WBLn1	SBLn1									
Vol Left, %	65%	97%	0%									
Vol Thru, %	35%	0%	90%									
Vol Right, %	0%	3%	10%									
Sign Control	Stop	Stop	Stop									
Traffic Vol by Lane	161	821	198									
LT Vol	104	795	0									
Through Vol	57	2	178									
RT Vol	0	24	20									
Lane Flow Rate	175	892	215									
Geometry Grp	1	1	1									
Degree of Util (X)	0.309	1.304	0.365									
Departure Headway (Hd)	7.147	5.26	6.874									
Convergence, Y/N	Yes	Yes	Yes									
Cap	506	687	527									
Service Time	5.147	3.352	4.874									
HCM Lane V/C Ratio	0.346	1.298	0.408									
HCM Control Delay	13.3	165.2	13.8									
HCM Lane LOS	B	F	B									
HCM 95th-tile Q	1.3	35	1.7									

HCM 6th AWSC

2020 Existing with Project Conditions

4: Del Norte Blvd/Ventura Blvd & US-101 Fwy NB Ramps

Weekday PM Peak Hour

Intersection												
Intersection Delay, s/veh	53.4											
Intersection LOS	F											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	391	7	74	353	221	0	0	103	10
Future Vol, veh/h	0	0	0	391	7	74	353	221	0	0	103	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	425	8	80	384	240	0	0	112	11
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0
Approach	WB						NB			SB		
Opposing Approach							SB			NB		
Opposing Lanes	0						1			1		
Conflicting Approach Left	NB									WB		
Conflicting Lanes Left	1						0			1		
Conflicting Approach Right	SB						WB					
Conflicting Lanes Right	1						1			0		
HCM Control Delay	40.4						72.2			11.9		
HCM LOS	E						F			B		
Lane	NBLn1			WBLn1			SBLn1					
Vol Left, %	61%			83%			0%					
Vol Thru, %	39%			1%			91%					
Vol Right, %	0%			16%			9%					
Sign Control	Stop			Stop			Stop					
Traffic Vol by Lane	574			472			113					
LT Vol	353			391			0					
Through Vol	221			7			103					
RT Vol	0			74			10					
Lane Flow Rate	624			513			123					
Geometry Grp	1			1			1					
Degree of Util (X)	1.04			0.888			0.23					
Departure Headway (Hd)	5.998			6.231			6.892					
Convergence, Y/N	Yes			Yes			Yes					
Cap	599			575			524					
Service Time	4.09			4.325			4.892					
HCM Lane V/C Ratio	1.042			0.892			0.235					
HCM Control Delay	72.2			40.4			11.9					
HCM Lane LOS	F			E			B					
HCM 95th-tile Q	16.7			10.3			0.9					

HCM 6th AWSC
4: Del Norte Blvd/Ventura Blvd & US-101 Fwy NB Ramps

2023 Future Pre-Project Conditions
Weekday AM Peak Hour

Intersection												
Intersection Delay, s/veh	22.6											
Intersection LOS	C											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	532	2	25	94	39	0	0	111	21
Future Vol, veh/h	0	0	0	532	2	25	94	39	0	0	111	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	578	2	27	102	42	0	0	121	23
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0
Approach	WB						NB			SB		
Opposing Approach							SB			NB		
Opposing Lanes	0						1			1		
Conflicting Approach Left	NB									WB		
Conflicting Lanes Left	1						0			1		
Conflicting Approach Right	SB						WB					
Conflicting Lanes Right	1						1			0		
HCM Control Delay	28.3						10.9			10.5		
HCM LOS	D						B			B		
Lane	NBLn1			WBLn1			SBLn1					
Vol Left, %	71%			95%			0%					
Vol Thru, %	29%			0%			84%					
Vol Right, %	0%			4%			16%					
Sign Control	Stop			Stop			Stop					
Traffic Vol by Lane	133			559			132					
LT Vol	94			532			0					
Through Vol	39			2			111					
RT Vol	0			25			21					
Lane Flow Rate	145			608			143					
Geometry Grp	1			1			1					
Degree of Util (X)	0.24			0.84			0.229					
Departure Headway (Hd)	5.967			4.977			5.739					
Convergence, Y/N	Yes			Yes			Yes					
Cap	601			735			626					
Service Time	4.008			2.977			3.78					
HCM Lane V/C Ratio	0.241			0.827			0.228					
HCM Control Delay	10.9			28.3			10.5					
HCM Lane LOS	B			D			B					
HCM 95th-tile Q	0.9			9.5			0.9					

HCM 6th AWSC

2023 Future Pre-Project Conditions

4: Del Norte Blvd/Ventura Blvd & US-101 Fwy NB Ramps

Weekday PM Peak Hour

Intersection												
Intersection Delay, s/veh	21.5											
Intersection LOS	C											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	294	7	77	319	156	0	0	79	10
Future Vol, veh/h	0	0	0	294	7	77	319	156	0	0	79	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	320	8	84	347	170	0	0	86	11
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0
Approach				WB			NB			SB		
Opposing Approach							SB			NB		
Opposing Lanes				0			1			1		
Conflicting Approach Left				NB						WB		
Conflicting Lanes Left				1			0			1		
Conflicting Approach Right				SB			WB					
Conflicting Lanes Right				1			1			0		
HCM Control Delay				18.7			25.8			10.2		
HCM LOS				C			D			B		
Lane	NBLn1		WBLn1	SBLn1								
Vol Left, %	67%		78%	0%								
Vol Thru, %	33%		2%	89%								
Vol Right, %	0%		20%	11%								
Sign Control	Stop		Stop	Stop								
Traffic Vol by Lane	475		378	89								
LT Vol	319		294	0								
Through Vol	156		7	79								
RT Vol	0		77	10								
Lane Flow Rate	516		411	97								
Geometry Grp	1		1	1								
Degree of Util (X)	0.787		0.649	0.16								
Departure Headway (Hd)	5.485		5.685	5.954								
Convergence, Y/N	Yes		Yes	Yes								
Cap	661		633	600								
Service Time	3.528		3.732	4.019								
HCM Lane V/C Ratio	0.781		0.649	0.162								
HCM Control Delay	25.8		18.7	10.2								
HCM Lane LOS	D		C	B								
HCM 95th-tile Q	7.7		4.7	0.6								

HCM 6th AWSC

2023 Future with Project Conditions

4: Del Norte Blvd/Ventura Blvd & US-101 Fwy NB Ramps

Weekday AM Peak Hour

Intersection												
Intersection Delay, s/veh	133.4											
Intersection LOS	F											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	818	2	25	108	59	0	0	183	21
Future Vol, veh/h	0	0	0	818	2	25	108	59	0	0	183	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	889	2	27	117	64	0	0	199	23
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0
Approach				WB			NB			SB		
Opposing Approach							SB			NB		
Opposing Lanes				0			1			1		
Conflicting Approach Left				NB						WB		
Conflicting Lanes Left				1			0			1		
Conflicting Approach Right				SB			WB					
Conflicting Lanes Right				1			1			0		
HCM Control Delay				185.8			13.7			14.2		
HCM LOS				F			B			B		
Lane	NBLn1	WBLn1	SBLn1									
Vol Left, %	65%	97%	0%									
Vol Thru, %	35%	0%	90%									
Vol Right, %	0%	3%	10%									
Sign Control	Stop	Stop	Stop									
Traffic Vol by Lane	167	845	204									
LT Vol	108	818	0									
Through Vol	59	2	183									
RT Vol	0	25	21									
Lane Flow Rate	182	918	222									
Geometry Grp	1	1	1									
Degree of Util (X)	0.321	1.353	0.377									
Departure Headway (Hd)	7.269	5.305	6.993									
Convergence, Y/N	Yes	Yes	Yes									
Cap	497	680	519									
Service Time	5.269	3.393	4.993									
HCM Lane V/C Ratio	0.366	1.35	0.428									
HCM Control Delay	13.7	185.8	14.2									
HCM Lane LOS	B	F	B									
HCM 95th-tile Q	1.4	38.3	1.7									

HCM 6th AWSC

2023 Future with Project Conditions

4: Del Norte Blvd/Ventura Blvd & US-101 Fwy NB Ramps

Weekday PM Peak Hour

Intersection												
Intersection Delay, s/veh	63.6											
Intersection LOS	F											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	404	7	77	367	228	0	0	106	10
Future Vol, veh/h	0	0	0	404	7	77	367	228	0	0	106	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	439	8	84	399	248	0	0	115	11
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0
Approach				WB			NB			SB		
Opposing Approach							SB			NB		
Opposing Lanes				0			1			1		
Conflicting Approach Left				NB						WB		
Conflicting Lanes Left				1			0			1		
Conflicting Approach Right				SB			WB					
Conflicting Lanes Right				1			1			0		
HCM Control Delay				44.2			89.5			12.2		
HCM LOS				E			F			B		
Lane	NBLn1	WBLn1	SBLn1									
Vol Left, %	62%	83%	0%									
Vol Thru, %	38%	1%	91%									
Vol Right, %	0%	16%	9%									
Sign Control	Stop	Stop	Stop									
Traffic Vol by Lane	595	488	116									
LT Vol	367	404	0									
Through Vol	228	7	106									
RT Vol	0	77	10									
Lane Flow Rate	647	530	126									
Geometry Grp	1	1	1									
Degree of Util (X)	1.095	0.909	0.236									
Departure Headway (Hd)	6.093	6.43	7.011									
Convergence, Y/N	Yes	Yes	Yes									
Cap	595	568	516									
Service Time	4.141	4.43	5.011									
HCM Lane V/C Ratio	1.087	0.933	0.244									
HCM Control Delay	89.5	44.2	12.2									
HCM Lane LOS	F	E	B									
HCM 95th-tile Q	19.4	11	0.9									

HCM 6th Signalized Intersection Summary

2023 Future with Project Mitigation Conditions

4: Del Norte Blvd/Ventura Blvd & US-101 Fwy NB Ramps

Weekday AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	818	2	25	108	59	0	0	183	21
Future Volume (veh/h)	0	0	0	818	2	25	108	59	0	0	183	21
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1976	1945	1976	1945	1945	0	0	1945	1945
Adj Flow Rate, veh/h				889	2	27	117	64	0	0	199	23
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				966	2	29	303	150	0	0	565	65
Arrive On Green				0.54	0.54	0.54	0.33	0.33	0.00	0.00	0.33	0.33
Sat Flow, veh/h				1788	4	54	660	453	0	0	1707	197
Grp Volume(v), veh/h				918	0	0	181	0	0	0	0	222
Grp Sat Flow(s),veh/h/ln				1846	0	0	1113	0	0	0	0	1905
Q Serve(g_s), s				31.8	0.0	0.0	6.2	0.0	0.0	0.0	0.0	6.2
Cycle Q Clear(g_c), s				31.8	0.0	0.0	12.3	0.0	0.0	0.0	0.0	6.2
Prop In Lane				0.97		0.03	0.65		0.00	0.00		0.10
Lane Grp Cap(c), veh/h				997	0	0	453	0	0	0	0	631
V/C Ratio(X)				0.92	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.35
Avail Cap(c_a), veh/h				1094	0	0	453	0	0	0	0	631
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.99	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				14.7	0.0	0.0	20.9	0.0	0.0	0.0	0.0	17.7
Incr Delay (d2), s/veh				11.7	0.0	0.0	2.6	0.0	0.0	0.0	0.0	1.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				13.9	0.0	0.0	2.7	0.0	0.0	0.0	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				26.5	0.0	0.0	23.5	0.0	0.0	0.0	0.0	19.3
LnGrp LOS				C	A	A	C	A	A	A	A	B
Approach Vol, veh/h				918			181				222	
Approach Delay, s/veh				26.5			23.5				19.3	
Approach LOS				C			C				B	
Timer - Assigned Phs	2					6		8				
Phs Duration (G+Y+Rc), s	27.7					27.7		42.3				
Change Period (Y+Rc), s	4.5					4.5		4.5				
Max Green Setting (Gmax), s	19.5					19.5		41.5				
Max Q Clear Time (g_c+I1), s	14.3					8.2		33.8				
Green Ext Time (p_c), s	0.4					0.9		4.0				
Intersection Summary												
HCM 6th Ctrl Delay				24.8								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary

2032 Future with Project Mitigation Conditions

4: Del Norte Blvd/Ventura Blvd & US-101 Fwy NB Ramps

Weekday PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	404	7	77	367	228	0	0	106	10
Future Volume (veh/h)	0	0	0	404	7	77	367	228	0	0	106	10
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1976	1945	1976	1945	1945	0	0	1945	1945
Adj Flow Rate, veh/h				439	8	84	399	248	0	0	115	11
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				483	9	92	569	308	0	0	990	95
Arrive On Green				0.32	0.32	0.32	0.57	0.57	0.00	0.00	0.57	0.57
Sat Flow, veh/h				1503	27	288	876	545	0	0	1748	167
Grp Volume(v), veh/h				531	0	0	647	0	0	0	0	126
Grp Sat Flow(s),veh/h/ln				1818	0	0	1421	0	0	0	0	1915
Q Serve(g_s), s				22.4	0.0	0.0	28.1	0.0	0.0	0.0	0.0	2.4
Cycle Q Clear(g_c), s				22.4	0.0	0.0	30.6	0.0	0.0	0.0	0.0	2.4
Prop In Lane				0.83		0.16	0.62		0.00	0.00		0.09
Lane Grp Cap(c), veh/h				584	0	0	877	0	0	0	0	1085
V/C Ratio(X)				0.91	0.00	0.00	0.74	0.00	0.00	0.00	0.00	0.12
Avail Cap(c_a), veh/h				648	0	0	877	0	0	0	0	1085
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.87	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				26.0	0.0	0.0	15.1	0.0	0.0	0.0	0.0	8.1
Incr Delay (d2), s/veh				15.9	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				11.6	0.0	0.0	9.9	0.0	0.0	0.0	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				42.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	8.3
LnGrp LOS				D	A	A	B	A	A	A	A	A
Approach Vol, veh/h				531			647				126	
Approach Delay, s/veh				42.0			20.0				8.3	
Approach LOS				D			B				A	
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		49.8				49.8		30.2				
Change Period (Y+Rc), s		4.5				4.5		4.5				
Max Green Setting (Gmax), s		42.5				42.5		28.5				
Max Q Clear Time (g_c+I1), s		32.6				4.4		24.4				
Green Ext Time (p_c), s		3.4				0.8		1.3				
Intersection Summary												
HCM 6th Ctrl Delay				27.8								
HCM 6th LOS				C								

HCM 6th AWSC
5: Del Norte Blvd & US-101 Fwy SB Ramps

2020 Existing Conditions
Weekday AM Peak Hour

Intersection	
Intersection Delay, s/veh	52.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	54	307	0	0	0	0	115	266	45	563	0
Future Vol, veh/h	15	54	307	0	0	0	0	115	266	45	563	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	59	334	0	0	0	0	125	289	49	612	0
Number of Lanes	0	1	0	0	0	0	0	1	1	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	22.1	14	95
HCM LOS	C	B	F

Lane	NBLn1	NBLn2	EBLn1	SBLn1
Vol Left, %	0%	0%	4%	7%
Vol Thru, %	100%	0%	14%	93%
Vol Right, %	0%	100%	82%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	115	266	376	608
LT Vol	0	0	15	45
Through Vol	115	0	54	563
RT Vol	0	266	307	0
Lane Flow Rate	125	289	409	661
Geometry Grp	7	7	2	5
Degree of Util (X)	0.236	0.489	0.687	1.112
Departure Headway (Hd)	7.053	6.334	6.332	6.057
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	513	572	576	601
Service Time	4.753	4.034	4.332	4.103
HCM Lane V/C Ratio	0.244	0.505	0.71	1.1
HCM Control Delay	11.9	14.9	22.1	95
HCM Lane LOS	B	B	C	F
HCM 95th-tile Q	0.9	2.7	5.3	20.3

HCM 6th AWSC
5: Del Norte Blvd & US-101 Fwy SB Ramps

2020 Existing Conditions
Weekday PM Peak Hour

Intersection												
Intersection Delay, s/veh	24.1											
Intersection LOS	C											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	57	136	0	0	0	0	418	572	23	317	0
Future Vol, veh/h	23	57	136	0	0	0	0	418	572	23	317	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	62	148	0	0	0	0	454	622	25	345	0
Number of Lanes	0	1	0	0	0	0	0	1	1	0	1	0
Approach	EB							NB		SB		
Opposing Approach								SB		NB		
Opposing Lanes	0							1		2		
Conflicting Approach Left	SB							EB				
Conflicting Lanes Left	1							1		0		
Conflicting Approach Right	NB									EB		
Conflicting Lanes Right	2							0		1		
HCM Control Delay	13.4							28.8		17		
HCM LOS	B							D		C		
Lane	NBLn1	NBLn2	EBLn1	SBLn1								
Vol Left, %	0%	0%	11%	7%								
Vol Thru, %	100%	0%	26%	93%								
Vol Right, %	0%	100%	63%	0%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	418	572	216	340								
LT Vol	0	0	23	23								
Through Vol	418	0	57	317								
RT Vol	0	572	136	0								
Lane Flow Rate	454	622	235	370								
Geometry Grp	7	7	2	5								
Degree of Util (X)	0.732	0.879	0.404	0.594								
Departure Headway (Hd)	5.798	5.088	6.188	5.79								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	622	715	582	625								
Service Time	3.53	2.82	4.218	3.82								
HCM Lane V/C Ratio	0.73	0.87	0.404	0.592								
HCM Control Delay	22.8	33.2	13.4	17								
HCM Lane LOS	C	D	B	C								
HCM 95th-tile Q	6.3	10.8	1.9	3.9								

HCM 6th AWSC
5: Del Norte Blvd & US-101 Fwy SB Ramps

2020 Existing with Project Conditions
Weekday AM Peak Hour

Intersection	
Intersection Delay, s/veh	232.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	54	355	0	0	0	0	149	348	45	921	0
Future Vol, veh/h	15	54	355	0	0	0	0	149	348	45	921	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	59	386	0	0	0	0	162	378	49	1001	0
Number of Lanes	0	1	0	0	0	0	0	1	1	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	35	21.5	427.5
HCM LOS	D	C	F

Lane	NBLn1	NBLn2	EBLn1	SBLn1
Vol Left, %	0%	0%	4%	5%
Vol Thru, %	100%	0%	13%	95%
Vol Right, %	0%	100%	84%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	149	348	424	966
LT Vol	0	0	15	45
Through Vol	149	0	54	921
RT Vol	0	348	355	0
Lane Flow Rate	162	378	461	1050
Geometry Grp	7	7	2	5
Degree of Util (X)	0.319	0.671	0.802	1.899
Departure Headway (Hd)	8.258	7.531	7.646	6.51
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	439	484	479	567
Service Time	5.958	5.231	5.646	4.554
HCM Lane V/C Ratio	0.369	0.781	0.962	1.852
HCM Control Delay	14.8	24.3	35	427.5
HCM Lane LOS	B	C	D	F
HCM 95th-tile Q	1.4	4.9	7.4	67.5

HCM 6th AWSC
5: Del Norte Blvd & US-101 Fwy SB Ramps

2020 Existing with Project Conditions
Weekday PM Peak Hour

Intersection	
Intersection Delay, s/veh	111.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	57	154	0	0	0	0	539	862	23	454	0
Future Vol, veh/h	23	57	154	0	0	0	0	539	862	23	454	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	62	167	0	0	0	0	586	937	25	493	0
Number of Lanes	0	1	0	0	0	0	0	1	1	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	14.8	154.5	32.2
HCM LOS	B	F	D

Lane	NBLn1	NBLn2	EBLn1	SBLn1
Vol Left, %	0%	0%	10%	5%
Vol Thru, %	100%	0%	24%	95%
Vol Right, %	0%	100%	66%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	539	862	234	477
LT Vol	0	0	23	23
Through Vol	539	0	57	454
RT Vol	0	862	154	0
Lane Flow Rate	586	937	254	518
Geometry Grp	7	7	2	5
Degree of Util (X)	1.002	1.416	0.451	0.837
Departure Headway (Hd)	6.155	5.442	6.562	5.962
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	592	675	552	612
Service Time	3.855	3.142	4.562	3.962
HCM Lane V/C Ratio	0.99	1.388	0.46	0.846
HCM Control Delay	62	212.3	14.8	32.2
HCM Lane LOS	F	F	B	D
HCM 95th-tile Q	14.9	42.6	2.3	8.9

HCM 6th AWSC
5: Del Norte Blvd & US-101 Fwy SB Ramps

2023 Future Pre-Project Conditions
Weekday AM Peak Hour

Intersection	
Intersection Delay, s/veh	65.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↑	↗		↖	
Traffic Vol, veh/h	16	56	321	0	0	0	0	120	278	47	589	0
Future Vol, veh/h	16	56	321	0	0	0	0	120	278	47	589	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	61	349	0	0	0	0	130	302	51	640	0
Number of Lanes	0	1	0	0	0	0	0	1	1	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	24.3	15	123.4
HCM LOS	C	B	F

Lane	NBLn1	NBLn2	EBLn1	SBLn1
Vol Left, %	0%	0%	4%	7%
Vol Thru, %	100%	0%	14%	93%
Vol Right, %	0%	100%	82%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	120	278	393	636
LT Vol	0	0	16	47
Through Vol	120	0	56	589
RT Vol	0	278	321	0
Lane Flow Rate	130	302	427	691
Geometry Grp	7	7	2	5
Degree of Util (X)	0.25	0.521	0.719	1.189
Departure Headway (Hd)	7.224	6.504	6.487	6.194
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	501	559	560	588
Service Time	4.924	4.204	4.487	4.211
HCM Lane V/C Ratio	0.259	0.54	0.762	1.175
HCM Control Delay	12.3	16.1	24.3	123.4
HCM Lane LOS	B	C	C	F
HCM 95th-tile Q	1	3	5.9	24.3

HCM 6th AWSC
5: Del Norte Blvd & US-101 Fwy SB Ramps

2023 Future Pre-Project Conditions
Weekday PM Peak Hour

Intersection	
Intersection Delay, s/veh	28.6
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	60	142	0	0	0	0	437	598	24	331	0
Future Vol, veh/h	24	60	142	0	0	0	0	437	598	24	331	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	65	154	0	0	0	0	475	650	26	360	0
Number of Lanes	0	1	0	0	0	0	0	1	1	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	13.9	35.3	18.4
HCM LOS	B	E	C

Lane	NBLn1	NBLn2	EBLn1	SBLn1
Vol Left, %	0%	0%	11%	7%
Vol Thru, %	100%	0%	27%	93%
Vol Right, %	0%	100%	63%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	437	598	226	355
LT Vol	0	0	24	24
Through Vol	437	0	60	331
RT Vol	0	598	142	0
Lane Flow Rate	475	650	246	386
Geometry Grp	7	7	2	5
Degree of Util (X)	0.776	0.934	0.427	0.629
Departure Headway (Hd)	5.881	5.171	6.26	5.864
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	618	702	575	617
Service Time	3.616	2.905	4.292	3.894
HCM Lane V/C Ratio	0.769	0.926	0.428	0.626
HCM Control Delay	26.1	42.1	13.9	18.4
HCM Lane LOS	D	E	B	C
HCM 95th-tile Q	7.3	13	2.1	4.4

HCM 6th AWSC
5: Del Norte Blvd & US-101 Fwy SB Ramps

2023 Future with Project Conditions
Weekday AM Peak Hour

Intersection	
Intersection Delay, s/veh	253.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	56	369	0	0	0	0	154	360	47	947	0
Future Vol, veh/h	16	56	369	0	0	0	0	154	360	47	947	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	61	401	0	0	0	0	167	391	51	1029	0
Number of Lanes	0	1	0	0	0	0	0	1	1	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	39.8	23.5	467.8
HCM LOS	E	C	F

Lane	NBLn1	NBLn2	EBLn1	SBLn1
Vol Left, %	0%	0%	4%	5%
Vol Thru, %	100%	0%	13%	95%
Vol Right, %	0%	100%	84%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	154	360	441	994
LT Vol	0	0	16	47
Through Vol	154	0	56	947
RT Vol	0	360	369	0
Lane Flow Rate	167	391	479	1080
Geometry Grp	7	7	2	5
Degree of Util (X)	0.334	0.705	0.839	1.989
Departure Headway (Hd)	8.487	7.757	7.793	6.627
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	427	470	470	551
Service Time	6.187	5.457	5.793	4.674
HCM Lane V/C Ratio	0.391	0.832	1.019	1.96
HCM Control Delay	15.4	26.9	39.8	467.8
HCM Lane LOS	C	D	E	F
HCM 95th-tile Q	1.4	5.4	8.3	72.3

HCM 6th AWSC
5: Del Norte Blvd & US-101 Fwy SB Ramps

2023 Future with Project Conditions
Weekday PM Peak Hour

Intersection	
Intersection Delay, s/veh	127.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	60	160	0	0	0	0	558	888	24	468	0
Future Vol, veh/h	24	60	160	0	0	0	0	558	888	24	468	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	65	174	0	0	0	0	607	965	26	509	0
Number of Lanes	0	1	0	0	0	0	0	1	1	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	15.3	177.4	36.5
HCM LOS	C	F	E

Lane	NBLn1	NBLn2	EBLn1	SBLn1
Vol Left, %	0%	0%	10%	5%
Vol Thru, %	100%	0%	25%	95%
Vol Right, %	0%	100%	66%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	558	888	244	492
LT Vol	0	0	24	24
Through Vol	558	0	60	468
RT Vol	0	888	160	0
Lane Flow Rate	607	965	265	535
Geometry Grp	7	7	2	5
Degree of Util (X)	1.052	1.482	0.473	0.871
Departure Headway (Hd)	6.242	5.529	6.574	5.991
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	588	666	552	610
Service Time	3.942	3.229	4.574	3.991
HCM Lane V/C Ratio	1.032	1.449	0.48	0.877
HCM Control Delay	76.2	241	15.3	36.5
HCM Lane LOS	F	F	C	E
HCM 95th-tile Q	17.1	46.9	2.5	10

HCM 6th Signalized Intersection Summary
5: Del Norte Blvd & US-101 Fwy SB Ramps

2023 Future with Project Mitigation Conditions
Weekday AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	56	369	0	0	0	0	154	360	47	947	0
Future Volume (veh/h)	16	56	369	0	0	0	0	154	360	47	947	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1976	1945	1976				0	1870	1945	1945	1945	0
Adj Flow Rate, veh/h	17	61	401				0	167	391	51	1029	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0				0	2	2	2	2	0
Cap, veh/h	17	60	394				0	1109	977	86	1083	0
Arrive On Green	0.28	0.28	0.28				0.00	0.59	0.59	0.59	0.59	0.00
Sat Flow, veh/h	60	215	1413				0	1870	1648	54	1826	0
Grp Volume(v), veh/h	479	0	0				0	167	391	1080	0	0
Grp Sat Flow(s),veh/h/ln	1688	0	0				0	1870	1648	1880	0	0
Q Serve(g_s), s	19.5	0.0	0.0				0.0	2.8	8.9	22.7	0.0	0.0
Cycle Q Clear(g_c), s	19.5	0.0	0.0				0.0	2.8	8.9	38.3	0.0	0.0
Prop In Lane	0.04		0.84				0.00		1.00	0.05		0.00
Lane Grp Cap(c), veh/h	470	0	0				0	1109	977	1169	0	0
V/C Ratio(X)	1.02	0.00	0.00				0.00	0.15	0.40	0.92	0.00	0.00
Avail Cap(c_a), veh/h	470	0	0				0	1109	977	1169	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	1.00	0.95	0.00	0.00
Uniform Delay (d), s/veh	25.3	0.0	0.0				0.0	6.4	7.6	13.4	0.0	0.0
Incr Delay (d2), s/veh	46.3	0.0	0.0				0.0	0.3	1.2	12.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.2	0.0	0.0				0.0	0.8	2.4	17.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.6	0.0	0.0				0.0	6.7	8.8	26.3	0.0	0.0
LnGrp LOS	F	A	A				A	A	A	C	A	A
Approach Vol, veh/h		479						558			1080	
Approach Delay, s/veh		71.6						8.2			26.3	
Approach LOS		E						A			C	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		46.0		24.0		46.0						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		41.5		19.5		41.5						
Max Q Clear Time (g_c+I1), s		10.9		21.5		40.3						
Green Ext Time (p_c), s		2.2		0.0		0.9						
Intersection Summary												
HCM 6th Ctrl Delay			31.8									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
5: Del Norte Blvd & US-101 Fwy SB Ramps

2023 Future with Project Mitigation Conditions
Weekday PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	60	160	0	0	0	0	558	888	24	468	0
Future Volume (veh/h)	24	60	160	0	0	0	0	558	888	24	468	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1976	1945	1976				0	1870	1945	1945	1945	0
Adj Flow Rate, veh/h	26	65	174				0	607	965	26	509	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0				0	2	2	2	2	0
Cap, veh/h	31	76	204				0	1324	1142	74	1224	0
Arrive On Green	0.18	0.18	0.18				0.00	0.71	0.71	0.71	0.71	0.00
Sat Flow, veh/h	170	425	1137				0	1870	1614	38	1729	0
Grp Volume(v), veh/h	265	0	0				0	607	965	535	0	0
Grp Sat Flow(s),veh/h/ln	1732	0	0				0	1870	1614	1767	0	0
Q Serve(g_s), s	11.9	0.0	0.0				0.0	11.2	34.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	11.9	0.0	0.0				0.0	11.2	34.8	8.9	0.0	0.0
Prop In Lane	0.10		0.66				0.00		1.00	0.05		0.00
Lane Grp Cap(c), veh/h	311	0	0				0	1324	1142	1298	0	0
V/C Ratio(X)	0.85	0.00	0.00				0.00	0.46	0.84	0.41	0.00	0.00
Avail Cap(c_a), veh/h	390	0	0				0	1324	1142	1298	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	31.8	0.0	0.0				0.0	5.1	8.5	4.7	0.0	0.0
Incr Delay (d2), s/veh	13.7	0.0	0.0				0.0	1.1	7.7	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	0.0	0.0				0.0	2.8	9.0	3.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.5	0.0	0.0				0.0	6.2	16.2	5.7	0.0	0.0
LnGrp LOS	D	A	A				A	A	B	A	A	A
Approach Vol, veh/h		265						1572			535	
Approach Delay, s/veh		45.5						12.3			5.7	
Approach LOS		D						B			A	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		61.1		18.9		61.1						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		53.0		18.0		53.0						
Max Q Clear Time (g_c+I1), s		36.8		13.9		10.9						
Green Ext Time (p_c), s		7.6		0.6		5.0						
Intersection Summary												
HCM 6th Ctrl Delay			14.5									
HCM 6th LOS			B									

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N-S St: Rice Avenue
 E-W St: Street A
 Project: Sakoka Business Park Phase 1 Project/1-206437-1
 File: ICU6

Rice Avenue @ Street A
 Peak Tr: AM
 Annual Growth: 1.50%

Date: 3/26/2020
 Existing Year: 2020
 Projection Year: 2023

INTERSECTION CAPACITY UTILIZATION

2020 EXISTING TRAFFIC				2020 EXISTING WITH PROJECT				2020 EXISTING W/ PROJECT - MITIGATION				2023 FUTURE PRE-PROJECT				2023 FUTURE WITH PROJECT				2023 FUTURE W/ PROJECT + MITIGATION				
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
NB Thru	1366	3200	0.427 *	0	1366	6400	0.213	0	1366	6400	0.213	62	0	1428	3200	0.446 *	0	1428	6400	0.223	0	1428	6400	0.223
NB Right [3]	0	0	0.000	573	573	1600	0.324 *	0	573	1600	0.324 *	0	0	0	0	0.000	573	573	1600	0.324 *	0	573	1600	0.324 *
SB Left	0	0	0.000 *	1074	1074	3200	0.336 *	0	1074	3200	0.336 *	0	0	0	0	0.000 *	1074	1074	3200	0.336 *	0	1074	3200	0.336 *
SB Thru	1722	4800	0.359	0	1722	4800	0.359	0	1722	4800	0.359	79	0	1801	4800	0.375	0	1801	4800	0.375	0	1801	4800	0.375
SB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
EB Left	0	0	0.000	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
EB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
EB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Left	0	0	0.000	164	164	0	0.034	0	164	0	0.034	0	0	0	0	0.000	164	164	0	0.034	0	164	0	0.034
WB Thru	0	0	0.000	0	0	4800	0.098 *	0	0	4800	0.098 *	0	0	0	0	0.000	0	0	4800	0.098 *	0	0	4800	0.098 *
WB Right [3]	0	0	0.000	307	307	0	0.000	0	307	0	0.000	0	0	0	0	0.000	307	307	0	0.000	0	307	0	0.000
Yellow Allowance	0.000 *			0.000 *				0.000 *				0.000 *				0.000 *				0.000 *				
ICU	0.427			0.758				0.758				0.446				0.758				0.758				
LOS	A			C				C				A				C				C				

* Key conflicting movement as a part of ICU
 1 Counts conducted by: Counts Unlimited
 2 Capacity expressed in veh/hour of green
 3 The northbound right-turn lane will include an overlapping phase with the southbound left-turn phase.

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N-S St: Rice Avenue
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 Project: Sakoka Business Park Phase 1 Project/11-206437-1
 File: ICU6

Rice Avenue @ Street A
 Peak Tr: PM
 Annual Growth: 1.50%

Date: 3/26/2020
 Existing Year: 2020
 Projection Year: 2023

INTERSECTION CAPACITY UTILIZATION

2020 EXISTING TRAFFIC				2020 EXISTING W/ PROJECT				2020 EXISTING W/ PROJECT + MITIGATION				2023 FUTURE PRE-PROJECT				2023 FUTURE WITH PROJECT				2023 FUTURE W/ PROJECT + MITIGATION				
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
NB Thru	2059	3200	0.643 *	0	2059	6400	0.322 *	0	2059	6400	0.322 *	94	0	2153	3200	0.673 *	0	2153	6400	0.336 *	0	2153	6400	0.336 *
NB Right [3]	0	0	0.000	219	219	1600	0.016	0	219	1600	0.016	0	0	0	0	0.000	219	219	1600	0.016	0	219	1600	0.016
SB Left	0	0	0.000 *	411	411	3200	0.128 *	0	411	3200	0.128 *	0	0	0	0	0.000 *	411	411	3200	0.128 *	0	411	3200	0.128 *
SB Thru	1606	4800	0.335	0	1606	4800	0.335	0	1606	4800	0.335	73	0	1679	4800	0.350	0	1679	4800	0.350	0	1679	4800	0.350
SB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
EB Left	0	0	0.000	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
EB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
EB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Left	0	0	0.000	579	579	0	0.121	0	579	0	0.121	0	0	0	0	0.000	579	579	0	0.121	0	579	0	0.121
WB Thru	0	0	0.000	0	0	4800	0.304 *	0	0	4800	0.304 *	0	0	0	0	0.000	0	0	4800	0.304 *	0	0	4800	0.304 *
WB Right [3]	0	0	0.000	1086	1086	0	0.000	0	1086	0	0.000	0	0	0	0	0.000	1086	1086	0	0.000	0	1086	0	0.000
Yellow Allowance	0.000 *			0.000 *				0.000 *				0.000 *				0.000 *				0.000 *				
ICU	0.643			0.754				0.754				0.673				0.769				0.769				
LOS	B			C				C				B				C				C				

* Key conflicting movement as a part of ICU

1 Counts conducted by: Counts Unlimited

2 Capacity expressed in veh/hour of green

3 The northbound right-turn lane will include an overlapping phase with the westbound left-turn phase and westbound right-turn lane will include an overlapping phase with the southbound left-turn phase.

HCM 6th Signalized Intersection Summary
6: Rice Ave & Street "A"

2023 Future with Project Conditions
Weekday AM Peak Hour

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	164	307	1428	573	1074	1801
Future Volume (veh/h)	164	307	1428	573	1074	1801
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.99	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1945	1870	1870	1870	1870
Adj Flow Rate, veh/h	171	342	1552	623	1167	1958
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	202	1529	2455	776	1212	3971
Arrive On Green	0.11	0.11	0.38	0.38	0.35	0.78
Sat Flow, veh/h	1781	3297	6696	1564	3456	5274
Grp Volume(v), veh/h	171	342	1552	623	1167	1958
Grp Sat Flow(s),veh/h/ln	1781	1648	1609	1564	1728	1702
Q Serve(g_s), s	10.4	6.8	21.6	36.8	36.4	15.2
Cycle Q Clear(g_c), s	10.4	6.8	21.6	36.8	36.4	15.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	202	1529	2455	776	1212	3971
V/C Ratio(X)	0.85	0.22	0.63	0.80	0.96	0.49
Avail Cap(c_a), veh/h	551	2175	2455	776	1319	3971
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.8	17.6	27.7	23.3	35.0	4.4
Incr Delay (d2), s/veh	3.8	0.0	1.3	8.6	15.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	2.6	8.2	18.0	17.2	3.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	51.6	17.7	29.0	31.9	50.7	4.9
LnGrp LOS	D	B	C	C	D	A
Approach Vol, veh/h	513		2175			3125
Approach Delay, s/veh	29.0		29.8			22.0
Approach LOS	C		C			C
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	43.6	49.0			92.5	17.5
Change Period (Y+Rc), s	5.0	7.0			7.0	5.0
Max Green Setting (Gmax), s	42.0	17.0			64.0	34.0
Max Q Clear Time (g_c+I1), s	38.4	38.8			17.2	12.4
Green Ext Time (p_c), s	0.1	0.0			3.2	0.1
Intersection Summary						
HCM 6th Ctrl Delay			25.5			
HCM 6th LOS			C			
Notes						
User approved volume balancing among the lanes for turning movement.						

HCM 6th Signalized Intersection Summary
6: Rice Ave & Street "A"

2023 Future with Project Conditions
Weekday PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	579	1086	2153	219	411	1679
Future Volume (veh/h)	579	1086	2153	219	411	1679
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.99	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1945	1870	1870	1870	1870
Adj Flow Rate, veh/h	603	1208	2340	238	447	1825
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	629	1553	2408	1145	408	2747
Arrive On Green	0.35	0.35	0.37	0.37	0.12	0.54
Sat Flow, veh/h	1781	3297	6696	1564	3456	5274
Grp Volume(v), veh/h	603	1208	2340	238	447	1825
Grp Sat Flow(s),veh/h/ln	1781	1648	1609	1564	1728	1702
Q Serve(g_s), s	36.4	33.6	39.3	5.4	13.0	28.3
Cycle Q Clear(g_c), s	36.4	33.6	39.3	5.4	13.0	28.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	629	1553	2408	1145	408	2747
V/C Ratio(X)	0.96	0.78	0.97	0.21	1.09	0.66
Avail Cap(c_a), veh/h	810	1888	2408	1145	408	2747
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.8	24.3	33.8	4.8	48.5	18.3
Incr Delay (d2), s/veh	18.0	1.3	12.8	0.4	72.5	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.7	13.1	16.6	4.6	9.6	10.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	52.8	25.6	46.6	5.2	121.0	19.6
LnGrp LOS	D	C	D	A	F	B
Approach Vol, veh/h	1811		2578			2272
Approach Delay, s/veh	34.7		42.8			39.5
Approach LOS	C		D			D
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	18.0	48.2			66.2	43.8
Change Period (Y+Rc), s	5.0	7.0			7.0	5.0
Max Green Setting (Gmax), s	13.0	30.0			48.0	50.0
Max Q Clear Time (g_c+I1), s	15.0	41.3			30.3	38.4
Green Ext Time (p_c), s	0.0	0.0			2.8	0.4
Intersection Summary						
HCM 6th Ctrl Delay			39.5			
HCM 6th LOS			D			
Notes						
User approved volume balancing among the lanes for turning movement.						

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N-S St: Del Norte Boulevard
 E-W St: Street A
 Project: Sakoka Business Park Phase 1 Project/1-206437-1
 File: ICU7

Del Norte Boulevard @ Street A
 Peak Tr: AM
 Annual Growth: 1.50%

Date: 3/26/2020
 Existing Year: 2020
 Projection Year: 2023

INTERSECTION CAPACITY UTILIZATION

2020 EXISTING TRAFFIC				2020 EXISTING WITH PROJECT				2020 EXISTING W/ PROJECT + MITIGATION				2023 FUTURE PRE-PROJECT				2023 FUTURE WITH PROJECT				2023 FUTURE W/ PROJECT + MITIGATION				
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	0	0	0.000 *	334	334	1600	0.209 *	0	334	1600	0.209 *	0	0	0	0	0.000 *	334	334	1600	0.209 *	0	334	1600	0.209 *
NB Thru	381	3200	0.119	0	381	3200	0.119	0	381	3200	0.119	17	0	398	3200	0.124	0	398	3200	0.124	0	398	3200	0.124
NB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
SB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
SB Thru	870	3200	0.272 *	0	870	4800	0.181	0	870	4800	0.181	40	0	910	3200	0.284 *	0	910	4800	0.190	0	910	4800	0.190
SB Right [3]	0	0	0.000	406	406	1600	0.218 *	0	406	1600	0.218 *	0	0	0	0	0.000	406	406	1600	0.218 *	0	406	1600	0.218 *
EB Left	0	0	0.000	116	116	3200	0.036	0	116	3200	0.036	0	0	0	0	0.000	116	116	3200	0.036	0	116	3200	0.036
EB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
EB Right [3]	0	0	0.000	96	96	1600	0.000	0	96	1600	0.000	0	0	0	0	0.000	96	96	1600	0.000	0	96	1600	0.000
WB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Yellow Allowance	0.000 *			0.000 *				0.000 *				0.000 *				0.000 *				0.000 *				
ICU	0.272			0.463				0.463				0.284				0.463				0.463				
LOS	A			A				A				A				A				A				

* Key conflicting movement as a part of ICU

1 Counts conducted by: Counts Unlimited

2 Capacity expressed in veh/hour of green

3 The southbound right-turn lane will include an overlapping phase with the eastbound left-turn phase and eastbound right-turn lane will include an overlapping phase with the northbound left-turn phase.

LINSCOTT, LAW & GREENSPAN ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
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N-S St: Del Norte Boulevard
E-W St: Street A
Project: Sakoka Business Park Phase 1 Project/1-206437-1
File: ICU7

Del Norte Boulevard @ Street A
Peak Tr: PM
Annual Growth: 1.50%

Date: 3/26/2020
Existing Year: 2020
Projection Year: 2023

INTERSECTION CAPACITY UTILIZATION

2020 EXISTING TRAFFIC				2020 EXISTING WITH PROJECT				2020 EXISTING W/ PROJECT + MITIGATION				2023 FUTURE PRE-PROJECT				2023 FUTURE WITH PROJECT				2023 FUTURE W/ PROJECT + MITIGATION				
Movement	1	2	V/C Ratio	Added Volume	Total Volume	Capacity	V/C Ratio	Added Volume	Total Volume	Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	Capacity	V/C Ratio	Added Volume	Total Volume	Capacity	V/C Ratio	Added Volume	Total Volume	Capacity	V/C Ratio
NB Left	0	0	0.000	128	128	1600	0.080	0	128	1600	0.080	0	0	0	0	0.000	128	128	1600	0.080	0	128	1600	0.080
NB Thru	990	3200	0.309 *	0	990	3200	0.309 *	0	990	3200	0.309 *	45	0	1035	3200	0.323 *	0	1035	3200	0.323 *	0	1035	3200	0.323 *
NB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
SB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
SB Thru	453	3200	0.142	0	453	4800	0.094	0	453	4800	0.094	21	0	474	3200	0.148	0	474	4800	0.099	0	474	4800	0.099
SB Right [3]	0	0	0.000	155	155	1600	0.000	0	155	1600	0.000	0	0	0	0	0.000	155	155	1600	0.000	0	155	1600	0.000
EB Left	0	0	0.000	410	410	3200	0.128	0	410	3200	0.128	0	0	0	0	0.000	410	410	3200	0.128	0	410	3200	0.128
EB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
EB Right [3]	0	0	0.000	338	338	1600	0.131 *	0	338	1600	0.131 *	0	0	0	0	0.000	338	338	1600	0.131 *	0	338	1600	0.131 *
WB Left	0	0	0.000	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000	0	0	0	0.000 *	0	0	0	0.000 *
WB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Yellow Allowance	0.000 *				0.000 *				0.000 *				0.000 *				0.000 *				0.000 *			
ICU	0.309				0.441				0.441				0.323				0.455				0.455			
LOS	A				A				A				A				A				A			

* Key conflicting movement as a part of ICU
1 Counts conducted by: Counts Unlimited
2 Capacity expressed in veh/hour of green
3 The southbound right-turn lane will include an overlapping phase with the eastbound left-turn phase and eastbound right-turn lane will include an overlapping phase with the northbound left-turn phase.

HCM 6th Signalized Intersection Summary
7: Del Norte Blvd & Street "A"

2023 Future with Project Conditions
Weekday AM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	  	
Traffic Volume (veh/h)	116	96	334	398	910	406
Future Volume (veh/h)	116	96	334	398	910	406
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1945	1870	1870	1870	1870
Adj Flow Rate, veh/h	126	104	363	433	989	441
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	235	476	393	2885	2765	958
Arrive On Green	0.07	0.07	0.22	0.81	0.54	0.54
Sat Flow, veh/h	3456	1648	1781	3647	5274	1570
Grp Volume(v), veh/h	126	104	363	433	989	441
Grp Sat Flow(s),veh/h/ln	1728	1648	1781	1777	1702	1570
Q Serve(g_s), s	3.5	4.8	20.0	2.6	11.0	15.2
Cycle Q Clear(g_c), s	3.5	4.8	20.0	2.6	11.0	15.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	235	476	393	2885	2765	958
V/C Ratio(X)	0.54	0.22	0.92	0.15	0.36	0.46
Avail Cap(c_a), veh/h	587	643	730	2885	2765	958
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	27.0	38.2	2.0	13.0	10.6
Incr Delay (d2), s/veh	0.7	0.1	4.0	0.1	0.4	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	5.0	8.6	0.4	3.7	5.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	45.8	27.1	42.2	2.1	13.4	12.2
LnGrp LOS	D	C	D	A	B	B
Approach Vol, veh/h	230			796	1430	
Approach Delay, s/veh	37.3			20.4	13.0	
Approach LOS	D			C	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		88.2		11.8	27.0	61.2
Change Period (Y+Rc), s		7.0		5.0	5.0	7.0
Max Green Setting (Gmax), s		71.0		17.0	41.0	25.0
Max Q Clear Time (g_c+I1), s		4.6		6.8	22.0	17.2
Green Ext Time (p_c), s		0.4		0.0	0.1	0.9
Intersection Summary						
HCM 6th Ctrl Delay			17.7			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary
7: Del Norte Blvd & Street "A"

2023 Future with Project Conditions
Weekday PM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	  	
Traffic Volume (veh/h)	410	338	128	1035	474	155
Future Volume (veh/h)	410	338	128	1035	474	155
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1945	1870	1870	1870	1870
Adj Flow Rate, veh/h	446	367	139	1125	515	168
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	753	516	169	2353	2641	1157
Arrive On Green	0.22	0.22	0.09	0.66	0.52	0.52
Sat Flow, veh/h	3456	1648	1781	3647	5274	1570
Grp Volume(v), veh/h	446	367	139	1125	515	168
Grp Sat Flow(s),veh/h/ln	1728	1648	1781	1777	1702	1570
Q Serve(g_s), s	11.6	19.7	7.7	15.7	5.4	3.2
Cycle Q Clear(g_c), s	11.6	19.7	7.7	15.7	5.4	3.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	753	516	169	2353	2641	1157
V/C Ratio(X)	0.59	0.71	0.82	0.48	0.20	0.15
Avail Cap(c_a), veh/h	968	618	463	2353	2641	1157
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.1	30.4	44.4	8.4	13.0	3.9
Incr Delay (d2), s/veh	0.3	2.1	3.8	0.7	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	17.5	3.4	4.9	1.9	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.4	32.5	48.2	9.1	13.1	4.2
LnGrp LOS	D	C	D	A	B	A
Approach Vol, veh/h	813			1264	683	
Approach Delay, s/veh	34.1			13.4	10.9	
Approach LOS	C			B	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		73.2		26.8	14.5	58.7
Change Period (Y+Rc), s		7.0		5.0	5.0	7.0
Max Green Setting (Gmax), s		60.0		28.0	26.0	29.0
Max Q Clear Time (g_c+I1), s		17.7		21.7	9.7	7.4
Green Ext Time (p_c), s		1.2		0.1	0.0	0.5
Intersection Summary						
HCM 6th Ctrl Delay			18.9			
HCM 6th LOS			B			

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N-S St: Rose Avenue
E-W St: Gonzales Road
Project: Sakoka Business Park Phase 1 Project/1-206437-1
File: ICU8

Rose Avenue @ Gonzales Road
Peak Tr: AM
Annual Growth: 1.50%

Date: 3/26/2020
Existing Year: 2020
Projection Year: 2023

INTERSECTION CAPACITY UTILIZATION

2020 EXISTING TRAFFIC				2020 EXISTING WITH PROJECT				2020 EXISTING W/ PROJECT + MITIGATION				2023 FUTURE PRE-PROJECT				2023 FUTURE WITH PROJECT				2023 FUTURE W/ PROJECT + MITIGATION				
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	311	3200	0.097	0	311	3200	0.097	0	311	3200	0.097	14	0	325	3200	0.102	0	325	3200	0.102	0	325	3200	0.102
NB Thru	1128	4800	0.235 *	0	1128	4800	0.235 *	0	1128	4800	0.246 *	52	0	1180	4800	0.246 *	0	1180	4800	0.246 *	0	1180	4800	0.246 *
NB Right	182	1600	0.114	24	206	1600	0.129	0	206	1600	0.129	8	0	190	1600	0.119	24	214	1600	0.134	0	214	1600	0.134
SB Left	333	3200	0.104 *	48	381	3200	0.119 *	0	381	3200	0.119 *	15	0	348	3200	0.109 *	48	396	3200	0.124 *	0	396	3200	0.124 *
SB Thru	1004	4800	0.209	0	1004	4800	0.209	0	1004	4800	0.209	46	0	1050	4800	0.219	0	1050	4800	0.219	0	1050	4800	0.219
SB Right [3]	266	1600	0.023	0	266	1600	0.023	0	266	1600	0.023	12	0	278	1600	0.024	0	278	1600	0.024	0	278	1600	0.024
EB Left	687	4800	0.143	0	687	4800	0.143	0	687	4800	0.143	31	0	718	4800	0.150	0	718	4800	0.150	0	718	4800	0.150
EB Thru	840	3200	0.263 *	263	1103	3200	0.345 *	0	1103	3200	0.345 *	38	0	878	3200	0.274 *	263	1141	3200	0.357 *	0	1141	3200	0.357 *
EB Right	244	1600	0.153	0	244	1600	0.153	0	244	1600	0.153	11	0	255	1600	0.159	0	255	1600	0.159	0	255	1600	0.159
WB Left	86	1600	0.054 *	7	93	1600	0.058 *	0	93	1600	0.058 *	4	0	90	1600	0.056 *	7	97	1600	0.061 *	0	97	1600	0.061 *
WB Thru	387	4800	0.081	75	462	4800	0.096	0	462	4800	0.096	18	0	405	4800	0.084	75	480	4800	0.100	0	480	4800	0.075
WB Right	90	1600	0.056	14	104	1600	0.065	0	104	1600	0.065	4	0	94	1600	0.059	14	108	1600	0.068	0	108	1600	0.068
Yellow Allowance			0.000 *				0.000 *				0.000 *					0.000 *				0.000 *				0.000 *
ICU			0.655				0.757				0.757					0.685				0.787				0.787
LOS			B				C				C					B				C				C

* Key conflicting movement as a part of ICU

1 Counts conducted by: Stantec

2 Capacity expressed in veh/hour of green

3 The southbound right-turn lane has an overlapping phase with the eastbound left-turn phase.

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E-W St: Gonzales Road
Project: Sakoka Business Park Phase 1 Project/1-206437-1
File: ICU8

Rose Avenue @ Gonzales Road
Peak Tr.: PM
Annual Growth: 1.50%

Date: 3/26/2020
Existing Year: 2020
Projection Year: 2023

INTERSECTION CAPACITY UTILIZATION

2020 EXISTING TRAFFIC				2020 EXISTING WITH PROJECT				2020 EXISTING W/ PROJECT + MITIGATION				2023 FUTURE PRE-PROJECT				2023 FUTURE WITH PROJECT				2023 FUTURE W/ PROJECT + MITIGATION				
Movement	1	2	V/C Ratio	Added Volume	Total Volume	Capacity	V/C Ratio	Added Volume	Total Volume	Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	Capacity	V/C Ratio	Added Volume	Total Volume	Capacity	V/C Ratio	Added Volume	Total Volume	Capacity	V/C Ratio
NB Left	403	3200	0.126 *	0	403	3200	0.126 *	0	403	3200	0.126 *	18	0	421	3200	0.132 *	0	421	3200	0.132 *	0	421	3200	0.132 *
	1075	4800	0.224	0	1075	4800	0.224	0	1075	4800	0.224	49	0	1124	4800	0.234	0	1124	4800	0.234	0	1124	4800	0.234
	89	1600	0.056	0	98	1600	0.061	0	98	1600	0.061	4	0	93	1600	0.058	9	102	1600	0.064	0	102	1600	0.064
SB Left	195	3200	0.061	18	213	3200	0.067	0	213	3200	0.067	9	0	204	3200	0.064	18	222	3200	0.069	0	222	3200	0.069
	1332	4800	0.278 *	0	1332	4800	0.278 *	0	1332	4800	0.278 *	61	0	1393	4800	0.290 *	0	1393	4800	0.290 *	0	1393	4800	0.290 *
	536	1600	0.231	0	536	1600	0.231	0	536	1600	0.231	24	0	560	1600	0.241	0	560	1600	0.241	0	560	1600	0.241
EB Left	500	4800	0.104 *	0	500	4800	0.104 *	0	500	4800	0.104 *	23	0	523	4800	0.109 *	0	523	4800	0.109 *	0	523	4800	0.109 *
	452	3200	0.141	101	553	3200	0.173	0	553	3200	0.173	21	0	473	3200	0.148	101	574	3200	0.179	0	574	3200	0.179 *
	173	1600	0.108	0	173	1600	0.108	0	173	1600	0.108	8	0	181	1600	0.113	0	181	1600	0.113	0	181	1600	0.113
WB Left	217	1600	0.136	24	241	1600	0.151	0	241	1600	0.151	10	0	227	1600	0.142	24	251	1600	0.157	0	251	1600	0.157 *
	967	4800	0.201 *	266	1233	4800	0.257 *	0	1233	4800	0.257 *	44	0	1011	4800	0.211 *	266	1277	4800	0.266 *	0	1277	6400	0.200
	168	1600	0.105	48	216	1600	0.135	0	216	1600	0.135	8	0	176	1600	0.110	48	224	1600	0.140	0	224	1600	0.140
Yellow Allowance			0.000 *				0.000 *				0.000 *					0.000 *				0.000 *				0.000 *
ICU			0.709				0.764				0.764					0.741				0.797				0.758
LOS			C				C				C					C				C				C

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2 Capacity expressed in veh/hour of green

3 The southbound right-turn lane has an overlapping phase with the eastbound left-turn phase.

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N-S St: Rose Avenue
E-W St: Camino del Sol
Project: Sakoka Business Park Phase 1 Project/1-206437-1
File: ICUG

Rose Avenue @ Camino del Sol
Peak Tr: AM
Annual Growth: 1.50%

Date: 3/26/2020
Existing Year: 2020
Projection Year: 2023

INTERSECTION CAPACITY UTILIZATION

2020 EXISTING TRAFFIC				2020 EXISTING WITH PROJECT				2020 EXISTING W/ PROJECT + MITIGATION				2023 FUTURE PRE-PROJECT				2023 FUTURE WITH PROJECT				2023 FUTURE W/ PROJECT + MITIGATION				
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	104	1600	0.065	0	104	1600	0.065	0	104	1600	0.065	5	0	109	1600	0.068	0	109	1600	0.068	0	109	1600	0.068
NB Thru	1145	3200	0.358 *	24	1169	3200	0.365 *	0	1169	3200	0.374 *	52	0	1197	3200	0.382 *	24	1221	3200	0.382 *	0	1221	4800	0.301
NB Right	213	1600	0.133	0	213	1600	0.133	0	213	1600	0.139	10	0	223	1600	0.139	0	223	1600	0.139	0	223	0	0.000
SB Left	244	1600	0.153 *	0	244	1600	0.153 *	0	244	1600	0.153 *	11	0	255	1600	0.159 *	0	255	1600	0.159 *	0	255	1600	0.159
SB Thru	1208	3200	0.378	7	1215	3200	0.380	0	1215	3200	0.395	55	0	1263	3200	0.397	7	1270	3200	0.397 *	0	1270	3200	0.397 *
SB Right	106	1600	0.066	0	106	1600	0.066	0	106	1600	0.069	5	0	111	1600	0.069	0	111	1600	0.069	0	111	1600	0.069
EB Left	165	1600	0.103	0	165	1600	0.103	0	165	1600	0.108	8	0	173	1600	0.108	0	173	1600	0.108	0	173	1600	0.108
EB Thru	268	3200	0.084 *	95	363	3200	0.113 *	0	363	3200	0.117 *	12	0	280	3200	0.088 *	95	375	3200	0.117 *	0	375	3200	0.117 *
EB Right	123	1600	0.077	0	123	1600	0.077	0	123	1600	0.081	6	0	129	1600	0.081	0	129	1600	0.081	0	129	1600	0.081
WB Left	178	1600	0.111 *	0	178	1600	0.111 *	0	178	1600	0.116 *	8	0	186	1600	0.116 *	0	186	1600	0.116 *	0	186	1600	0.116 *
WB Thru	156	3200	0.049	27	183	3200	0.057	0	183	3200	0.057	7	0	163	3200	0.051	27	190	3200	0.059	0	190	3200	0.059
WB Right	191	1600	0.043	0	191	1600	0.043	0	191	1600	0.045	9	0	200	1600	0.045	0	200	1600	0.045	0	200	1600	0.045
Yellow Allowance			0.000 *				0.000 *				0.000 *					0.000 *				0.000 *				0.000 *
ICU			0.705				0.743				0.743					0.737				0.774				0.698
LOS			C				C				C					C				C				B

* Key conflicting movement as a part of ICU

1 Counts conducted by: Stanlec

2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN ENGINEERS
 600 S. Lake Avenue, Ste 500, Pasadena 91106
 (626) 796.2322 Fax (626) 792.0941

N-S St: Rose Avenue
 E-W St: Camino del Sol
 Project: Saklaka Business Park Phase 1 Project/11-206437-1
 File: ICU9

Rose Avenue @ Camino del Sol
 Peak Tr.: PM
 Annual Growth: 1.50%

Date: 3/26/2020
 Existing Year: 2020
 Projection Year: 2023

INTERSECTION CAPACITY UTILIZATION

2020 EXISTING TRAFFIC				2020 EXISTING WITH PROJECT				2020 EXISTING W/ PROJECT + MITIGATION				2023 FUTURE PRE-PROJECT				2023 FUTURE WITH PROJECT				2023 FUTURE W/ PROJECT + MITIGATION				
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	90	1600	0.056	0	90	1600	0.056	0	90	1600	0.056	4	0	94	1600	0.059	0	94	1600	0.059	0	94	1600	0.059 *
NB Thru	1263	3200	0.395 *	9	1272	3200	0.398 *	0	1272	3200	0.398 *	58	0	1321	3200	0.413 *	9	1330	3200	0.416 *	0	1330	4800	0.307
NB Right	136	1600	0.085	0	136	1600	0.085	0	136	1600	0.085	6	0	142	1600	0.089	0	142	1600	0.089	0	142	0	0.000
SB Left	183	1600	0.114 *	0	183	1600	0.114 *	0	183	1600	0.114 *	8	0	191	1600	0.119 *	0	191	1600	0.119 *	0	191	1600	0.119
SB Thru	1316	3200	0.411	24	1340	3200	0.419	0	1340	3200	0.419	60	0	1376	3200	0.430	24	1400	3200	0.438 *	0	1400	3200	0.438 *
SB Right	202	1600	0.126	0	202	1600	0.126	0	202	1600	0.126	9	0	211	1600	0.132	0	211	1600	0.132	0	211	1600	0.132
EB Left	124	1600	0.078 *	0	124	1600	0.078 *	0	124	1600	0.078 *	6	0	130	1600	0.081 *	0	130	1600	0.081 *	0	130	1600	0.081 *
EB Thru	145	3200	0.045	37	182	3200	0.057	0	182	3200	0.057	7	0	152	3200	0.048	37	189	3200	0.059	0	189	3200	0.059
EB Right	75	1600	0.047	0	75	1600	0.047	0	75	1600	0.047	3	0	78	1600	0.049	0	78	1600	0.049	0	78	1600	0.049
WB Left	273	1600	0.171	0	273	1600	0.171	0	273	1600	0.171	12	0	285	1600	0.178	0	285	1600	0.178	0	285	1600	0.178
WB Thru	498	3200	0.156 *	97	595	3200	0.186 *	0	595	3200	0.186 *	23	0	521	3200	0.163 *	97	618	3200	0.193 *	0	618	3200	0.193 *
WB Right	276	1600	0.115	0	276	1600	0.115	0	276	1600	0.115	13	0	289	1600	0.121	0	289	1600	0.121	0	289	1600	0.121
Yellow Allowance			0.000 *				0.000 *				0.000 *					0.000 *				0.000 *				0.000 *
ICU			0.742				0.775				0.775					0.776				0.809				0.771
LOS			C				C				C					C				D				C

* Key conflicting movement as a part of ICU
 1 Counts conducted by: Stantec
 2 Capacity expressed in veh/hour of green

E. GeneralPlanConsistencyChart

ATTACHMENT E - City of Oxnard 2030 General Plan Consistency Analysis

Sakioka Farms Business Park Tentative Tract Map & Development Agreement

May 21, 2020 Planning Commission

Level I: Direct Applicability to a Proposed Policy, Project or Program

Level II: Related or Indirect Applicability to the Proposed Policy, Project, or Program

Level III: No or Distance Applicability to the Proposed Policy, Project, or Program.

All polices not listed are designated as Level III are deemed consistent with the 2030 General Plan.

<u>General Plan Chapter Abbreviations</u>	<u>Chapter:</u>
SC: Sustainable Community	2
CD: Community Development	3
ICS: Infrastructure and Community Services	4
ER: Environmental Resources	5
SH: Safety and Hazards	6
MC: Military Compatibility	7
HE: 2013-2021 Mid-Cycle Housing Element	8

2030 General Plan		Level I	Level II	Rationale
Policy SC-3.8	<i>Require Use of Passive Energy Conservation Design</i> As part of the City and Community EAP's, require the use of passive energy conservation by building material massing, orientation, landscape shading, materials, and other techniques as part of the design of local buildings, where feasible.		X	State "Green Building Energy Code" will apply to all future development.
Policy SC-3.9	<i>Promote Voluntary Incentive Programs</i> Promote voluntary participation in incentive programs to increase the use of solar photovoltaic systems in new and existing residential, commercial, institutional and public buildings, including continued participation in the Ventura County Regional Energy Alliance (VCREA).		X	
Policy SC-3.12	<i>Encourage Natural Ventilation</i> Review and revise applicable planning and building policies and regulations to promote use of natural ventilation in new construction and major additions or remodeling consistent with Oxnard's temperate climate.		X	
Policy CD-1.4	<i>Transportation Choices</i> Promote the application of land use and community designs that provide residents with the opportunity for a variety of transportation choices (pedestrian, bicycle, transit, automobile).	X		The Specific Plan requires TDM programs, and bicycle infrastructure with new

				projects. New roads are designed to support bike use. Gold Coast Transit has a bus stop within the project area.
Policy CD-1.10	<i>Jobs-Housing Balance</i> Consider the effects of land use proposals and decisions on efforts to maintain an appropriate jobs-housing balance ratio.	X		The buildout of the Project area was included in a Vacant Land Study conducted in 2008. The 2005 Oxnard jobs-housing balance (JHB) was 1.19 jobs per household. Between 2005 and 2035, the 2008 Vacant Land Study estimated that Oxnard would add about 11,500 households and 37,850 jobs resulting in a 2035 JHB of 1.13, still within the acceptable JHB range (1.10 - 1.34 jobs per household).
Policy CD-5.1	<i>Industrial Clustering</i> Encourage the clustering of industrial uses into areas that have common needs and are compatible in order to maximize their efficiency.	X		The Project area is a 430-acre area that would develop up to 8.5 million square feet of commercial, business research, and light industrial uses. Municipal services are available to serve the development. The project site has access to both the freeway / road and rail infrastructure to handle goods movement without dividing existing neighborhoods. New roads are designed to support multi-modal transportation options. The project addresses the Specific Plan EIR mitigations to install traffic improvements.
Policy CD-5.3	<i>Available Services</i> Encourage industrial activities to locate where municipal services are available including adequate storm drainage and water facilities, as well as easy access to multiple modes of transportation..	X		
Policy CD-5.5	<i>“Green” Major Transportation Routes</i> Guide industrial development to locate near transportation facilities capable of handling goods movements in an efficient manner without decreasing the level of service on the transportation network or dividing existing neighborhoods.	X		

Policy CD-8.1	<i>Limiting Development</i> Continue to limit development to those areas that can be served by existing or planned utilities, transportation, and service systems.	X		Per CEQA Guidelines Section 15168(c)(2), the 2020 CEQA Consistency Evaluation finds the project is consistent with the previous analysis and findings of the 2012 Specific Plan EIR.
Policy CD-8.2	<i>Services</i> Continue to ensure that public services and facilities are in place at the time of need or prior to the time new development occurs in order to avoid overloading existing urban service systems.	X		The Project includes implementation of the Phase One Improvements providing public infrastructure consistent with the Specific Plan requirements.
Policy CD-8.5	<i>Impact Mitigation</i> Ensure that new development avoids or mitigates impacts on air quality, traffic congestion, noise, and environmental resources to the maximum extent feasible.	X		Per CEQA Guidelines Section 15168(c)(2), the 2020 CEQA Consistency Evaluation finds the project is consistent with the previous analysis and findings of the 2012 Specific Plan EIR.
Policy CD-9.4	<i>View Corridor Preservation</i> Ensure all public and private investments positively contribute to the overall character of the City by minimizing impacts on important view corridors by creating edge treatments along greenbelt areas and a landscaped buffer corridor of at least 30 feet along designated scenic corridors and other major transportation corridors.	X		The 30 ft. landscape setbacks along Del Norte Boulevard and Rice Avenue preserve existing views and vistas along Rice Avenue and Del Norte Boulevard, which are both designated as local scenic Highway/Roadways. The Project is conditioned to install enhanced landscaping at select intersections.
Policy CD-10.1	<i>Human-Scale Development</i> In the evaluation of development proposals, require urban development on a human scale, by emphasizing the pedestrian experience over the movement and storage of vehicles.	X		The Phase One improvements include installation of landscaped sidewalks that support pedestrian comfort

				consistent with the Specific Plan intent. Street parking on new roadways will not be permitted.
Policy CD14.1	<i>Design Review Process</i> In the evaluation of development proposals, continue to ensure that public and private development projects comply with City design policies, plans, and guidelines.	X		Project was reviewed by the Development Advisory Committee that includes a landscape architect on contract with the City.
Policy CD-14.2	<i>Development Advisory Committee (DAC) Function</i> Continue to require that a staff Development Advisory Committee review new development projects for consistency with the City's development policies and appropriateness for the proposed sites.	X		Project was reviewed by the Development Advisory Committee resulting in appropriate special conditions to ensure high quality implementation of infrastructure improvements.
Policy CD-16.5	<i>Industrial and Commercial Development Standards</i> Require high quality development standards that increase the efficient use of existing industrial and commercial development areas so as to preserve agricultural land and minimize adverse environmental impacts.	X		The Project is bound to follow the Sakioka Farms Business Park Specific Plan which includes architectural and landscape standards suitable for industrial and commercial development.
Policy ICS-1.2	<i>Development Impacts to Existing Infrastructure</i> Review development proposals for their impacts on infrastructure (i.e., sewer, water, fire stations, libraries, streets) and require appropriate mitigation measures to ensure that proposed developments do not create substantial adverse impacts on existing infrastructure and that the necessary infrastructure will be in place to support the development.	X		Project Includes development of new public infrastructure. The project, and any future projects on the site will pay a range of required impact fees to the City, County, and school districts for various public facilities. The Specific plan addressed dedication of land for a fire station, and the Project includes a Development Agreement clause and adaptive replacement mitigation measure to
Policy ICS-1.3	<i>Funding for Public Facilities</i> Continue to utilize developer fees, public facilities fees, and other methods (i.e., grant funding or assessment districts) to finance public facility design, construction, operation, and maintenance.		X	
Policy ICS-1.4	<i>Infrastructure Conditions of Approval</i> New development should not be approved unless: • The applicant demonstrates adequate public services and facilities are available; • Infrastructure improvements incorporate a range of feasible measures that can be implemented to reduce all public safety and/or environmental impacts associated with the construction, operation, or maintenance of any required improvement; • Infrastructure improvements are consistent with City infrastructure master plans; and	X		

	Require infrastructure expansion needed for future development to be self-funding so current residents do not subsidize infrastructure needed for future growth.			provide permanent funding for three additional fire personnel.
Policy ICS-2.3	<i>Connector Road(s) to Camarillo Feasibility</i> Initiate a feasibility study for connecting Gonzales Road and/or Del Norte Boulevard eastward to Camarillo as an emergency route and as mitigation to offload traffic from State Highway 101 between the two cities.	X		The Project map has been designed to accommodate a future extension of Gonzales Road eastward to Camarillo.
Policy ICS-2.6	<i>Reduction of Construction Impacts</i> Minimize and monitor traffic and parking issues associated with construction activities, require additional traffic lanes and/or other traffic improvements for ingress and egress for new developments for traffic and safety reason, where appropriate.	X		The project addresses the Specific Plan EIR mitigations to install traffic improvements at identified intersections.
Policy ICS-2.12	<i>Gateway Enhancements</i> Continue to enhance gateways (including but not limited to Ventura Road, Oxnard Boulevard, Vineyard Avenue, Rose Avenue, <i>Rice Avenue</i> , <i>Del Norte Boulevard</i> , Highway-101, Highway 1, Fifth Street, Channel Islands Boulevard, Pleasant Valley Road, Harbor Boulevard, Victoria Avenue and Hueneme Road).	X		The 30 ft. landscape setbacks along Del Norte Boulevard and Rice Avenue preserve existing views and vistas along Rice Avenue and Del Norte Boulevard, which are both designated as scenic corridors.
Policy ICS-3.1	<i>CEQA Level of Service Threshold</i> Require level of service “C” as the threshold of significance for intersections during environmental review.	X		Project Includes development of new public infrastructure. The project, and any future projects on the site will construct traffic improvements and / or pay impact fees to the City for various traffic improvements.
Policy ICS-3.3	<i>New Development Level of Service C</i> Determine as part of the development review and approval process that intersections associated with new development operate at a level of service of “C” or better. The City Council may allow an exception to level of service “D” in order to avoid impacting private homes and/or businesses, avoid adverse environmental impacts, or preserve or enhance aesthetic integrity.	X		
Policy ICS-7.1	<i>Require Transportation Demand Management Programs (TDM)</i> Consider requiring TDM programs with preferred parking, car pool and van pool vehicles, and ride sharing where feasible and appropriate.	X		A Specific Plan-wide TDM program is to be prepared within one year of the recordation of the first Final Tract Map and implemented on a phase by phase basis thereafter. The TDM program shall incorporate best and commonly used

				trip-reduction incentives, programs, and practices found in TDMs of similar projects in terms of allowed uses, size, and transportation and transit service context
Policy ICS-8.3	<i>Completing Bicycle and Sidewalk Network</i> Prioritize plans for bicycle and pedestrian facilities that provide continuity, and close gaps in the city's existing bike path and sidewalk network.	X		New right of way infrastructure includes bicycle paths, and pedestrian sidewalks supported by significant landscaping to support the pedestrian experience.
Policy ICS-8.4	<i>New Development Requires Bicycle Improvements</i> Where designated, require proposed developments to include bicycle paths and / or lanes in their plan and to clearly indicate possible bicycling hazards such as speed bumps and storm drain inlet grates in parking lots.	X		
Policy ICS-8.5	<i>Public Sidewalks and Pedestrian Orientation</i> Consider and require where appropriate and feasible the enhancement of the pedestrian environmental as part of private development and public works projects, especially for public sidewalks.	X		
Policy ICS-8.6	<i>Americans with Disability Act (ADA) Handicap Requirements</i> Require installation of ADA compliant handicapped ramp curb-cuts and other ADA access with all new roadway construction and significant reconstruction of existing roadways, parking lots, plazas and pedestrian area, and parks.	X		New right of way infrastructure will comply with ADA requirements.
Policy ICS-11.3	<i>GREAT Program Implementation</i> Continue to implement the GREAT Program as the key program for the City's short and long term water supply	X		Project complies with the City's GREAT program and water sustainability policies. Project landscaping meets City and State water-conservation requirements.
Policy ICS-11.6	<i>Water Conservation and/or Recycling Connection as Mitigation</i> Require the use of water conservation offset measures (efficient low flow fixtures and irrigation systems, drought tolerant landscaping, leak detection programs, water audits, and public awareness and education programs) and/or proportional contributions to recycled water production and/or conveyance infrastructure related to the GREAT Program as mitigation for water supply shortage as determined by a Water Supply Assessment, CEQA documentation, or similar analysis as part of new or master plan development review.	X		
Policy ICS-11.7	<i>Water Wise Landscapes</i> Promote water conservation in landscaping for public facilities and streetscapes, residential, commercial and industrial facilities and require new developments to incorporate water conserving fixtures (low water usage) and water-efficient plants into new landscaping.	X		

Policy ICS-12.6	Timing of Future Development Impose conditions in order to ensure adequate wastewater capacity for proposed new development.	X		Prior to recordation of the final map, the developer/project applicant shall enter into an agreement with the City which specifies the funding mechanism for all wastewater conveyance facilities.
Policy ICS-13.3	Stormwater Detention Basins Design stormwater detention basins to ensure public safety, to be either visually attractive or unobtrusive, provide temporary or permanent wildlife habitats, and recreational uses where feasible in light of safety concerns.	X		Where feasible Project meets City and Watershed Protection District requirements and incorporates LID features.
Policy ICS-13.4	Low Impact Development Incorporate low impact development (LID) alternatives for stormwater quality control into development requirements. LID alternatives include: (1) conserving natural areas and reducing imperviousness, (2) runoff storage, (3) hydro-modification (to mimic pre-development runoff volume and flow rate), and (4) public education.	X		
Policy ICS-14.3	New Development Requirements Continue to require developers and operators to employ practices that reduce the quantities of waste generated and promote resource recovery during construction, demolition, and operation.	X		Standard conditions of approval require compliance with City and State refuse recycling.
Policy ICS-17.4	Service Extension Coordinate with gas and electricity providers for the extension of gas and electrical facilities.	X		SCE and the Gas Company are included in the project review process. Utilities are underground.
Policy ICS-17.5	Undergrounding of Utility Lines Require undergrounding of utility lines in new development, except where it is not feasible due to electrical transmission load or other operational issues.	X		
Policy ICS-19.2	Police Review of Development Projects Continue to require the Police Department review proposed development projects and provide recommendations that enhance public safety.	X		The Oxnard Police Department reviewed and conditioned the project. Capital Project fees and property taxes contribute to maintenance and development of Police
Policy ICS-20.5	Fire Services to New Development Require new developments to fund a fair share extension of fire services to maintain service standards, including personnel and capital improvements costs.	X		The project includes permanent funding of three fire personnel.

Policy ICS-20.7	<i>Adherence to City Standards</i> Ensure that water main size, water flow, fire hydrant spacing, and other fire facilities meet City standards.	X		New infrastructure right of way is designed to support emergency access.
Policy ICS-20.8	<i>Development Review</i> Review new development applications to assess potential impacts to existing fire protection services and the need for additional and expanded services.	X		
Policy ICS-20.10	<i>Adequate Emergency Access and Routes</i> Require that new development provide adequate access for emergency vehicles, particularly firefighting equipment, and evacuation routes, as appropriate.	X		
Policy ER-3.2	<i>Review of Development Proposals</i> Review development proposals in accordance with applicable Federal, State and local statutes protecting special-status species and jurisdictional wetlands and be open to requiring greater protection.	X		Phase I site improvements are anticipated to impact one site drainage feature located in Area 5 north of Road A; therefore, a formal, updated jurisdictional delineation would need to occur prior to tract map recordation and any resulting permitting requirements would need to occur prior to beginning ground-disturbing activities north of Road A, in compliance with the Specific Plan EIR mitigation measures
Policy ER-6.1	<i>Incorporate Views in New Development</i> Preserve important public views and viewsheds by ensuring that the scale, bulk and setback of new development does not significantly impede or disrupt them and ensure that important vistas and view corridors are enhanced. Require development to provide physical breaks to allow views into these vistas and view corridors.	X		The 30 ft. landscape setbacks along Del Norte Boulevard and Rice Avenue preserve existing views and vistas along Rice Avenue and Del Norte Boulevard, which are both designated as scenic corridors.
Policy ER-7.1	<i>Medians and Parkways</i> Ensure that major arterials include landscape medians and parkways	X		The Project includes 30 ft. landscape setbacks along Del Norte Boulevard and Rice Avenue. The Phase One improvements include

				installation of landscaped medians and parkways.
Policy ER-10.1	<i>Promote use of Native and Water Wise Plants</i> Promote the development of a native, drought-tolerant landscape character throughout the City that re-enforces a unified and cohesive landscape character and discourage plants that are invasive or problematic in other ways as determined by the City's landscape architect.	X		Project complies with City landscape standards that incorporate state requirements to be drought tolerant. Landscape plans include native plants in areas where they are likely to thrive.
Policy ER-11.3	<i>Development Applicants to Conduct Research</i> Continue to require project applicants to have a qualified archaeologist conduct a record search at the South Central Coast Information Center located at California State University Fullerton and other appropriate historical repositories, conduct field surveys where appropriate, and prepare technical reports, where appropriate, meeting California Office of Historic Preservation Standards (Archaeological Resource Management Reports) prior to project approval.	X		The Specific Plan EIR addresses these policies with the inclusion of mitigations and construction monitoring to avoid significant impacts with the application of mitigations and uniformly-applied development standards and regulations intended to minimize or avoid significant impacts.
Policy ER-11.7	<i>Native American Remains</i> Continue to comply with State laws relating to the disposition of Native American burials consistent with the CEQA Guidelines (Section 15064.5) if human remains of possible Native American origin are discovered during project construction.		X	
Policy ER-12.5	<i>Soil Conservation and Transfer</i> Encourage the conservation of agricultural soils by requiring, if feasible and warranted by expert opinion, the transfer of topsoil from agricultural land being developed for urban uses.	X		
Policy ER-14.2	<i>Transportation Demand Management</i> Employ est traffic management practices such as bus turnouts and traffic signal synchronization in order to reduce traffic-related air emissions impacts; require commercial developers to improve public transit service between residential and employment uses or shopping centers, bike lanes and protected bicycle parking areas, and other project features that would reduce the need for automobile trips related to the development; and require Transportation Management Associations (TMA) for projects that may have adverse air quality impacts related to mobile sources and contributions to off-site TDM funds to reduce residual impacts that cannot be mitigated on a project-specific basis.	X		
Policy ER-14.4	<i>Emission Control Devices</i> Require all construction equipment to be maintained and tuned to meet appropriate EPA, CARB, and VCAPCD emissions requirements and when new emission control devices or operational modifications are found to be effective, such devices or operational modifications are required on construction equipment.	X		

Policy ER-14.6	<i>Minimizing Dust and Air Emissions through Permitting Requirements</i> Continue to require mitigation measures as a condition of obtaining building or use permits to minimize dust and air emissions impacts from construction.	X		
Policy ER-14.7	<i>Mitigation Monitoring</i> Ensure that projects with identified air quality impacts in their respective EIRs are subject to effective mitigation monitoring as required by AB 3180.	X		
Policy SH-1.1	<i>Minimize Liquefaction Risk</i> Ensure that structures for human occupancy are only constructed or placed on a potential liquefaction site if the approved geological report shows that an acceptable hazard risk would be created and/or required mitigation measures are met.	X		
Policy SH-1.3	<i>Building Code Standards</i> Require that all new buildings and alterations to existing buildings be built according to the seismic requirements adopted within the most current City of Oxnard Building Code, or its adopted equivalent..	X		

F. TTM Lot Size Compliance

Lot #	Planning Area	Lot SF	Lot Frontage FT	Lot Depth FT
Planning Area 1		60,000.00	250.00	250.00
50	1	103,716.18	260.23	400.00
51	1	110,372.15	260.23	395.43
52	1	105,473.43	250.33	396.00
53	1	95,887.24	250.33	396.00
54	1	607,094.32	387.36	1,021.12
115	1	110,122.06	256.61	398.24
116	1	126,614.82	332.87	397.72
117	1	110,494.36	292.50	400.00
118	1	103,716.26	238.22	400.00
119	1	791,173.56	447.05	1,118.20
120	1	99,626.00	250.00	400.00
121	1	186,261.72	250.00	608.54
122	1	293,216.35	250.00	953.03
123	1	230,339.05	250.12	908.03
124	1	248,835.32	279.05	881.50
125	1	244,985.88	279.05	880.42
126	1	221,581.50	250.12	911.93
127	1	278,989.23	250.00	911.93
128	1	99,626.00	250.00	400.00
129	1	169,149.87	250.00	387.36
Planning Area 2		15,000.00	100.00	150.00
14	2	108,538.81	173.60	618.91
15	2	104,842.87	170.00	609.65
16	2	100,450.30	170.00	568.61
17	2	92,717.83	170.00	522.18
18	2	85,279.06	170.00	486.06
19	2	81,786.78	170.00	479.80
20	2	29,855.50	150.00	200.00
21	2	30,000.00	150.00	200.00
103	2	98,783.75	173.60	600.89
104	2	102,451.71	170.00	604.20
105	2	103,138.73	170.00	611.94
106	2	106,213.02	170.00	639.70
107	2	111,296.87	170.00	668.91
108	2	116,083.61	170.00	696.77
109	2	30,000.00	150.00	200.00
110	2	30,000.00	150.00	200.00
111	2	30,000.00	150.00	200.00
112	2	30,000.00	150.00	200.00
113	2	29,173.16	150.00	200.00
114	2	23,678.02	152.40	183.66
Planning Area 3		40,000.00	200.00	200.00
22	3	118,553.12	309.60	383.38
23	3	118,697.62	309.60	383.38
24	3	118,697.62	309.60	383.38
25	3	356,092.87	383.38	928.81

26	3	356,092.87	383.38	928.81
27	3	356,092.87	383.38	928.81
28	3	118,553.12	309.60	383.38
29	3	118,697.62	309.60	383.38
30	3	118,697.62	309.60	383.38
94	3	65,332.18	240.19	327.79
95	3	66,303.45	212.00	362.53
96	3	73,438.85	212.00	392.91
97	3	78,325.71	212.00	408.25
98	3	79,969.32	212.00	408.25
99	3	78,325.71	212.00	392.91
100	3	73,438.85	212.00	362.53
101	3	66,303.45	212.00	295.38
102	3	65,332.17	240.19	295.38
Planning Area 4		15,000.00	100.00	150.00
31	4	47,855.50	160.00	300.00
32	4	48,000.00	160.00	300.00
33	4	48,000.00	160.00	300.00
34	4	48,000.00	160.00	300.00
35	4	48,000.00	160.00	300.00
36	4	48,000.00	160.00	300.00
37	4	48,080.55	158.15	300.00
38	4	144,428.48	255.82	564.64
39	4	144,683.95	255.82	566.64
40	4	144,428.48	255.78	564.64
41	4	145,194.87	255.78	566.64
42	4	41,786.07	179.67	233.28
43	4	40,805.09	215.16	226.55
44	4	52,088.47	150.00	334.97
45	4	48,430.98	150.00	311.87
46	4	45,969.91	150.00	304.11
47	4	45,616.57	150.00	304.11
48	4	44,994.15	150.00	304.11
49	4	43,935.10	150.00	295.00
Planning Area 5		100,000.00	300.00	300.00
1	5	257,817.72	327.71	1,037.59
2	5	119,586.96	300.00	366.39
3	5	142,422.76	300.00	438.09
4	5	149,894.57	300.00	498.60
5	5	618,382.08	508.50	900.00
6	5	116,199.07	300.00	387.81
7	5	114,278.18	300.00	387.81
8	5	182,419.79	437.33	392.36
9	5	394,940.10	381.57	1,035.02
10	5	679,140.22	656.80	1,032.98
11	5	1,092,956.85	1,059.75	1,029.69
12	5	325,470.78	631.10	514.82

13	5	323,289.64	513.12	631.10
Planning Area 6		10,000.00	100.00	100.00
55	6	20,499.59	139.37	125.71
56	6	20,486.16	141.96	125.71
57	6	43,245.62	130.00	332.97
58	6	41,048.16	130.00	332.97
59	6	221,454.54	237.19	393.40
60	6	179,875.01	237.19	393.40
61	6	32,835.08	130.00	270.56
62	6	35,175.66	130.00	270.60
63	6	43,755.85	161.71	270.62
64	6	42,389.96	156.58	270.70
65	6	27,069.92	100.00	270.72
66	6	27,072.08	100.00	270.74
67	6	27,074.23	100.00	270.76
68	6	27,076.38	100.00	270.78
69	6	27,078.54	100.00	270.80
70	6	27,080.69	100.00	270.82
71	6	27,082.84	100.00	270.84
72	6	27,085.00	100.00	270.86
73	6	27,087.15	100.00	270.91
74	6	34,965.12	130.00	270.91
81	6	14,275.00	109.08	105.00
82	6	16,645.50	137.92	105.00
83	6	30,262.54	100.00	301.64
84	6	32,057.41	100.00	308.47
85	6	32,459.12	100.00	324.20
86	6	32,537.21	100.00	324.98
87	6	32,615.31	100.00	325.76
88	6	32,693.40	100.00	326.54
89	6	32,771.49	100.00	327.32
90	6	32,849.58	100.00	328.11
91	6	32,927.67	100.00	328.89
92	6	19,502.47	138.24	120.57
93	6	19,665.34	142.18	120.57
Planning Area 7		80,000.00	250.00	250.00
75	7	80,454.38	279.85	271.00
76	7	80,922.27	302.17	271.07
77	7	127,703.37	275.00	271.07
78	7	86,751.62	275.00	305.00
79	7	80,534.44	264.03	307.03
80	7	80,294.06	276.57	307.03

G. Resolution to Adopt a Development Agreement (Exhibit 1: Draft Development Agreement Ordinance)

RESOLUTION NO. 2020-XX [PZ 20-670-01 Development Agreement]

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD RECOMMENDING APPROVAL BY THE CITY COUNCIL OF PLANNING AND ZONING (PZ) PERMIT NO. 20-670-01 (DEVELOPMENT AGREEMENT) BETWEEN THE CITY OF OXNARD, SAKIOKA FARMS AND AMS CRAIG, LLC TO PROVIDE FOR THE ORDERLY DEVELOPMENT OF THE SAKIOKA FARMS BUSINESS PARK SPECIFIC PLAN AREA. LOCATED IN THE SAKIOKA FARMS BUSINESS PARK SPECIFIC PLAN AREA SOUTH OF US 101, EAST OF RICE AVENUE, NORTH OF LATIGO AVENUE, AND COTERMINOUS WITH THE CITY'S EASTERN BOUNDARY (APNs 216-0-030-105, 216-0-030-145, 216-0-030-155, 216-0-030-075). FILED BY SCOTT UHLES, DELANE ENGINEERING, INC., 400 WEST VENTURA BOULEVARD, SUITE 265, CAMARILLO, CA 93010.

WHEREAS, the Sakioka Farms Business Park Specific Plan (Specific Plan) was adopted on June 12, 2012, to provide a development concept for a large master industrial and business park complex within the City boundaries, providing land use flexibility, master planning for public infrastructure including new public rights of way, and land use vision for distinct clusters of activities and provisions for design guidelines and development regulations; and

WHEREAS the Specific Plan establishes the planning concept, design theme, development regulations and administrative procedures necessary to achieve orderly development of the project area; and

WHEREAS on June 12, 2012, the City Council certified an Environmental Impact Report (EIR), an Adaptive Management Mitigation Monitoring and Reporting Program, and adopted a Statement of Overriding Consideration for the Specific Plan pursuant to the California Environmental Quality Act (CEQA), and the Notice of Determination for the EIR was filed with the State on June 18, 2012; and

WHEREAS the Specific Plan EIR concludes that the Specific Plan would have significant and unavoidable cumulative impacts related to Agricultural Resources, Greenhouse Gas (GHG) emissions, and roadway Noise (City of Oxnard 2011b), and also concludes that the Specific Plan would have less than significant impacts after mitigation with respect to Air Quality, Biological Resources, Hazards and Hazardous Materials, Population and Housing, Public Services, and Transportation, and a less than significant impact with respect to the remaining resources; and

WHEREAS, Sakioka Farms and AMS Craig, LLC owns the 430 acre parcel located in the Sakioka Farms Business Park Specific Plan Area south of US 101, east of Rice Avenue, north of Latigo Avenue, and coterminous with the City's eastern

boundary, for the identified parcels APNs 216-0-030-105, 216-0-030-145, 216-0-030-155, 216-0-030-075); and

WHEREAS, Delane Engineering (the “**Applicant**”) on behalf of Sakioka Farms and AMS Craig, LLC began processing an entitlement with the City of Oxnard on October 7, 2019, for a Tentative Tract Map (initially identified as PZ 18-300-08). The PZ number was subsequently reassigned when the Applicant filed entitlement applications with the City of Oxnard on March 30, 2020 for a Development Agreement (PZ 20-670-01), Tentative Tract Map (PZ 20-300-01), and Road Naming (PZ No. 20-650-01); and

WHEREAS, the Development Agreement does not result in any physical modification to the environment. The Development Agreement will benefit the Developer and the City by eliminating uncertainty in planning and providing for the orderly development of the Specific Plan under the Tentative Tract Map. The Development Agreement would provide the following certainties and benefits:

- (a) Provide for public services and infrastructure appropriate and adequate for the development of the Property, per the 2012 Sakioka Farms Business Park Specific Plan,
- (b) Create a Community Facilities District, which provides permanent funding for additional firefighters for Fire Station No. 5,
- (c) Provide for the dedication of land for the future Del Norte/101 Interchange and the extension of Gonzales Road,
- (d) Provide for the conveyance of groundwater rights to the City, and
- (e) Serve the public interest within the City and surrounding region by providing new economic opportunity and potential job creation.

WHEREAS, an approved Development Agreement between the City, Sakioka Farms and AMS Craig, LLC will provide terms regarding vested rights, financial requirements, and establishes the length of the permit entitlements, with operative provisions:

- (a) The Development Agreement is to remain in effect for a term of 15 years,
- (b) The establishment of a Communities Facilities District that would continue in full force and effect for a period of 50 years from the termination or expiration of the DA provided that a minimum of 1.5 million square feet of development remains on the Property or any portion thereof,
- (c) Developer would have the vested right to develop the Project on the Property in accordance with the Specific Plan,
- (d) Existing fee increases are limited to five years from January 1, 2022 or when the existing fees are increased, whichever occurs first,

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- (e) The Developer would be entitled to utilize fee credits that may be transferred by the Developer to buyer or ground lessees of any portion of the Project,
- (f) The Developer would be entitled to apply Northeast Industrial Assessment District in-lieu credits for water, sewer, and street fees,
- (g) Development impact fees would be paid with the issuance of building permits,
- (h) The Developer would comply with the performance criteria set forth in the 2002 Technical Guidance Manual for Storm Water Quality Control Measures for the installation of the detention basin and any other storm water discharge mitigation measures within the Specific Plan area,
- (i) The City will support an expedited processing timeframe for development in the Specific Plan area, and
- (j) The term of any subdivision map or other permits approved as part of the Project approvals shall be commensurate with the term of the DA.

WHEREAS, on November 13, 2019 and April 1, 2020 said Tentative Tract Map was referred to various public utility companies, City departments and the Development Advisory Committee (DAC) for technical review; and

WHEREAS, the Project has been reviewed by the DAC, and the DAC has prepared conditions of approval that are incorporated herein; and

WHEREAS on March 17, 2020, the City Council directed staff to negotiate a Development Agreement with Sakioka Farms and AMS Craig, LLC in relation to the subdivision of the Specific Plan Area; and

WHEREAS on May 5, 2020, the City Council adopted a Resolution No. 15,326 declaring the intent to establish Community Facilities District No. 8 (Sakioka Farms Business Park), to authorize the levy of a special tax and designate certain property for future annexation to the district to finance certain public services, including fire protection services, and if not funded by private property owners, contingent services for maintenance of landscaping within public rights-of-way, drainage facilities, and weed control related to development of the Property; and

WHEREAS, on May 5, 2020, the City's Road Naming Committee reviewed the suggested street names, and provided several alternate names that meet the requirements related to emergency dispatch and applicable translations and pronunciation for Spanish speakers. The proposed names also include a suffix (Drive, Circle, Road, Place) which meets the technical requirements related to road naming. The selected names are:

<u>Site Plan Label</u>	<u>Street Name</u>	<u>Theme</u>
A Street	Sakioka Drive	Historic Landowner Name
B Street	Gravity Circle	Science-Technology
C Street	Synergy Circle	Science-Technology

D Street
E Street

Gonzales Road
Biology Place

Continuation Street
Science-Technology

WHEREAS the general concept and scope of the Project was envisioned in the adopted Specific Plan and studied in the 2012 Specific Plan EIR, the City is able to determine, per CEQA Guidelines Section 15168(c)(2), that the Project is consistent with the previous analysis and findings of the 2012 Specific Plan EIR, and conducted a CEQA Consistency Evaluation that finds the Project is consistent with the 2012 Specific Plan EIR, and no additional studies are necessary; and

WHEREAS the Consistency Evaluation includes additional information to address GHG Emissions per current regulatory standards, and supplies adaptive replacement mitigations in related to Fire Service and Water Usage that provide equivalent or improved measures to what was approved in 2012, and do not change the findings of either the original CEQA document or the Consistency Evaluation; and

WHEREAS, on May 21, 2010, the Planning Commission of the City of Oxnard (“**Planning Commission**”) conducted a duly noticed public hearing where written and oral comments were received and reviewed to consider an application for a Development Agreement (PZ 20-670-02) in accordance with Chapter 16-575 of the Oxnard City Code; and

WHEREAS, the Planning Commission finds, after due study, deliberation and a duly noticed public hearing on May 21, 2020, and received and reviewed written and oral comments, presented by staff and the Applicant with a series of questions, and that the project meets the criteria set out in California Government Code 65864 through 65869.5; and

WHEREAS, in accordance with the California Environmental Quality Act (CEQA), the Development Services Director conducted an analysis to ensure consistency with the 2012 Specific Plan EIR and finds that the Project is consistent with the analysis and mitigations; and

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

NOW, THEREFORE, the Planning Commission of the City of Oxnard hereby resolves as follows:

SECTION 1. The foregoing recitals are true and correct and are hereby incorporated into the operative provisions of this Resolution.

SECTION 2. The project is within a Specific Plan area for which the City of Oxnard prepared the Environmental Impact Report (EIR), an Adaptive Management Mitigation Monitoring and Reporting Program, and a Statement of Overriding Consideration for the Specific Plan pursuant to the California Environmental Quality Act (CEQA). The Planning Commission, in compliance with CEQA Guidelines, finds that the proposed project is not subject to additional environmental review pursuant to Sections §15168 and §15162 of the CEQA Guidelines. Pursuant to CEQA Guidelines §15168(c)(4)-(5) and (e), and as demonstrated by the substantial evidence contained in the Consistency Evaluation and the associated administrative record, the Planning Commission finds that the Consistency Evaluation found that the proposed projects are activities covered by and within the scope of the program approved by the 2012 Specific Plan EIR, the Specific Plan EIR adequately describes the project for purposes of CEQA, and further environmental documentation is not required.

In accordance with CEQA Guidelines §15168 and §15162, the Planning Commission finds that the project would not have effects that were not examined in the Specific Plan EIR because:

- i. No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken, that will require major revisions to the Specific Plan EIR, due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no new information of substantial importance as that term is used in CEQA Guidelines §15162(a)(3).
- ii. The project proponent does not refuse to implement any mitigation measures that were previously infeasible but are now feasible, or any other mitigation measures, including mitigation measures considerably different from those in the Specific Plan EIR, that would be necessary to substantially reduce significant environmental impacts.
- iii. The project proponent is required to comply with the applicable mitigation measures and regulatory programs identified in the Specific Plan EIR and the Adaptive Management Mitigation Monitoring and Reporting Program (May 2020).

SECTION 3: The Consistency Evaluation identifies several adaptive replacement mitigation measures. These adaptive replacement mitigation measures provide equivalent or improved measures to what was approved in 2012, and do not change the findings of the original Specific Plan EIR. The rationale for the Adaptive Replacement Mitigation Measures is as follows:

The 2012 Specific Plan EIR calls for a dedication of 1.5 acres of land for a Fire station near Rice Avenue and the easterly extension of Gonzales Road to address the new development anticipated by the subdivision for the area. As city policy has progressed and with improved technology to aid response times, the adaptive replacement mitigation more accurately addresses the need for fire services by providing funding for additional fire personnel instead of dedicated land for an additional fire station.

The 2012 Specific Plan EIR calls for inclusion of recycled water in any project in the Specific Plan Area. In 1999, the City created the multi-faceted Groundwater Recovery And Enhancement Treatment (GREAT) program to improve water sustainability. The GREAT program addresses multiple sources of reducing water demand and means of replenishing the local aquifer. The adaptive replacement mitigation N-1, N-2, N-12 and N-13, require Developer participation in the GREAT program, dedication of water rights, and purchase of City water as more effective sustainability measures than mitigations requiring a recycled water program.

The Planning Commission finds the address improved City policies, and adaptive mitigation measures are not considerably different from those in the Specific Plan EIR and would not substantially reduce one or more significant effect on the environment as in accordance with CEQA Guidelines §15162(a)(3)(D).

SECTION 4. The Planning Commission finds:

Finding 1: The Development Agreement enables development which is consistent with the following select goals and objectives of the City's General Plan (Staff Report Attachment E contains a comprehensive General Plan Consistency Analysis).

2030 General Plan		Level I	Level II	Rationale
Policy CD-1.10	<i>Jobs-Housing Balance</i> Consider the effects of land use proposals and decisions on efforts to maintain an appropriate jobs-housing balance ratio.	X		The buildout of the Project area was included in a Vacant Land Study conducted in 2008. The 2005 Oxnard jobs-housing balance (JHB) was 1.19 jobs per household. Between 2005 and 2035, the 2008 Vacant Land Study estimated that Oxnard would add about 11,500 households and 37,850 jobs resulting in a 2035 JHB of 1.13, still within the acceptable JHB range (1.10 - 1.34 jobs per household).
Policy CD-5.1	<i>Industrial Clustering</i>	X		The Project area is a 430-acre area that would develop up to

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	Encourage the clustering of industrial uses into areas that have common needs and are compatible in order to maximize their efficiency.			8.5 million square feet of commercial, business research, and light industrial uses. Municipal services are available to serve the development. The project site has access to both the freeway / road and rail infrastructure to handle goods movement without dividing existing neighborhoods. New roads are designed to support multi-modal transportation options. The project addresses the Specific Plan EIR mitigations to install traffic improvements.
Policy CD-5.3	Available Services Encourage industrial activities to locate where municipal services are available including adequate storm drainage and water facilities, as well as easy access to multiple modes of transportation..	X		
Policy CD-5.5	"Green" Major Transportation Routes Guide industrial development to locate near transportation facilities capable of handling goods movements in an efficient manner without decreasing the level of service on the transportation network or dividing existing neighborhoods.	X		
Policy CD-8.5	Impact Mitigation Ensure that new development avoids or mitigates impacts on air quality, traffic congestion, noise, and environmental resources to the maximum extent feasible.	X		Per CEQA Guidelines Section 15168(c)(2), the 2020 CEQA Consistency Evaluation finds the project is consistent with the previous analysis and findings of the 2012 Specific Plan EIR.
Policy CD-16.5	Industrial and Commercial Development Standards Require high quality development standards that increase the efficient use of existing industrial and commercial development areas so as to preserve agricultural land and minimize adverse environmental impacts.	X		The Project is bound to follow the Sakioka Farms Business Park Specific Plan which includes architectural and landscape standards suitable for industrial and commercial development.
Policy ICS-1.2	Development Impacts to Existing Infrastructure Review development proposals for their impacts on infrastructure (i.e., sewer, water, fire stations, libraries, streets) and require appropriate mitigation measures to ensure that proposed developments do not create substantial adverse impacts on existing infrastructure and that the necessary infrastructure will	X		Project Includes development of new public infrastructure. The project, and any future projects on the site will pay a range of required impact fees to the City, County, and school districts for various public facilities. The Specific plan addressed dedication of land for a fire station, and the Project includes a Development Agreement

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	be in place to support the development.			clause and adaptive replacement mitigation measure to provide permanent funding for three additional fire personnel.
Policy ICS-1.3	Funding for Public Facilities Continue to utilize developer fees, public facilities fees, and other methods (i.e., grant funding or assessment districts) to finance public facility design, construction, operation, and maintenance.		X	
Policy ICS-1.4	Infrastructure Conditions of Approval New development should not be approved unless: • The applicant demonstrates adequate public services and facilities are available; • Infrastructure improvements incorporate a range of feasible measures that can be implemented to reduce all public safety and/or environmental impacts associated with the construction, operation, or maintenance of any required improvement; • Infrastructure improvements are consistent with City infrastructure master plans; and • Require infrastructure expansion needed for future development to be self-funding so current residents do not subsidize infrastructure needed for future growth.	X		
Policy ICS-2.3	Connector Road(s) to Camarillo Feasibility Initiate a feasibility study for connecting Gonzales Road and/or Del Norte Boulevard eastward to Camarillo as an emergency route and as mitigation to offload traffic from State Highway 101 between the two cities.	X		The Project map has been designed to accommodate a future extension of Gonzales Road eastward to Camarillo.
Policy ICS-2.12	Gateway Enhancements Continue to enhance gateways (including but not limited to Ventura Road, Oxnard Boulevard, Vineyard Avenue, Rose Avenue, Rice Avenue, Del Norte Boulevard, Highway-101, Highway 1, Fifth Street, Channel Islands Boulevard,	X		The 30 ft. landscape setbacks along Del Norte Boulevard and Rice Avenue preserve existing views and vistas along Rice Avenue and Del Norte Boulevard, which are both designated as scenic corridors.

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	Pleasant Valley Road, Harbor Boulevard, Victoria Avenue and Hueneme Road).			
Policy ICS-3.1	CEQA Level of Service Threshold Require level of service “C” as the threshold of significance for intersections during environmental review.	X		Project Includes development of new public infrastructure. The project, and any future projects on the site will construct traffic improvements and / or pay impact fees to the City for various traffic improvements.
Policy ICS-3.3	New Development Level of Service C Determine as part of the development review and approval process that intersections associated with new development operate at a level of service of “C” or better. The City Council may allow an exception to level of service “D” in order to avoid impacting private homes and/or businesses, avoid adverse environmental impacts, or preserve or enhance aesthetic integrity.	X		
Policy ICS-7.1	Require Transportation Demand Management Programs (TDM) Consider requiring TDM programs with preferred parking, car pool and van pool vehicles, and ride sharing where feasible and appropriate.	X		A Specific Plan-wide TDM program is to be prepared within one year of the recordation of the first Final Tract Map and implemented on a phase by phase basis thereafter. The TDM program shall incorporate best and commonly used trip-reduction incentives, programs, and practices found in TDMs of similar projects in terms of allowed uses, size, and transportation and transit service context
Policy ICS-11.3	GREAT Program Implementation Continue to implement the GREAT Program as the key program for the City’s short and long term water supply	X		Project complies with the City’s GREAT program and water sustainability policies. Project landscaping meets City and State water-conservation requirements.
Policy ICS-11.6	Water Conservation and/or Recycling Connection as Mitigation Require the use of water conservation offset measures (efficient low flow fixtures and irrigation systems, drought tolerant landscaping, leak	X		

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	detection programs, water audits, and public awareness and education programs) and/or proportional contributions to recycled water production and/or conveyance infrastructure related to the GREAT Program as mitigation for water supply shortage as determined by a Water Supply Assessment, CEQA documentation, or similar analysis as part of new or master plan development review.			
Policy ICS-11.7	Water Wise Landscapes Promote water conservation in landscaping for public facilities and streetscapes, residential, commercial and industrial facilities and require new developments to incorporate water conserving fixtures (low water usage) and water-efficient plants into new landscaping.	X		
Policy ICS-12.6	Timing of Future Development Impose conditions in order to ensure adequate wastewater capacity for proposed new development.	X		Prior to recordation of the final map, the developer/project applicant shall enter into an agreement with the City which specifies the funding mechanism for all wastewater conveyance facilities.
Policy ICS-13.3	Stormwater Detention Basins Design stormwater detention basins to ensure public safety, to be either visually attractive or unobtrusive, provide temporary or permanent wildlife habitats, and recreational uses where feasible in light of safety concerns.	X		
Policy ICS-13.4	Low Impact Development Incorporate low impact development (LID) alternatives for stormwater quality control into development requirements. LID alternatives include: (1) conserving natural areas and reducing imperviousness, (2) runoff storage, (3) hydro-modification (to mimic pre-development runoff volume	X		Where feasible Project meets City and Watershed Protection District requirements and incorporates LID features.

	and flow rate), and (4) public education.			
Policy ICS-20.5	Fire Services to New Development Require new developments to fund a fair share extension of fire services to maintain service standards, including personnel and capital improvements costs.	X		The project includes permanent funding of three fire personnel. New infrastructure right of way is designed to support emergency access.
Policy ICS-20.7	Adherence to City Standards Ensure that water main size, water flow, fire hydrant spacing, and other fire facilities meet City standards.	X		
Policy ICS-20.8	Development Review Review new development applications to assess potential impacts to existing fire protection services and the need for additional and expanded services.	X		
Policy ICS-20.10	Adequate Emergency Access and Routes Require that new development provide adequate access for emergency vehicles, particularly firefighting equipment, and evacuation routes, as appropriate.	X		

Finding 2: The Development Agreement will address the Specific Plan EIR Mitigation Measure M.1-1 with an adaptive replacement mitigation that requires the Developer to provide permanent funding for fire personnel for the term of the Development Agreement. Prior to approval of the project, and as a condition for approval of the Development Agreement, the developer will need to form a Property Owners Association (POA) with a Community Financing District (CFD) to finance certain public services, including fire protection services (the “Fire Protection Services”), and, if not funded by a private Property Owners Association, or similar entity, the maintenance of landscaping, drainage facilities, weed control as approved at an election held within the boundaries of the District.

Finding 3: The Development Agreement allows for implementation of the Sakioka Farms Business Park Specific Plan which anticipates a total of 8,500,000 square feet of overall development activities consisting of 5,500,000 square feet of industrial uses and 3,000,000 square feet of business and research uses which is anticipated to maintain and increase net fiscal gains to the City resulting from both the construction and use of the Project area. Additionally, development of this land provides for a significant increase in tax revenues.

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SECTION 5. Based on the findings set forth herein, the Planning Commission recommends to the City Council the approval of Planning and Zoning Permit No. 20-670-01 (Development Agreement), contained in Exhibit 1 to this Resolution, and Planning and Zoning Permit No 20-650-01 (Road Naming), subject to the attached conditions of approval.

SECTION 6. This Resolution shall not become effective unless and until the City of Oxnard City Council approves the associated Development Agreement (PZ No. 20-670-01). If the City Council fails to approve the Development Agreement, then this Resolution shall become null and void and be of no further force and effect.

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

PASSED AND ADOPTED by the Planning Commission of the City of Oxnard, State of California, held on the 21st day of May, 2020, by the following vote:

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 this 21st day of May, 2020, and carried by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

ABSTAIN: Commissioners:

RECUSED: Commissioners:

Scott Kolwitz, Secretary

RECORDING REQUESTED BY AND
WHEN RECORDED MAIL TO:

City of Oxnard
305 West Third Street
Oxnard, California 93030
Attention: City Clerk

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE

DEVELOPMENT AGREEMENT

THIS DEVELOPMENT AGREEMENT ("Agreement") is made in Ventura County, California as of _____, 2020 by and between the CITY OF OXNARD, a municipal corporation of the State of California (the "City") and SAKIOKA FARMS, a California general partnership and AMS CRAIG, LLC, a Delaware limited liability company (collectively, the "Developer"). The City or Developer may be referred to individually as a "Party" and collectively as the "Parties."

RECITALS

A. The City is authorized pursuant to Government Code sections 65864 through 65869.5 (the "Development Agreement Statute") and City Council Resolution No. 10,488 to enter into binding development agreements with persons or entities owning legal or equitable interests in real property located within the City.

B. Developer is the owner of that certain real property in the City of Oxnard, County of Ventura (the "County") more particularly described in Exhibit A attached hereto and incorporated herein by this reference (the "Property").

C. The City and Developer each desire to enter into this Agreement affecting the Property in conformance with the Development Agreement Statute in order to achieve the mutually beneficial development of the Property in accordance with this Agreement.

D. The development project (the "Project") which Developer seeks to develop on the Property may consist of up to 8,500,000 square feet of overall development for business and research park uses, and light industrial and commercial uses, all in accordance with the Sakioka Farms Business Park Specific Plan previously adopted by the City Council.

E. In conjunction with the approval of the Specific Plan and in accordance with the California Environmental Quality Act and State and City guidelines, the City Council certified a final environmental impact report for the Project.

F. The City and Developer each mutually desire to obtain the binding agreement of one another to permit and ensure that the Property is developed strictly in accordance with the provisions of this Agreement.

G. This Agreement will benefit the City and Developer by:

1. eliminating uncertainty in planning and providing for the orderly development of the Project;
2. permitting the high quality development of the Property;
3. providing for significant employment growth in the City resulting from both the construction and use of the Project;
4. providing for significant increase in tax revenues from the Project;
5. allowing installation of necessary improvements that benefit the Project, the City and the region;
6. providing for public services and infrastructure appropriate and adequate for the development of the Property;
7. upon the creation of the mandated Community Facilities District, provides for the permanent funding for additional firefighters for Fire Station No. 5;
8. eliminating the uncertainty about the validity of specific exactions to be imposed by the City;
9. providing for the dedication of land for the Del Norte/101 Interchange;
10. providing for the dedication of land for the extension of Gonzales Road;
11. providing for the conveyance of groundwater rights to the City; and
12. serving the public interests within the City.

H. The Planning Commission of the City (the "Planning Commission") and City Council have each given notice of their intention to consider this Agreement, have each conducted public hearings thereon pursuant to the relevant provisions of the Government Code, and have each found that the provisions of this Agreement are consistent with the City of Oxnard General Plan for development within the City, City zoning ordinances, and the Specific Plan. The City Council has also specifically considered the impacts and benefits of the Project upon the welfare of the residents of the City and the surrounding region. The City Council has determined that this Agreement is beneficial to the residents of the City and is consistent with the present public health, safety and welfare needs of the residents of the City and the surrounding region.

I. On _____, the Planning Commission held a duly noticed public hearing wherein the Planning Commission recommended approval of this Agreement.

J. Developer and the City have determined that the development of the Project in accordance with the Existing Project Approvals (defined in Section 1.8 below) and Applicable

Rules (defined in Section 1.2 below) is a development project for which this Agreement is appropriate. This Agreement will eliminate uncertainty in planning and provide for the orderly development of the Project, ensure progressive installation of necessary improvement, provide for public services appropriate to the development of the Project and otherwise achieve the goals and purposes of the Development Agreement Statute. In exchange for these benefits the City agrees to provide Developer with the assurance that Developer may proceed with the development of the Project in accordance with and subject to the terms and conditions of this Agreement.

NOW, THEREFORE, in consideration of the foregoing Recitals which are hereby incorporated into the operative provisions of this Agreement by this reference and other good and valuable consideration, the receipt and adequacy of which is hereby acknowledged, the City and Developer agree as follows:

1. Definitions.

1.1 "Applicable Fees" shall mean (subject to Section 4.2 of this Agreement) only those fees and fee programs set forth within the Applicable Rules and uniformly applied to all development projects within the City that may be charged to Developer, the Property, or the Project with respect to the development of the Property, impacts related to the Project, and the processing of development-related applications, and the issuance of permits.

1.2 "Applicable Rules" means the rules, regulations and official policies of the City which were in force as of the Effective Date (as defined below), including, but not limited to, the General Plan, the Specific Plan (as defined below), City zoning ordinances and other entitlements, development conditions and standards, public works standards, subdivision regulations, density, growth management, environmental consideration, grading requirements, and design criteria applicable to the Project. Applicable Rules shall not include building standards adopted by the City pursuant to Health and Safety Code Section 17922 and 17958.5.

1.3 "City Council" shall mean the City Council of the City.

1.4 "City Manager" shall mean the City Manager of the City.

1.5 "Discretionary Actions" and "Discretionary Approvals" means those actions and approvals which require the exercise of judgment, or imposition of a condition or obligation, by any officer, employee, review board, commission or department of the City. Discretionary Actions and Discretionary Approvals are distinguished from administrative permits and approvals which merely require any officer, employee, review board, commission or department of the City to determine whether or not there has been compliance with the Applicable Rules.

1.6 "Effective Date" means the date on which the ordinance approving this Agreement as required by Government Code Section 65867.5 becomes effective.

1.7 "Existing Fees" shall have the meaning set forth in Section 4.2 of this Agreement.

1.8 "Existing Project Approvals" means the following:

(a) On June 12, 2012, pursuant to the California Environmental Quality Act and the State Guidelines, the Planning Commission of the City ("Planning Commission"), by Resolution No. _____, certified the Sakioka Farms Business Park Specific Plan Final EIR identified as EIR No. _____, State Clearing House No. 2002071070, for the _____ Specific Plan.

(b) On _____, 2012, the Planning Commission by Resolution No. _____, recommended to the City Council of the City ("City Council"), adoption of the Specific Plan. Consistent with the General Plan, the Specific Plan provides for a total of 8,500,000 square feet of overall development consisting of business and research park and light industrial uses and related industrial and commercial service centers.

(c) On June 12, 2012, the City Council by Resolution No. 14,235 made findings of fact and adopted the Adaptive Management Mitigation Monitoring and Reporting Program and incorporated as Section 7 into the Specific Plan (the "MMRP").

(d) On June 12, 2012, the City Council adopted the Specific Plan.

(e) On _____, 2020 the City Council by Resolution No. _____ approved Tentative Tract Map No. ____ (the "Tentative Map").

(f) On _____, the Development Services Director of the City approved certain administrative changes to the Specific Plan.

1.9 "Financing District" means a community facilities district formed pursuant to the Mello Roos Community Facilities Act of 1982 (Government Code section 53311 et seq.), an assessment district formed pursuant to the Landscaping and Lighting Act of 1972 (Streets and Highways Code section 22500 et seq.), or any other similar special district or assessment district existing pursuant to state law for purposes of financing the cost of public improvements, facilities, services or public facilities within a distinct geographic area of the City.

1.10 "General Plan" means the City of Oxnard 2030 General Plan adopted in October of 2011 and updated in December of 2016.

1.11 "Periodic Review" shall have the meaning assigned to such term in Section 11.1.

1.12 "Planning Commission" shall mean the Planning Commission of the City.

1.13 "Project" shall mean that development contemplated pursuant to the Existing Project Approvals.

1.14 "Project Area" shall mean the ± 430 acres comprising the Property as depicted in the Specific Plan.

1.15 "Specific Plan" shall mean the Sakioka Farms Business Park Specific Plan.

1.16 "Subsequent Applicable Rules" means any change in, or addition to, the Applicable Laws adopted or becoming effective after the Effective Date which, other than as provided for in this Agreement, would govern the General Plan, City zoning ordinances, Specific Plan and other entitlements, development conditions and standards, public works standards, subdivision regulations, density, growth management, environmental considerations, grading requirements and design criteria applicable to the Project and Property.

2. Term of Agreement. This Agreement shall become operative and commence upon the Effective Date and shall remain in effect for a term of fifteen (15)[20]¹ years, unless the term is modified by mutual written consent of the City and Developer. If, on or before the end of the term of the Agreement Developer is still in the process of developing the Property, Developer may submit a written request to the City Manager requesting an extension of the term of the Agreement. Such request shall include a summary of the specific development that has occurred on the Property and a projected schedule for the completion of the Project. Upon the Developer's submission of the summary, along with any additional reasonable detail requested by the City Manager, the City Manager shall determine, in his or her reasonable discretion, whether the term of the Agreement should be extended. Such determination shall be based upon Developer's implementation of and compliance with the provisions of the Specific Plan and this Agreement, and the effect of such extension upon the fiscal welfare of the City. If the City Manager extends the Agreement, such extension shall be until the Project has been completed, but not to exceed an additional ten (10) years. Upon the expiration of the term, this Agreement shall be deemed terminated and have no further force and effect except for Section 6 of this Agreement regarding Financing District shall continue in full force and effect for a period fifty (50) years from the termination or expiration of this Agreement provided that a minimum of 1.5 million square feet of development remains on the Property or any portion thereof.

3. Vested Right to Develop the Project. Subject to Section 3.4 below and the Applicable Rules, the City hereby grants to Developer the vested right to develop the Project on the Property in accordance with the Existing Project Approvals to the extent and in the manner provided in this Agreement.

3.1 Subsequent Applicable Rules. Subsequent Applicable Rules shall not be applicable to or binding upon the Project unless the Subsequent Applicable Rules represent an exercise of the City's Reserved Powers (defined in Section 3.4 below) or are otherwise expressly allowed by this Agreement or are consented to in writing by Developer. The City shall not require Developer to obtain any approvals or permits for the development of the Project other than those permits or approvals which are required by the Applicable Rules and the Existing Project Approvals. This Agreement will bind the City to the terms and obligations specified in this Agreement and will limit, to the degree specified in this Agreement and under state law, the future exercise of the City's ability to regulate development of the Project.

¹ *Developer seeks a term of 20 years.*

3.2 No Conflicting Enactments. Subject to Section 3.4 of this Agreement, neither the City nor any agency of the City shall enact rules, regulation, ordinances or other measures which limit or control the rate, timing, phasing, density, intensity or configuration of the development of any part of the Project which is inconsistent or in conflict with this Agreement or the Existing Project Approval.

3.3 Moratorium or Initiative Measures. Subject to Section 3.4 of this Agreement, Developer and the City intend that no moratorium or other limitation (whether relating to the rate, timing or sequence of the development of all or any part of the Project and whether enacted by initiative or otherwise) affecting parcel or subdivision maps (whether tentative vesting tentative or final), building permits, certificates of occupancy or other entitlements shall apply to the Project to the extent such moratorium or other limitation is inconsistent with or conflicts with this Agreement.

3.4 Reserved Powers. Subject to the terms and conditions of this Section 3.4, this Agreement shall not preclude the application to the Project of Subsequent Applicable Rules by the City's exercise of its Reserved Powers. As used in this Agreement, "**Reserved Powers**" shall mean the rights and authority expressly excepted from this Agreement's restrictions on the City's police powers and which are instead reserved to the City. Pursuant to this Agreement, the Reserved Powers refer to the power of the City to enact and implement after the Effective Date the Subsequent Applicable Rules which fall within one of the categories described in this Section 3.4 (a) through (e) below:

(a) Federal or State Laws. The City reserves the right to enact Subsequent Applicable Rules to the extent necessary to comply with applicable federal or state laws, codes or regulations ("**State/Federal Laws**") which preempt local jurisdiction, including, without limiting the generality of the foregoing, the California Environmental Quality Act, all building codes and any safety regulations, but such modifications shall be made only to the extent required thereunder.

(b) Public Health Concerns. The City Council determines after a noticed public hearing and by substantial evidence that the failure to impose the Subsequent Applicable Rules would place residents of the City in a condition dangerous to their health or safety, and (1) the condition cannot be mitigated in a reasonable manner with respect to the development of the Property and Project except through imposition of such Subsequent Applicable Rules; (2) such Subsequent Applicable Rules are applied only during such time that such dangerous conditions exists; and (3) such Subsequent Applicable Rules are applied consistently and evenly throughout the City.

(c) New Engineering and Construction Standards. The City expressly reserves the right to adopt Subsequent Applicable Rules governing engineering and construction and grading standards and specifications including, without limitation, changes to State Uniform Codes applicable to building, plumbing, mechanical, electrical or fire standards, including local amendments to the State Uniform Codes pursuant to state law allowing for such amendments; provided that such codes are uniformly applicable to all new development projects of a similar type as the Project within the City.

(d) Emergency. The City reserves the right to adopt Subsequent Applicable Rules in response to documented emergency situations, as properly declared by the President of the United States, the Governor of California, the Mayor of the City or the City Council, the City Council may adopt reasonable, temporary regulations affecting the Property, provided (1) the City Council determines by substantial evidence that the failure to impose those temporary regulations would place residents of the City in a condition dangerous to their health or safety; (2) such temporary regulations are applied consistently and evenly throughout the City; and (3) such temporary regulations are automatically repealed as to the Property once the emergency situation has ended either officially or through a determination made jointly by the City and Developer that the emergency situation triggering the temporary regulations no longer requires the imposition of such regulations, which favorable determination the City may not unreasonably withhold.

3.5 Legal Challenges. City agrees to cooperate with Developer in all reasonable manners in order to keep this Agreement in full force and effect. Notwithstanding the preceding sentence, in the event of any legal action instituted by a third party or other government entity or official challenging the validity of this Agreement, the City and Developer agree to cooperate in defending such action, with Developer to indemnify the City pursuant to Section 18.13 of this Agreement. In the event of any litigation challenging the effectiveness of this Agreement or any portion thereof, this Agreement shall remain in full force and effect while such litigation, including any appellate review, is pending, unless a court of competent jurisdiction orders otherwise.

4. Development Impact, Processing and Other Fees.

4.1 Limitation Upon Increases in Certain Existing Fees for Five Years From Start Date. The Parties acknowledge and agree that the City is in the process of updating a number of its development impact fees. Starting January 1, 2022 or at such earlier time that the City has updated the Existing Fees (as that terms is hereafter defined) (hereafter, the “**Fee Start Date**”), the Existing Fees shall be fixed for a period of five (5) years for the Project (the “**Fixed Fee Period**”). The Existing Fees shall only include such fees that are retained by the City and not paid to another governmental agency. For purposes of this Agreement, Existing Fees are limited to the following development impact fees: Growth Requirement Capital Fees; Planned Drainage Facilities Fees; Planned Traffic Circulation Facilities Fees; Planned Wastewater Facilities Fees and Planned Water Facilities Fees (collectively, the “**Existing Fees**”). Any new City fees, exactions or charges or increases in Existing Fees that take effect after the Fee Start Date and are similar to the Existing Fees in that they offset or reimburse the City for the increased costs on the City’s public improvements due to development, shall not be applied to the Project, the Property or Developer during the Fixed Fee Period. After the expiration of the Fixed Fee Period, any new City fees, exactions or charges or increases in Existing Fees shall only be applicable to the Project if adopted in compliance with the Mitigation Fee Act, Government Code Section 66000 et. seq. and applied consistently and proportionately in accordance with applicable law.

4.2 Transfer of Fee Credits. To the extent that Developer is entitled to utilize fee credits pursuant to the Applicable Rules (“**Fee Credits**”), the Fee Credits may be transferred by Developer to buyer or ground lessees of any portion of the Project, and upon

written request, the City will provide written confirmation to any buyer or ground lessee of the Fee Credits which may be applied by the buyer or ground lessee. The City shall make no deductions from the Fee Credits except as specifically requested in writing by Developer in order to ensure that the Fee Credits are properly credited to parcels and developments in the Project for which such credits are specifically intended and that previously issued credits (e.g. NIAD Credits) are applied prior to the utilization of future Fee Credits earned by Developer pursuant to this Agreement.

4.3 Northeast Industrial Assessment District In Lieu Credits. Developer shall be entitled to apply the in-lieu credits set forth on the Schedule attached hereto as Exhibit "C" (the "NIAD Credits") to the payment of the related Applicable Fees. Available NIAD credits are as follows:

Water In Lieu Credit	\$547,046.46
Sewer In Lieu Credit	\$698,858.94
Street In Lieu Credit	\$1,516,251.46

Developer earned the NIAD In-Lieu Credits as a result of Developer's payment of \$7,340,272.00 in assessments as its participation in the Northeast Industrial Assessment District. If any portion of the NIAD Credits have not been applied against development impact fees legally imposed on the Project, then the City shall reimburse Developer for the remaining balance of the NIAD Credits no later than one hundred twenty (120) days after the issuance of the final certificate of occupancy for the Project.

4.4 Timing of Payment of Applicable Fees. City and Developer agree that notwithstanding anything to the contrary set forth in the MMRP, development impact fees applicable to the Project shall not be required to be paid with the recordation of any Final Map but rather with the issuance of building permits.

4.5 Processing Fees. Nothing in this Section 4 shall limit City Council's power to impose reasonable increases upon fees which reimburse City for the cost of processing development applications or reimburse City for the cost of building inspection or plan checking to the extent that any such fee increase is applied consistently and proportionately throughout the City in accordance with the Mitigation Fee Act, Government Code Section 66000 et. seq.

5. Developer Obligations.

5.1 Project Infrastructure Improvements. Developer acknowledges and agrees that, as part of the development of the Project, the Developer will be required to construct specific improvements required by the Existing Project Approvals, construct specific roadways and rights-of-way improvements indicated in the Specific Plan and the EIR, and dedicate said roadways and rights-of-way at no cost to the City (the "**Project Infrastructure Improvements**"). Some of the Project Infrastructure Improvements shall be eligible for reimbursement pursuant to Section 5.3.

5.2 Additional Traffic Mitigation. If traffic studies for one or more future phases of the Project indicate that additional mitigation measures are required to address the impact of the future phase upon traffic due to, among other reasons, the trip generation cap will

be exceeded, there is an increase in square feet permitted by the Existing Project Approvals and/or there is a reallocation of square footage from one planning area to another, Developer may be required to pay additional traffic impact fees and/or or construct additional transportation infrastructure improvements to the extent necessary to mitigate such impacts (“**Additional Traffic Mitigation**”). Except for the Additional Traffic Mitigation, the City shall not condition the approval of any development project in the Project upon the construction of additional transportation infrastructure improvements for the Project.

5.3 Application of Fees/Credit or Reimbursement for Infrastructure Improvements. For infrastructure improvements which are eligible for reimbursement, Developer shall be reimbursed pursuant to City Resolution No. 10,272 of the City of Oxnard ("A Resolution of the City of Oxnard Establishing a Policy Concerning Credit In Lieu of Payment for Facilities Fees and Reimbursement for Construction of Planned Facilities for Drainage, Wastewater, Traffic Circulation and Water Systems") attached hereto as Exhibit “E” and the Development Services Department Master Planned Improvement Reimbursement Policy, dated July 6, 2010 and updated March 15, 2017 attached hereto as Exhibit “F”(collectively, the “Reimbursement Policy”) subject to the following modifications to the Reimbursement Policy: (a) Developer shall not be required to accept Fee Credits for the reimbursable costs and instead shall be entitled to reimbursement from the City of the reimbursable costs from traffic impact fees paid by other developers with the issuance of building permits for development within the Project: and (b) notwithstanding the payment terms of the Reimbursement Policy, Developer shall be paid the entire amount of the reimbursable costs within sixty (60) days after the project is completed and Developer has submitted to the City the items required to be submitted to the City pursuant to the Reimbursement Policy (the “Payment Date”).

5.4 Traffic Mitigation Measures. For the transportation and traffic improvements described as mitigation measures in Section I in the Transportation/Traffic Mitigation Measures of the EIR (the "**Fee Funded Infrastructure Improvements**"), the Developer's payment of applicable City impact fees in the amount agreed to by the City and Developer satisfies in full the action required by Developer as it relates to City in connection with the implementation of the Transportation/Traffic mitigation measures based upon the development of the Project pursuant to the Specific Plan and the trip generation cap. This section in no way limits the amount of traffic impact fees and mitigation measures that may be imposed by the County of Ventura or the State of California on the Project or any portion thereof.

5.5 Dedication of Land. Developer agrees to dedicate land within the Property for the public uses described in this Section 5.5:

(a) Gonzales Road Extension. Developer agrees to dedicate to the City the land required for the extension of Gonzales Road as shown in the Circulation Plan of the Specific Plan (the "**Gonzales Road Extension**"). Based upon the configuration of the current tentative tract map for the Project, Developer shall make such dedication as part of the development of Phase Two or Phase Three of the Project.

(b) Del Norte/101 Interchange Transfer. The final map to be recorded for the entire Property (the “**Final Map**”) designates a portion of the Property

comprising approximately 1.5 acres to be dedicated to Cal Trans for the future interchange of Del Norte Boulevard and the 101 Freeway (the “**Del Norte/101 Interchange**”) based upon preliminary studies prepared by Cal Trans (the “**Existing Interchange Design**”). Upon recordation of the final map for the phase of the Project adjacent to the Del Norte/101 Interchange or such earlier time that Cal Trans or the City commences construction of the Del Norte/101 Interchange, Developer shall make an irrevocable offer of dedication of the portion of the Property reasonably required to satisfy the then current interchange design requirements of Cal Trans for the Del Norte/101 Interchange at the time the dedication is made (the “**Dedicated Land**”) but in no event more than three (3) acres (the “**Maximum Dedication**”). If after the dedication is made, Cal Trans or the City require more of the Property than the Dedicated Land, for the Del Norte/101 Interchange, including, without limitation, a modification of the alignment for the Del Norte/101 Interchange or material changes to the Existing Interchange Design, Developer reserves the right to seek compensation for the additional land required by Cal Trans or the City which is in excess of the Dedicated Land.. Notwithstanding any language in this Section 5.5(b) to the contrary, the three-acre Maximum Dedication shall only apply for a period of fifteen (15) years from the effective date of this Agreement. If the Developer has not made the irrevocable offer of dedication contemplated by this Section 5.5(b) within 15 years from the effective date of this Agreement, then the Maximum Dedication that Developer shall be required to dedicate at no cost to Cal Trans or the City for the amount of land reasonably needed for the Del Norte/101 Interchange shall not exceed four and 7/10 (4.7) acres. Such dedication shall occur upon recordation of the final map for the phase of the Project adjacent to the Del Norte/101 Interchange or at such time that Cal Trans or the City commences construction of the Del Norte/101 Interchange, whichever occurs first.

(c) Dedication of Groundwater Rights. Developer acknowledges and agrees that the conveyance of water rights associated with the Property at no cost to the City is necessary for the City to provide potable water services to the Property at the time of development. Developer agrees that it shall not convey the water rights associated with any portion of the Property to any third party. The City and Developer acknowledge that the Property is currently being used for agricultural uses. Developer intends to continue to use the Property for such purposes until the Property is developed in accordance with the Specific Plan. The City agrees that Developer shall not be required to grant to the City groundwater rights association with a specific portion of the Property while Developer is continuing to use that specific portion of the Property for agricultural uses. The City further acknowledges that any conveyance by Developer of groundwater rights to the City shall occur in phases as the Property is developed. Until such time, Developer shall retain all groundwater rights relating to the undeveloped portion of the Property that existed as of January 1, 2020.

(d) No Other Dedications, Easements or Other Conveyances of Property for Public Use. Except as set forth in this Section 5.4, Developer shall not be required to dedicate, transfer, grant easements or otherwise convey any other portion of the Property or interest therein to the City for public uses or any other purposes except the circulation and utility infrastructure required to be installed by Developer within the Project Area pursuant to the Specific Plan.

5.6 Storm Water Detention. Developer shall comply with the performance criteria set forth in the 2002 Technical Guidance Manual for Storm Water Quality Control

Measures for the installation of the detention basin and any other storm water discharge mitigation measures within the Project. The new development requirements of Order No. R4-2009-0057 ("MS4 Permit") shall not apply to the Project, because the Project satisfies one or more of the exceptions set forth in the Technical Guidance Manual for Storm Water Quality Control Measures applicable to the MS4 Permit.

6. Financing District.

6.1 Formation. Developer acknowledges and agrees that a Financing District covering all of the Property must be formed prior to any of the following events occurring: the recording of a final map over any portion of the Property; a lot line adjustment affecting any portion of the Property; the recordation of a parcel map over any portion of the Property; and/or the conveyance of any portion of the Property to any entity other than the entities comprising Developer.

6.2 Purpose of Funds. The Financing District shall include specific language in its formation documents imposing the obligation to pay the City an annual amount equal to the full cost of three Oxnard firefighters (including base salary and all benefits plus annual increases in such compensation), with such obligation triggered at such time that building permits have been issued and construction has started on development totaling a minimum of 1.5 million square feet on any portion of the Property. The Parties agree that the initial annual cost for the three firefighters shall be Three Hundred Thousand Dollars (\$300,000) a year. The annual cost of three firefighters (including base salary and all benefits) shall be allocated among the parcel(s) within the Property based upon the amount of acreage on each parcel within the Property as compared to the total net acreage within the Property (i.e., not included public roads, rights-of-way and other public property). The City shall not be liable for the financial obligations of the Financing District. The Financing District shall also include specific language in its formation documents providing for the "back up" funding of the maintenance of certain public improvements required to be constructed on the Property; provided, however that the Financing District shall impose assessments or special taxes for the maintenance of the public improvements only in the event the owner's association fails to maintain such public improvements in accordance with the City's requirements.

6.3 Fire Station. The Parties agree that the formation of a Financing District that includes the obligation to pay for the annual cost of three firefighters (including benefits) is in lieu of the Specific Plan's obligation for Developer to dedicate a 1.5 acre site near Rice Avenue and the easterly extension of Gonzales Road for a new fire station site and that such obligation fully mitigates the impact of the Project upon the City's fire services; provided, however, that the Parties acknowledge and agree that the development of the Property with residential uses and/or schools, hospitals, nursing homes, explosive plants, refineries, high-rise buildings and other high life hazard or large fire potential occupancies will, subject to the Fire Chief's determination, trigger additional obligations that are above and beyond the obligations imposed by this Section based upon the specific uses that are added to the Property or any portion thereof.

6.4 Survival Period. Notwithstanding any language in this Agreement to the contrary, the obligation for the Developer (including its successors in interest and assigns) to pay

and the Financing District to impose assessments or special taxes for the annual cost of firefighters (including benefits) shall survive the termination or expiration of this Agreement and shall continue for an additional fifty (50) year period provided that a minimum of 1.5 million square feet of development remains on the Property or any portion thereof.

6.5 Developer Support. On behalf of itself and its successors and assigns, Developer agrees to:

(a) Support the formation of the Financing District consistent with this Section 6;

(b) Not to initiate, support in any way and/or seek to repeal the Financing District once it is formed; and

(c) Not to initiate, support in any way and/or seek to reduce the amount of assessments and/or special taxes imposed by the Financing District to pay for the cost of the three firefighters.

7. Implementation and Development of the Project.

7.1 Permitted Uses. Developer agrees that Property shall only be developed in accordance with the Specific Plan and the conditions and mitigation measures imposed on the Project through the certification of the environmental documents for the Project. Notwithstanding anything set forth in the Agreement to the contrary, unless Developer proceeds with the development of a phase of the Project in which event Developer shall be obligated to install all Project Infrastructure Improvements applicable to such phase, Developer is not obligated by the terms of this Agreement to develop or install Project Infrastructure Improvements applicable to future phases of the Project unless such Project Infrastructure Improvements are needed to address the impacts of the development of that phase.

7.2 Development Standards. All development, construction, improvement and design requirements and standards applicable to the Project shall conform to the Specific Plan and the Applicable Rules consistent therewith. To the extent there is any conflict between the Specific Plan and the Applicable Rules, the Specific Plan shall govern.

7.3 Subsequent Approvals and Expedited Processing. Subject to the provisions of this Section, City and Developer shall cooperate to expedite the development design review process, the building plan review process, improvement plan review process, and if necessary, expedite the entitlement review process for developments to be located within the Project Area as outlined in the Specific Plan (Chapter 3.0 - Implementation). Review of any application through any expedited process as provided by this subsection shall not be deemed to waive any of the Applicable Rules pertaining to review or approval of such application, including, but not limited to, a public hearing, if any, required therefore. Any such process shall terminate upon the expiration or termination of this Agreement or the issuance of the final certificate of occupancy for development within the Project, whichever occurs first. In furtherance thereof, Developer and the City agree to comply with the following expedited processing requirements:

(a) If Developer chooses to utilize an expedited plan check process for the review of improvement plans and building plans for the Project, within two (2) weeks of written request by Developer, City shall determine whether the City will retain an outside consultant for review of the Developer's improvement plans and building plans. Such outside consultant or City staff shall be at the sole selection of City and shall be paid for at the sole cost and expense of Developer through the payment of an increased plan check fee set forth herein. Prior to the City's commencement of any expedited plan check for an improvement plan or building plan, Developer shall pay to the City a deposit fee equal to _____ percent (_____%) of the then current plan review fee for review of an improvement or building plan (**"Expedited Plan Check Fee"**).

(b) Once a consultant is selected or City staff identified. City shall complete plan check review for improvement plans and building plans according to the following schedule:

First Plan Check: City shall provide complete comments and markup within 21 working days of submittal of a complete package.

Second Plan Check: City shall provide complete comments and markup within 21 working days of submittal of a complete package that responds to all markups and comments.

Any subsequent Plan Check: City shall provide complete comments and markup within 10 working days of submittal of a complete package that responds to all markups and comments.

Upon completion of plan check review, the City shall calculate and provide permit fees to the Developer within 10 (ten) working days of plan set approval.

(c) Should City determine, in its reasonable discretion, that the Expedited Plan Check Fee will be insufficient to cover City's actual costs of utilizing City staff, retaining an outside consultant or any combination thereof in order to expedite the review process, City may increase the Expedited Plan Check Fee upon prior notice to Developer of the basis for the increased Expedited Plan Check Fee or have no further obligation to expedite review as set forth herein.

7.4 Subsequent Discretionary Action and Approval. The City agrees not to unreasonably withhold, condition or delay any Discretionary Action or Discretionary Approval or other action or approval by the City which may be required by the Project subsequent to the execution of this Agreement. Upon the filing of a complete application and payment of appropriate processing fees by Developer, the City shall promptly commence and diligently schedule and convene all required public hearings in an expeditious manner consistent with the law and process all Discretionary Actions and Discretionary Approvals in an expeditious manner.

7.5 Phasing.

(a) The City and Developer acknowledge that Developer cannot predict when or in what order the Project will be developed. Such decisions depend upon numerous factors which are not within the control of Developer including, but not limited to, market orientation and demand, interest rates, competition and similar factors beyond the control of Developer. Developer shall have the discretion to develop the Project in phases and in such order as Developer deems appropriate within the exercise of its subjective and independent business judgment. Specifically, City and Developer agree that Developer shall be entitled to apply for and receive permits, maps, certificates of occupancy and other entitlements to use at any time that this Agreement is in effect, provided that such actions are in accordance with the Applicable Rules. Because the California Supreme Court held in Pardee Construction Co. vs. City of Camarillo, 37 Cal.3d 465 (1984), that failure of the parties therein to provide for the timing of development resulted in a later-adopted initiative restricting the timing of development to prevail over such parties' agreement, the parties herein intend to cure that deficiency by acknowledging and providing that Developer shall have the right (without obligation) to develop the Project in such order and at such rate and at such time as Developer deems appropriate within the exercise of its subjective business judgment.

(b) The Project Area will be developed in various phases over the next several years. In order to accommodate the anticipated intermittent development patterns, all required circulation infrastructure and community improvements to accommodate each new development of the Specific Plan shall be completed prior to, or simultaneously with, individual projects. The Specific Plan Planning Areas as described on the Phasing Matrix (Exhibit 4.32) of the Specific Plan may be further divided into subareas to better reflect the anticipated development pattern and infrastructure improvement phasing. The Phasing Plan presents a schedule of project development based on an incremental installation of infrastructure improvements. The Phasing Plan recognizes that the Project Area is presently vacant with few infrastructure improvements. The development phasing schedule has been prepared to provide that adequate public facilities and services will be available for each new project.

7.6 Extension of Maps and Project Approvals. In accordance with Government Code section 66452.6, subd. (a) and Government Code section 65863.9, unless a longer term would result under otherwise applicable state law, the term of any subdivision map or other permits approved as part of the Project approvals shall be automatically extended for the term of this Agreement.

7.7 Compliance with Government Code Section 66473.7. Any tentative maps prepared for this Project or any portion thereof shall comply with Government Code section 66473.7, to the extent that this code section is applicable to that tentative map.

7.8 Property Acquisition for Improvements. Developer shall have no obligation to acquire any right(s)-of-way necessary to construct any improvements outside the Project Area. It shall be the City's responsibility to take such actions as are necessary and consistent with State law to acquire such right(s)-of-way. City may, and where needed shall, use its powers of eminent domain to condemn such right(s)-of-way. Nothing contained in this Section shall be deemed to constitute a determination or resolution of necessity by City to initiate condemnation proceedings.

8. Public Services for the Project. The City hereby acknowledges and agrees that when the Infrastructure Improvements called for by the Specific Plan and the mitigation conditions of the EIR for the Project has been completed, the City will have sufficient capacity in its existing infrastructure, services and utility systems for: traffic circulation; sewer collection, sewer treatment and sanitation service; water treatment, distribution and service; and drainage to accommodate the Project. The City has analyzed the existing and projected water needs for the areas served by the City and has determined that when Developer has dedicated to the City the water rights associated with each phase of Project, the City will have the necessary water supplies available to properly serve that phase of the Project. To the extent that the City renders such services or provides the utilities referenced in this Section, the City hereby agrees to timely grant or issue hookups or service to all development in the Project after Developer has conveyed at no cost to the City the water rights associated with that portion of the Property associated each phase of the Project and Developer requests such hookups and services; provided, however, the City may delay the granting of requested additional water hookups for the Project provided that all of the following conditions precedent occur: (a) after a duly noticed public hearing, the City Council imposes a ban on all new water hookups in the City, except for a ban on emergency hookups, legally mandated hookups, hookups for essential public purposes, and pass-through hookups used solely to convey emergency water through the City to another public entity or public water provider; (b) after a duly noticed public hearing, the City Council makes findings, which are supported by substantial evidence, that the granting of additional water hookups in the Project would have a significant adverse impact on the public health and safety.

9. Cooperation in Relocation of Utilities. To facilitate the development of the Project, which will benefit the entire City, the City agrees to cooperate in the relocation of utilities on or adjacent to the Project Area, which are reasonably necessary to develop the Property pursuant to the provisions of the Specific Plan, provided that such cooperation is at no cost or expense to the City. Such cooperation shall include, but not be limited to, the City serving as the applicant in any such relocation matters, where appropriate.

10. Compliance Review.

10.1 Periodic Review. Pursuant to Government Code Section 65865.1, the City Manager shall, not less than once in every twelve (12) months, review the Project and this Agreement to ascertain whether or not Developer is in full compliance with the terms of this Agreement (the "Periodic Review").

10.2 Review Procedure. During a Periodic Review, Developer shall provide information reasonably requested by the City Manager that the Project is being developed in good faith compliance with the terms of this Agreement. Upon completion of a Periodic Review, the City Manager shall submit a report to the City Council setting forth the City Manager's findings. If, as a result of a Periodic Review, the City Council finds and determines on the basis of substantial evidence that Developer has not complied in good faith with the terms or conditions of this Agreement, the City shall issue a written "Notice of Non Compliance" to Developer specifying the grounds therefore and all facts demonstrating such non compliance. Developer's failure to cure the alleged non-compliance within ninety (90) days after receipt of the notice, or, if such noncompliance is not capable of being cured within ninety (90) days, Developer's failure to initiate all actions required to cure such non-compliance within ninety (90)

days after receipt of the notice, shall constitute a default under this Agreement on the part of Developer and shall constitute grounds for the termination of this Agreement by the City as provided for below.

10.3 Termination or Modification for Non-Compliance. Pursuant to Government Code Section 65865.1, if the City Council finds and determines, on the basis of substantial evidence, that Developer has not complied in good faith with the terms or conditions of this Agreement, the City Council may modify or terminate this Agreement. Any action by the City with respect to the termination or modification of this Agreement shall comply with the notice and public hearing requirements of Government Code Section 65865.1 in addition to any other notice required by law. Additionally, the City shall give Developer written notice of its intention to terminate or modify this Agreement and shall grant Developer a reasonable opportunity to be heard on the matter and to oppose such termination or modification by the City.

11. Modification, Amendment or Cancellation by Mutual Consent. Pursuant to Government Code section 65868, this Agreement may be amended or canceled, in whole or in part, by mutual written consent of the City and the Developer or their successors in interest. Public notice of the parties' intention to amend or cancel any portion of this Agreement shall be given in the manner provided by Government Code Section 65867. Any amendment to the Agreement shall be subject to the provisions of Government Code Section 65867.5.

12. Inurement and Assignment. This Agreement shall inure to the benefit of and bind the successors and assigns of the City and Developer, may be assigned by either the City or Developer to any party or parties purchasing all or any part of the Property or any interest therein pursuant to the provisions of this Section 12. The specific rights and obligations of this Agreement shall be deemed covenants running with the land that concern and affect the Property. Prior to Developer's assignment of any rights, duties or obligations under this Agreement, Developer shall present such information to the City as will reasonably demonstrate to the City's satisfaction that the proposed assignee (the "Assignee") has the financial ability and experience to fulfill those specific rights, duties and obligations under the Agreement that the Assignee will assume. The City shall have the right to approve the proposed Assignee, provided that the City's approval may not be unreasonably withheld. The City shall approve or disapprove of the proposed Assignee in writing the proposed Assignee within thirty (30) days after receipt of the Assignee's information. If the City does not approve the Assignee, the City shall deliver notice to Developer of the reasons for the City's disapproval of the Assignee. Once such approved assignment or succession has occurred and the Assignee has agreed to accept the applicable obligations under this Agreement, Developer shall be released from its obligations under this Agreement assumed by the Assignee with respect to the Property, or portion thereof, so transferred. Upon the completion of any phase or tract of development of the Project as reasonably determined by the City, the City shall release that completed phase or tract from further obligations under this Agreement except as to Section 6 of this Agreement. The release of a completed phase or tract from further obligations under this Agreement does not release that phase or tract from any applicable and duly executed and recorded conditions, covenants and restrictions or any on-going environmental mitigation measures that are a specific obligation of that completed phase or tract, as required by applicable Project environmental documents.

13. Defaults Notice and Cure Periods, Events of Default and Remedies.

13.1 Default By Developer

(a) If the Developer does not perform its obligations under this Agreement in a timely manner, the City may exercise all rights and remedies provided in this Agreement, provided the City shall have first given written notice to the Developer as provided in Section 13.2 of this Agreement, and provided further the Developer may appeal such declaration in the manner provided in, and subject to all terms and provisions of Section 14.

(b) Notice of Default and Opportunity to Cure. If the Developer does not perform its obligations under this Agreement in a timely manner, the City through the City Manager may submit to the Developer a written notice of default in the manner prescribed in Section 18.1 identifying with specificity those obligations of the Developer under this Agreement which have not been timely performed. Upon receipt of any such written notice of default, the Developer shall promptly commence to cure the identified default(s) at the earliest reasonable time after receipt of any such written notice of default and shall complete the cure of any such default(s) (i) in the case of monetary defaults, within sixty (60) days after receipt of notice, (ii) in the case of all other defaults, no later than one hundred and twenty (120) days after receipt of any such written notice of default, or within such longer period as is reasonably necessary to remedy such default(s), provided the Developer shall commence the cure of any such default(s) within such one hundred and twenty (120) day period and thereafter diligently pursue such cure at all times until any such default(s) is cured..

(c) Failure to Cure Default Procedure. If after the cure period provided in Section 13.1(b) has elapsed, the City Manager finds and determines the Developer, or its successors, transferees and/or assignees, as the case may be, remains in default and that the City intends to terminate or modify this Agreement, or those transferred or assigned rights and obligations, as the case may be, the City's Development Services Director shall make a report to the Planning Commission and then set a public hearing before the Planning Commission in accordance with the notice and hearing requirements of Government Code Sections 65867 and 65868. If after public hearing, the Planning Commission finds and determines, on the basis of substantial evidence, that Developer, or its successors, transferees and/or assigns, as the case may be, has not cured a default under this Agreement pursuant to this Section 13, and that the City shall terminate or modify this Agreement, or those transferred or assigned rights and obligations, as the case may be, Developer, and its successors, transferees and/or assigns, shall be entitled to appeal that finding and determination to the City Council in accordance with Section 14. Such right of appeal shall include, but not be limited to, an objection to the manner in which the City intends to modify this Agreement if the City intends as a result of a default of the Developer, or one of its successors or assigns, to modify this Agreement. In the event of a finding and determination that all defaults are cured, there shall be no appeal by any person or entity. Nothing in this Section 13 of this Agreement shall be construed as modifying or abrogating the City Council's review of Planning Commission actions.

(d) Termination or Modification of Agreement. The City may terminate or modify this Agreement, or those transferred or assigned rights and obligations, as the case may be, after such final determination of the City Council or, where no appeal is taken,

after the expiration of the applicable appeal periods described in Section 14. There shall be no modifications of this Agreement unless the City Council acts pursuant to Government Code sections 65967.5 and 65868, irrespective of whether an appeal is taken as provided in Section 14. Notwithstanding any other provision of this Agreement to the contrary, in the event that: (a) Developer or any of its successors assigns some, but not all, of its rights under this Agreement in connection with a sale of some, but not all, of the Property; and (b) thereafter Developer or one or more of its successors in interest under this Agreement is in default under this Agreement and either Developer or one or more of its successors in interest under this Agreement is not in default under this Agreement, then any remedy the City may have the right to take under this Agreement including the right of termination or modification of this Agreement shall only apply to the party(ies) that is (are) in default and the portion(s) of the Property owned by such party(ies) and shall not apply to Developer or any successor and/or assignee of Developer under this Agreement that is not in default hereunder. Notwithstanding any language in this Agreement to the contrary, in the event that this Agreement is terminated by the City, Section 6 of the Agreement regarding Financing Districts shall remain in full force and effect for an additional fifty (50) year period provided that a minimum of 1.5 million square feet of development remains on the Property or any portion thereof.

13.2 Lender Protection Provisions.

(a) Notice of Default. In addition to the notice provisions set forth in Section 13.1(b), the City shall send a copy of any notice of default sent to Developer or any of its successors or assigns to any lender that has made a loan then secured by a deed of trust against the Property, or a portion thereof, provided such lender shall have (a) delivered to the City written notice in the manner provided in Section 18 of such lender's election to receive a copy of any such written notice of default and (b) provided to the City a recorded copy of any such deed of trust. Any such lender that makes a loan secured by a deed of trust against the Property, or a portion thereof, and delivers a written notice to the City and provides the City with a recorded copy of any such deed of trust in accordance with the provisions of this Section 13/2(a) is herein referred to as a "**Qualified Lender.**"

(b) Right of a Qualified Lender to Cure a Default. If Developer, or any of its applicable successors or assigns, fails to timely cure any default under this Agreement within the time periods specified in Section 13.1(b), then the City shall send a written notice of any such failure to timely cure any such default to each Qualified Lender. From and after receipt of any such written notice of failure to cure, each Qualified Lender shall have the right to cure any such default, provided the Qualified Lenders commence the cure of any such default within sixty (60) days after receipt of any such written notice of failure to cure and thereafter diligently pursue the cure thereof to completion. If the nature of any such default is such that a Qualified Lender cannot reasonably cure any such default without being the owner of the Property, or the applicable portion thereof, then so long as the Qualified Lender(s) is (are) proceeding to foreclose the lien of its deed of trust against the Property, or the applicable portion thereof, and after completing any such foreclosure promptly commence the cure of any such default and thereafter diligently pursue the cure of such default to completion, such Qualified Lender shall be deemed to be diligently pursuing the cure of any such default.

(c) Exercise of City's Remedies. Notwithstanding any other provision of this Agreement, the City shall not exercise any right or remedy granted under this Agreement or otherwise arising out of a default under the Agreement by Developer or any of its successors or assigns during the period of time which Developer, any of its successors or assigns and/or a Qualified Lender has the right to cure any such default pursuant to this Section 13.

(d) No Impairment of Development Agreement to Mortgage. No default by Developer (or any successor or assign) under this Agreement shall subordinate, invalidate or defeat the lien of any mortgage held by a lender. In no event shall a foreclosure or other exercise by a lender of its pre- or post-foreclosure rights in connection with a mortgage require any consent or approval by the City.

(e) Lender's Obligations with Respect to the Property. No lender shall have any obligations or other liabilities under this Agreement solely because it holds a mortgage, or an ownership interest in any party or successor or assign.

13.3 Default by the City.

(a) Default. In the event the City does not accept, process or render a decision in a timely manner on necessary development permits, entitlements, or other land use or building approvals for use as provided in this Agreement upon compliance with the requirements therefore, or as otherwise agreed to by the City and Developer, or the City otherwise defaults under the provisions of this Agreement, Developer shall have all rights and remedies provided herein or by applicable law, which shall include, without limitation, compelling the specific performance of the City's obligations under this Agreement provided the Developer has first complied with the procedures in Section 13.3(b).

(b) Notice of Default. Prior to the exercise of any other right or remedy arising out of a default by the City under this Agreement, Developer shall first submit to the City a written notice of default stating with specificity those obligations which have not been performed under this Agreement. Upon receipt of the notice of default, the City shall promptly commence to cure the identified default(s) at the earliest reasonable time after receipt of the notice of default and shall complete the cure of such default(s) no later than thirty (30) days after receipt of the notice of default, or such longer period as is reasonably necessary to remedy such default(s), provided the City shall continuously and diligently pursue each remedy at all times until such default(s) is cured.

13.4 Monetary Damages. Developer and the City acknowledge that neither the City nor Developer would have entered into this Agreement if either were liable for monetary damages under or with respect to this Agreement or the application thereof. Both the City and Developer agree and recognize that, as a practical matter, it may not be possible to determine an amount of monetary damages which would adequately compensate Developer for its investment of time and financial resources in planning to arrive at the kind, location, intensity of use, and improvements for the Project, nor to calculate the consideration the City would require to enter into this Agreement to justify such exposure. Therefore, the City and Developer agree that neither shall be liable for monetary damages under or with respect to this Agreement or the application thereof and the City and Developer covenant not to sue for or claim any monetary

damages for the breach of any provision of this Agreement. This foregoing waiver shall not be deemed to apply to any fees or other monetary amounts specifically required to be paid by Developer to the City pursuant to this Agreement, including, but not limited to, any amounts due pursuant to Section 18.6 or Section 18.13. The foregoing waiver shall also not be deemed to apply to any fees or other monetary amounts specifically required to be paid or credited by the City to Developer pursuant to this Agreement, including, but not limited to any Fee Credits specifically required to be credited by City to Developer or its assignee(s).

13.5 Specific Performance. Due to the size, nature and scope of this Project, it will not be practical or possible to restore the Property to its natural condition once implementation of this Agreement has begun. After such implementation, Developer may be foreclosed from other choices it may have had to utilize the Property and provide for other benefits. Developer has invested significant time and resources and performed extensive planning and processing of the Project in agreeing to the terms of this Agreement and will be investing even more significant time and resources in implementing the Project in reliance upon the terms of this Agreement and it is not possible to determine the amount of monetary damages that would adequately compensate Developer for such efforts. For the foregoing reasons, the City and Developer agree that except as expressly provided in Section 13.4 above, damages would not be an adequate remedy if City fails to carry out its obligations under this Agreement, and that Developer shall have the right to seek and obtain specific performance as a remedy for any breach of this Agreement. The City's remedy to terminate or amend this Agreement in the event of Developer's uncured breach shall be sufficient in most circumstances. Notwithstanding the foregoing, if the City approves a final parcel map or subdivision map, issues a permit, or issues other approval(s) pursuant to this Agreement in reliance upon a specified condition or conditions being satisfied by Developer in the future, and if Developer then fails to satisfy such condition(s), the City shall be entitled to specific performance for the sole purpose of causing Developer to satisfy such condition or conditions. Except in these limited circumstances, the City shall have no right to seek specific performance to cause Developer to proceed with the development of the Project in any manner.

14. Administration of Agreement and Resolution of Disputes. Developer shall at all times have the right to appeal to the City Council any decision or determination made by any employee, agent or other representative of the City concerning the Project or the interpretation and administration of this Agreement. All City Council decisions or determinations regarding the Project or the administration of this Agreement shall also be subject to judicial review pursuant to Code of Civil Procedure section 1094.5, provided that, pursuant to Code of Civil Procedure section 1094.6, any such action must be filed in a court of competent jurisdiction not later than ninety (90) days after the date on which the City Council's decision becomes final.

15. Recordation of this Agreement. Pursuant to Government Code section 65868.5, the City Clerk shall record a copy of this Agreement in the Official Records of the County within ten (10) days after the mutual execution of this Agreement.

16. Constructive Notice and Acceptance. Every person or entity who now or hereafter owns or acquires any right, title or interest in or to any portion of the Property is, and shall be, conclusively deemed to have consented and agreed to every provision contained herein,

whether or not any reference to this Agreement is contained in the instrument by which such person acquired an interest in the Property.

17. No Third-Party Beneficiaries. This Agreement is made and entered into for the sole protection and benefit of the City, Developer and their respective successors and assigns. No other person or entity shall have any right of action based upon any provision of this Agreement.

18. Miscellaneous.

18.1 Notices. All notices, requests, demands, and other communications required or permitted under this Agreement shall be in writing and shall be (as elected by the person giving such notice) (i) hand delivered by messenger or courier service, (ii) by overnight delivery (including Federal Express), or (iii) by United States mail (postage prepaid), registered or certified, return receipt requested, addressed to the addresses set forth below. Each notice shall be deemed delivered (1) on the date delivered if by personal delivery, (2) on the date of delivery by the overnight delivery service if by overnight delivery, or (3) seventy-two (72) hours after deposit in the United States mail (postage prepaid) if by registered or certified mail. By giving to the other parties at least fifteen (15) days' written notice, the parties to this Agreement and their respective successors and assigns shall have the right from time to time and at any time during the term of this Agreement to change their respective addresses and each shall have the right to specify as its address any other address.

If to City: City of Oxnard
 300 West Third Street
 Oxnard, California 93030
 Attention: City Manager

with a copy to: City of Oxnard
 214 South C Street
 Oxnard, California 93030
 Attention: Community Development Director
 Tel. No.: (805) 385 7877
 Fax No.: (805) 385 7854

City of Oxnard
 300 West Third Street
 Oxnard, California 93030
 Attention: City Attorney

City of Oxnard
 214 South C Street
 Oxnard, California 93030
 Attention: Planning Manager

If to Developer: Sakioka Farms
3183-A Airway Ave., Suite 2
Costa Mesa, California 92626
Attention: Jeremy Sakioka

AMS Craig, LLC
1451 N. Rice Avenue, Suite E
Oxnard, CA 93030
Attention: Craig Kaihara

with a copy to: Ross Wersching & Wolcott LLP
3151 Airway Avenue, Building S
Costa Mesa, California 92626
Attention: Cynthia M. Wolcott, Esq.

18.2 Severability. If any part of this Agreement is declared invalid for any reason, such invalidity shall not affect the validity of the remainder of the Agreement. The other parts of this Agreement shall remain in effect as if this Agreement had been executed without the invalid part. The City and Developer intend and desire that the remaining parts of this Agreement continue to be effective without any part or parts that have been declared invalid.

18.3 Entire Agreement; Conflicts. This Agreement represents the entire agreement between the City and Developer with respect to the subject matter hereof and supercedes all prior agreements and understandings, whether oral or written, between the City and Developer with respect to the matters contained in this Agreement. Should any or all of the provisions of this Agreement be found to be in conflict with any other provision or provisions found in the Applicable Rules or the Subsequent Applicable Rules, then the provisions of this Agreement shall govern and prevail.

18.4 Further Assurances. The City and Developer agree to perform, from time to time, such further acts and to execute and deliver such further instruments reasonably necessary to effect the intents and purposes of this Agreement, provided that the intended obligations of the City and Developer are not thereby modified.

18.5 Negation of Agency. The City and Developer acknowledge that, in entering into and performing under this Agreement, each is acting as an independent entity and not as an agent of the other in any respect. Nothing contained herein or in any document executed in connection herewith shall be construed as making the City and Developer joint venturers, partners or employer/employee.

18.6 Attorneys' Fees. In the event of any claim, dispute or controversy arising out of or relating to this Agreement, including an action for declaratory relief, the prevailing party in such action or proceeding shall be entitled to recover its court costs and reasonable out of pocket expenses not limited to taxable costs, including, but not limited to

telephone calls, photocopies, expert witness, travel, and reasonable attorneys' fees and costs to be fixed by the court. Such recovery shall include, but not limited to, court costs, out of pocket expenses and attorneys' fees on appeal, if any. The court shall determine who is the "prevailing party," whether or not the dispute or controversy proceeds to final judgment. If the City or Developer is reasonably required to incur such out of pocket expenses and attorneys' fees as a result of any claim arising out of or concerning this Agreement or any right or obligation derived hereunder, then the prevailing party shall be entitled to recover such reasonable out of pocket expenses and attorneys' fees whether or not an action is filed.

18.7 Waiver. No waiver of any provision of this Agreement shall be effective unless in writing and signed by a duly authorized representative of the party against whom enforcement of a waiver is sought.

18.8 Force Majeure. No Party shall be deemed to be in default if delays in performance or failures to perform are due to litigation filed to challenge the Existing Project Approvals, enactment of conflicting State or federal laws or regulations, floods, delays due to strikes, inability to obtain materials, civil commotion, fire, acts of God, or other circumstances which substantially interfere with carrying out the Project or with the ability of either the City or Developer to perform its obligations under this Agreement, and which are not due to actions on the part of Developer or the City and are beyond the reasonable control of Developer and the City. An extension of time for any such cause (a "**Force Majeure Delay**") shall be for the period of the enforced delay and shall commence to run from the time of the commencement of the cause, if notice by the party claiming such extension is sent to the other party within thirty (30) days of actual knowledge of the commencement of the cause. Notwithstanding the foregoing, none of the foregoing events shall constitute a Force Majeure Delay unless and until the party claiming such delay and interference delivers to the other party written notice describing the event, its cause, when and how such party obtained knowledge, the date the event commenced and the estimated delay resulting therefrom. Notwithstanding the foregoing, a Force Majeure Delay shall not extend the term of this Agreement without the written consent of the City.

18.9 Estoppel Certificates. Within thirty (30) days following the receipt by City of a written request by Developer, the City shall execute and deliver to the requesting Developer a statement (an "estoppel certificate") certifying that (i) either this Agreement is unmodified and in full force and effect or there have been specified (date and nature) modifications to the Agreement, but it remains in full force and effect as modified; and (ii) either there are no known current uncured defaults under this Agreement or that the City alleges that specified (date and nature) defaults exist. The estoppel certificate shall also provide any other reasonable information requested. The failure to timely deliver a requested estoppel certificate shall constitute a conclusive presumption that this Agreement is in full force and effect without modification, except as may be represented by the requesting Developer, and that there are no uncured defaults in the performance of the requesting Developer, except as may be represented by the requesting Developer. The requesting Developer shall pay to City all reasonable administrative costs incurred by City in connection with the issuance of estoppel certificates under this Section prior to City's issuance of such certificates. Any such certificate may be and is intended to be relied upon by any person, including, but not limited to, the other Party, potential purchasers or lessees of all or any part of the Property, lenders or potential lenders.

18.10 Section Headings. The section headings contained in this Agreement are for convenience and identification only and shall not be deemed to limit or define the contents to which they relate.

18.11 Time of Essence. Time is of the essence of this Agreement, and all performances required hereunder shall be completed within the time periods specified. Any failure of performance shall be deemed as a material breach of this Agreement.

18.12 Counterparts. This Agreement and any modifications hereto may be executed in any number of counterparts with the same force and effect as if executed in the form of a single document.

18.13 Indemnification. Developer agrees, as a condition of approval of this Agreement, to indemnify, defend and hold harmless at Developer's expense, the City, the City Council, and the City's agents, officers and employees (collectively, the "**Indemnified Parties**") from and against any claim, action or proceeding commenced within the applicable time period, to attack, review, set aside, void or annul the approval of this Agreement, the Specific Plan or EIR or to determine the legality or validity of any provision hereof or obligation contained herein. The City shall promptly notify Developer of any such claim, action or proceeding of which the City receives notice, and the City will cooperate fully with Developer in the defense thereof. Developer shall provide a defense to the City with counsel selected by the City to defend both the City and Developer and shall reimburse the City for any court costs and reasonable attorney costs which the City may be required to pay as a result of any such claim, action or proceeding. The City may, in its sole discretion, participate in the defense of any such claim, action or proceeding, but such participation shall not relieve the Developer of the obligations of this Section.

18.14 Reference of California Law. Unless expressly stated to the contrary, all references to statutes herein are to the California codes.

18.15 Interpretation of Agreement. The language in all parts of this Agreement shall in all cases be construed simply, as a whole and in accordance with its fair meaning and not strictly for or against any party. The City and Developer acknowledge and agree that this Agreement has been prepared jointly by City and Developer and has been the subject of arm's length and careful negotiation over a considerable period of time, that each party has been given the opportunity to independently review this Agreement with legal counsel, and that each party has the requisite experience and sophistication to understand, interpret, and agree to the particular language of the provisions hereof. Accordingly, in the event of an ambiguity in or dispute regarding the interpretation of this Agreement, this Agreement shall not be interpreted or construed against the party preparing it, and instead other rules of interpretation and construction shall be utilized.

18.16 Institution of Legal Actions. In addition to any other rights or remedies, either party may institute legal action to cure, correct or remedy any default, to recover damages for any default, or to obtain any other remedy consistent with the purpose of this Agreement. Such legal actions must be instituted in the Superior Court of the County of Ventura, State of California or in the United States District Court for the Central District of California.

Signatures on Following Page

IN WITNESS WHEREOF, the City and Developer hereto have each executed this Agreement as of the date first written above.

Developer:

SAKIOKA FARMS,
a California general partnership

By: _____

Name: _____

Title: _____

AMS CRAIG, LLC, a Delaware limited liability
company

By: _____
Craig Kaihara, Manager

City:

CITY OF OXNARD, a California municipal
corporation

By: _____
Tim Flynn, Mayor

ATTEST:

Michelle, Ascencion, City Clerk

APPROVED AS TO FORM:

Stephen Fischer, City Attorney

EXHIBIT "A"

LEGAL DESCRIPTION OF PROPERTY

DESCRIPTION

Exhibit A

The land referred to herein is situated in the County of Ventura, State of California, and is described as follows:

Parcel "C", and that portion of Parcel "D" of the resubdivision of the Subdivisions 45, 46 and part of 49, Rancho El Rio de Santa Clara o La Colonia, in the City of Oxnard, County of Ventura, State of California, as per map filed in Book 2, Page 43 of Record of Surveys in the office of the County Recorder of said County, described as a whole as follows:

Beginning at a point in the Easterly line of Rice Road, 50 feet wide, as shown on said map at the Southwesterly terminus of that certain course in the Southerly boundary of the State Highway recited as "N. 70° 33' 43" E., 157.48 feet", in the deed to the State of California, recorded December 23, 1963 in Book 2450, Page 16 of Official Records as Document No. 76087, in said office of the County Recorder; thence along said certain course,

1st: North 69° 17' 35" East 157.48 feet; thence continuing along the Southerly boundary of the State Highway by the following 13 courses,

2nd: North 76° 49' 51" East 161.22 feet; thence,

3rd: North 89° 48' 08" East 204.28 feet; thence,

4th: South 88° 24' 53" East 711.16 feet, more or less, to the intersection with a line which is parallel with and distant Southerly 12.00 feet measured at right angles from the 13th course recited as "N. 86° 23' 35" W., 1842.44 feet", in the deed to the State of California recorded December 7, 1953 as Document No. 31569 in Book 1172, Page 229 of Official Records; thence along said parallel line and Easterly prolongation thereof,

5th: South 87° 07' 50" East 1422.22 feet more or less, to the intersection with the Westerly prolongation of a line which is parallel with and distant Southerly 12.00 feet, measured at right angles, from the 7th course recited as "N. 89° 27' 13" W., 721.73, feet", in said last mentioned deed; thence along said prolongation and parallel line,

6th: North 89° 48' 42" East 812.99 feet; thence,

7th: South 85° 07' 07" East 672.25 feet; thence,

8th: South 63° 48' 56" East 411.90 feet; thence,

9th: South 1° 02' 37" West 134.02 feet; thence,

10th: South 89° 48' 42" East 121.00 feet; thence,

11th: North 69° 42' 17" East 185.75 feet; thence,

12th: North 53° 11' 34" East 365.60 feet; thence,

DESCRIPTION

Exhibit A

13th: North 69° 22' 05" East 75.96 feet; thence,

14th: South 89° 48' 42" East 110.23 feet, more or less, to the Easterly line of said Parcel "D"; thence along said Easterly line to and along the Easterly line of said Parcel "C",

15th: South 0° 00' 25" East 3535.29 feet, more or less, to the Southeasterly corner of said Parcel "C"; thence along the Southerly line of said Parcel "C",

16th: South 89° 47' 44" West 5258.60 feet to said Easterly line of Rice Road; thence along said Easterly line,

17th: North 0° 01' 15" West 3595.90 feet to the point of beginning.

EXCEPT that portion conveyed to the City of Oxnard in deed recorded April 29, 1988 as Document No. 88-58919.

ALSO EXCEPT all oil, gas, petroleum, hydrocarbons and mineral substances lying in, on, or under said land, but without the right to enter upon and use the surface and the subsurface of said land to a depth of 500 feet below the surface except upon those certain drill site easements and easements for ingress and egress and for utility and pipeline purposes as particularly described in those certain agreements executed by Frances M. Conway, et al., and by Xerox Corporation recorded December 22, 1969 as Document Nos. 66767, 66768, 66769, 66770, 66771 and 66772.

EXHIBIT "D"

NIAD IN LIEU CREDITS

TRACT NO.	ORIGINAL OWNER OR DEVELOPER	CURRENT DEVELOPER, OWNER OR ASSESSOR'S PAR #	ORIGINAL TRACT ACREAGE	TOTAL ASSESSMENT SERIES "A" *	CURRENT TRACT ACREAGE	WATER ASSESSMENT	PERCENT	WATER IN-LIEU CREDIT	SEWER ASSESSMENT	PERCENT	SEWER IN-LIEU CREDIT	STREET ASSESSMENT	PERCENT	STREET IN-LIEU CREDIT	TOTAL IN-LIEU CREDIT
	SAKIOKA	216-030- 06,7,8,10	431.48	\$7,340,472.00	427.23	\$676,619.00	80.85%	\$547,046.46	\$1,033,815.00	67.60%	\$698,858.94	\$2,856,002.00	53.09%	\$1,516,251.46	\$2,762,156.86

* INFRASTRUCTURE IMPROVEMENTS ONLY

EXHIBIT "E"

CITY COUNCIL OF THE CITY OF OXNARD
RESOLUTION NO. 10,272

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CITY COUNCIL OF THE CITY OF OXNARD

RESOLUTION NO. 10,272

A RESOLUTION OF THE CITY OF OXNARD ESTABLISHING A POLICY
CONCERNING CREDIT IN LIEU OF PAYMENT FOR FACILITIES
FEES AND REIMBURSEMENT FOR CONSTRUCTION OF PLANNED FACILITIES
FOR DRAINAGE, WASTEWATER, TRAFFIC CIRCULATION, AND WATER SYSTEMS.

WHEREAS, Division 1 of Article V-A of Chapter 27 of the Oxnard City Code provides that a person may receive credit in lieu of payment of facilities fees; and

WHEREAS, Division 1 of Article V of Chapter 27 of the Oxnard City Code provides that a subdivider required to install improvements containing supplemental capacity shall be reimbursed for that portion of the cost of the improvements, including an amount attributable to interest, in excess of the construction required for the subdivision;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF OXNARD RESOLVES AS FOLLOWS:

1. Credit in lieu of payment of facilities fees and cash reimbursements provided herein shall be available to persons constructing drainage, wastewater conveyance, wastewater treatment, traffic circulation, and water facilities as a condition of development or subdivision, which are consistent with the City's master plans.

2. For the purposes of this resolution, the word "facilities" and the phrase "type of infrastructure" shall mean drainage, wastewater conveyance, wastewater treatment, traffic circulation, or water facilities constructed within the City.

3. When a person is required by the City to construct facilities consistent with the City's master plans, the cost of such facilities shall be either credited to such person in lieu of the payment of facilities fees or reimbursed to such person by the City.

4. The amount of the credit in lieu of payment of facilities fees shall be limited to the person's actual engineering and construction costs to construct the facilities and shall not exceed the amount of the estimated facilities fees. Facilities fees estimates shall be determined by the City by assuming the highest and best use of the parcels under the approved zoning at the time of subdivision map recordings. The actual engineering and

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construction costs to construct the facilities shall be determined by the City based on and limited to unit costs and items established and revised from time to time by the Public Works Director.

5. A person who provides master planned facilities containing supplemental capacity, as provided in Section 27-79.1 of the Oxnard City Code, will be eligible for reimbursement based on the cost of the facilities used in calculating the facility fees in effect at the time of related map recordation; provided, however, that if the development is subject to a development agreement limiting or freezing facility fees, the person will be eligible for reimbursement based on the cost of the facilities used in calculating the facility fees in effect at the time of the development agreement, or as otherwise provided in the development agreement.

6. The person who provided the master planned facilities for which the credit was earned may use such credits to offset the amount of the facilities fees required to be paid by such person when such person receives a building permit. The credit may be used to offset facilities fees up to the full amount of each fee on parcels for which building permits are received by such person, but only with the project for which the facilities were provided, until the credits are exhausted.

7. If the master planned facilities were paid for from the proceeds of a special financing district formed after the date of adoption of Resolution No. 9797, September 19, 1989, such as an Assessment District or a Community Facilities District, then reimbursements or credits will be made pursuant to Resolution No. 9797 as follows:

(a) Any reimbursement will be paid to the bond redemption fund.

(b) Any in-lieu of fee credit will be granted to the properties which are assessed or taxed through the special financing district and will be applied only to future fees for those properties.

8. Whenever facilities fees are paid by others than the person with the credit for that subdivision, the City shall pay to such person with the credit the amount of the facilities fees paid until the credit is exhausted.

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9. Any credit in lieu of payment of facilities fees or payment by the City pursuant to paragraph seven, shall apply only to each specific type of infrastructure fee, so that the cost of one type of conditioned infrastructure shall not be accepted as credit in lieu of payment of the fee for another type of infrastructure. For example, the cost of wastewater conveyance facilities shall be credited only to future wastewater conveyance facility fees, and not to wastewater treatment, water, drainage, or traffic circulation facilities fees.

10. If a person sells all the remaining undeveloped parcels of a subdivision for which that person earned a credit, such person may assign those credits to the buyer of the parcels by providing to the Public Works Director a written notice of the assignment at the time the sale is completed.

11. Any person required to construct master planned facilities shall be reimbursed by the City for the actual engineering and construction costs in excess of the estimated facilities fees, as described above. The City shall usually spread reimbursements over a period of one to ten years, with each annual disbursement being limited to the greater of twenty thousand dollars (\$20,000) or ten per cent (10%) of the original reimbursement amount. The City will pay interest on outstanding balances during a fiscal year at a rate determined by the Finance and Management Services Director based on the average for the fiscal year of the rates paid by the Local Agency Investment Fund.

12. When a person is required to provide supplement capacity in non-master planned facilities as part of the subdivision conditioning process, the City shall enter into an agreement with such person to provide reimbursement pursuant to Section 27-79.1 of the Oxnard City Code.

13. No credit or reimbursement shall be made unless a written request therefore is made to the Director of Public Works.

14. This resolution shall become effective on December 23, 1991.

15. Any person who owned a parcel on June 7, 1988, within a subdivision with a final map recorded on or before June 7, 1988, shall retain any credits in the amount that would have been assigned to the parcel under the policy in effect prior to June 7, 1988. After June 7, 1988, if such parcel is sold, the credit shall be retained by the owner as of June 7, 1988.

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16. Resolution No. 9666, adopted March 28, 1989, is hereby repealed effective on the date this resolution becomes effective.

PASSED AND ADOPTED this 8th day of October, 1991, by the following vote:

AYES: Councilmembers Takasugi, Furr, Lopez, Maron
NOES: None
ABSENT: None
ABSTAIN: Councilman Plisky


NAO TAKASUGI, MAYOR

ATTEST:


MABI PLISKY, CITY CLERK

APPROVED AS TO FORM:


GARY L. GILLIG, CITY ATTORNEY

EXHIBIT "F"

MASTER PLANNED IMPROVEMENT REIMBURSEMENT POLICY

DATED JULY 6, 2010 AND UPDATED MARCH 15, 2017

H. Resolution to Adopt a Tentative Tract Map Subdivision and Associated Road Naming

RESOLUTION NO. 2020-XX [PZ 20-300-01 (Tentative Map for Tract #5996)]

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD RECOMMENDING APPROVAL BY THE CITY COUNCIL OF PLANNING AND ZONING (PZ) PERMIT NO. 20-300-01 (TENTATIVE SUBDIVISION MAP FOR THE SAKIOKA FARMS BUSINESS PARK FOR TRACT NO. 5996) SUBDIVIDING 430 ACRES INTO 129 SEPARATE LOTS WITH ASSOCIATED PUBLIC INFRASTRUCTURE INCLUDING NEW PUBLIC RIGHTS-OF-WAY, STORMWATER DETENTION AND PUBLIC UTILITIES, AND PZ NO. 20-650-01 (ROAD NAMING) APPROVING NAMES FOR FIVE ROADS. LOCATED IN THE SAKIOKA FARMS BUSINESS PARK SPECIFIC PLAN AREA SOUTH OF US 101, EAST OF RICE AVENUE, NORTH OF LATIGO AVENUE, AND COTERMINOUS WITH THE CITY'S EASTERN BOUNDARY (APNs 216-0-030-105, 216-0-030-145, 216-0-030-155, 216-0-030-075), SUBJECT TO CERTAIN CONDITIONS. FILED BY SCOTT UHLES, DELANE ENGINEERING, INC., 400 WEST VENTURA BOULEVARD, SUITE 265, CAMARILLO, CA 93010.

WHEREAS, the Sakioka Farms Business Park Specific Plan (Specific Plan) was Adopted On June 12, 2012, to provide a development concept for a large master industrial and business park complex within the City boundaries, providing land use flexibility, master planning for public infrastructure including new public rights of way, and land use vision for distinct clusters of activities and provisions for design guidelines and development regulations; and

WHEREAS the Specific Plan establishes the planning concept, design theme, development regulations and administrative procedures necessary to achieve orderly development of the project area; and

WHEREAS on June 12, 2012 the City Council certified an Environmental Impact Report (EIR), an Adaptive Management Mitigation Monitoring and Reporting Program, and adopted a Statement of Overriding Consideration for the Specific Plan pursuant to the California Environmental Quality Act (CEQA), and the Notice of Determination for the EIR was filed with the State on June 18, 2012; and

WHEREAS the Specific Plan EIR concludes that the Specific Plan would have significant and unavoidable cumulative impacts related to Agricultural Resources, Greenhouse Gas (GHG) emissions, and roadway Noise (City of Oxnard 2011b), and also concludes that the Specific Plan would have less than significant impacts after mitigation with respect to Air Quality, Biological Resources, Hazards and Hazardous Materials, Population and Housing, Public Services, and Transportation, and a less than significant impact with respect to the remaining resources; and

WHEREAS, SAKIOKA FARMS AND AMS CRAIG, LLC; owns the 430 acre parcel located in the Sakioka Farms Business Park Specific Plan Area south of us 101, east of Rice avenue, North of Latigo Avenue, and coterminous with the City’s eastern boundary, for the identified parcels with APNs 216-0-030-105, 216-0-030-145, 216-0-030-155, 216-0-030-075); and

WHEREAS, DELANE ENGINEERING (the “**Applicant**”) on behalf of SAKIOKA FARMS AND AMS CRAIG, LLC began processing an entitlement with the City of Oxnard on October 7, 2019, for a Tentative Tract Map (initially identified as PZ 18-300-08). The PZ number was subsequently reassigned when the Applicant filed entitlement applications with the City of Oxnard on March 30, 2020 for a Development Agreement (PZ 20-670-01), Tentative Tract Map (PZ 20-300-01), and Road Naming (PZ No. 20-650-01); and

WHEREAS, on November 13, 2019 and April 1, 2020 said Tentative Tract Map was referred to various public utility companies, City departments and the Development Advisory Committee (DAC) for technical review; and

WHEREAS, the Project has been reviewed by the DAC, and the DAC has prepared conditions of approval that are incorporated herein; and

WHEREAS on March 17, 2020, the City Council directed staff to negotiate a Development Agreement with Sakioka Farms and AMS Craig, LLC in relation to the subdivision of the Specific Plan Area; and

WHEREAS on May 5, 2020, the City Council adopted a Resolution No. 15,326 declaring the intent to establish Community Facilities District No. 8 (Sakioka Farms Business Park), to authorize the levy of a special tax and designate certain property for future Annexation to the district to finance certain public services, including fire protection services, and if not funded by private property owners, contingent services for maintenance of landscaping within public rights-of-way, drainage facilities, and weed control related to development of the Property; and

WHEREAS, the City’s Road Naming Committee convened on May 5, 2020, reviewed the suggested street names, and provided several alternate names that meet the requirements related to emergency dispatch and applicable translations and pronunciation for Spanish speakers. The proposed names also include a suffix (Drive, Circle, Road, Place) which meets the technical requirements related to road naming. The selected names are:

<u>Site Plan Label</u>	<u>Street Name</u>	<u>Theme</u>
A Street	Sakioka Drive	Historic Landowner Name
B Street	Gravity Circle	Science-Technology
C Street	Synergy Circle	Science-Technology
D Street	Gonzales Road	Continuation Street
E Street	Biology Place	Science-Technology

WHEREAS, the Planning Commission finds the Tentative Tract Map and Road Naming conforms to the Specific Plan and City's 2030 General Plan and elements thereof; and

WHEREAS the general concept and scope of the Project was envisioned in the adopted Specific Plan and studied in the 2012 Specific Plan EIR, the City is able to determine, per CEQA Guidelines Section 15168(c)(2), that the Project is consistent with the previous analysis and findings of the 2012 Specific Plan EIR, and conducted a CEQA Consistency Evaluation that finds the Project is consistent with the 2012 Specific Plan EIR, and no additional studies are necessary; and

WHEREAS the Consistency Evaluation includes additional information to address GHG Emissions per current regulatory standards, and supplies adaptive replacement mitigations in related to Fire Service and Water Usage that provide equivalent or improved measures to what was approved in 2012, and do not change the findings of either the original CEQA document or the Consistency Evaluation; and

WHEREAS, on May 21, 2010, the Planning Commission of the City of Oxnard (“**Planning Commission**”) conducted a duly noticed public hearing where written and oral comments were received and reviewed to consider an application for a Tentative Tract Map(PZ 20-300-01) to subdivide a 430-acre area into 129 parcels in accordance with Chapter 15 of the Oxnard City Code and Road Naming (PZ No. 20-650-01) in accordance with City Council Resolution No. 13,448; and

WHEREAS, the Planning Commission finds, after due study, deliberation and a duly noticed public hearing on May 21, 2020, and received and reviewed written and oral comments, presented by staff and the Applicant with a series of questions, and that the project meets the criteria set out in California Government Code 66474; and

WHEREAS, in accordance with the California Environmental Quality Act (CEQA), the Development Services Director conducted an analysis to ensure consistency with the 2012 Specific Plan EIR and finds that the Project is consistent with the analysis and mitigations; and

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

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Oxnard hereby recommends to the City Council the approval of Tentative Subdivision Map for Tract No. 5996 and Road Naming PZ 20-300-01, subject to the following conditions and based on these findings of fact:

SECTION 1. The project is within a Specific Plan area for which the City of Oxnard prepared the Environmental Impact Report (EIR), an Adaptive Management Mitigation Monitoring and Reporting Program, and a Statement of Overriding Consideration for the Specific Plan pursuant to the California Environmental Quality Act (CEQA). The

Planning Commission, in compliance with CEQA Guidelines, finds that the proposed project is not subject to additional environmental review pursuant to Sections §15168 and §15162 of the CEQA Guidelines. Pursuant to CEQA Guidelines §15168(c)(4)-(5) and (e), and as demonstrated by the substantial evidence contained in the Consistency Evaluation and the associated administrative record, the Planning Commission finds that the Consistency Evaluation found that the proposed projects are activities covered by and within the scope of the program approved by the 2012 Specific Plan EIR; the Specific Plan EIR adequately describes the project for purposes of CEQA; and further environmental documentation is not required.

Therefore, in accordance with CEQA Guidelines §15168 and §15162, the Planning Commission finds that the project would not have effects that were not examined in the Specific Plan EIR because:

- i. No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken, that will require major revisions to the Specific Plan EIR, due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no new information of substantial importance as that term is used in CEQA Guidelines §15162(a)(3).
- ii. The project proponent does not refuse to implement any mitigation measures that were previously infeasible but are now feasible, or any other mitigation measures, including mitigation measures considerably different from those in the Specific Plan EIR, that would be necessary to substantially reduce significant environmental impacts.
- iii. The project proponent is required to comply with the applicable mitigation measures and regulatory programs identified in the Specific Plan EIR and the Adaptive Management Mitigation Monitoring and Reporting Program (May 2020).

SECTION 2: The Consistency Evaluation identifies several adaptive replacement mitigation measures. These adaptive replacement mitigation measures provide equivalent or improved measures to what was approved in 2012, and do not change the findings of the original Specific Plan EIR. The rationale for the Adaptive Replacement Mitigation Measures is as follows:

The 2012 Specific Plan EIR calls for a dedication of 1.5 acres of land for a Fire station near Rice Avenue and the easterly extension of Gonzales Road to address the new development anticipated by the subdivision for the area. As city policy has progressed and with improved technology to aid response times, the adaptive replacement mitigation more accurately addresses the need for fire services by providing funding for additional fire personnel instead of dedicated land for an additional fire station.

The 2012 Specific Plan EIR calls for inclusion of recycled water in any project in the Specific Plan Area. In 1999, the City created the multi-faceted Groundwater Recovery And Enhancement Treatment (GREAT) program to improve water sustainability. The GREAT program addresses multiple sources of reducing water demand and means of replenishing the local aquifer. The adaptive replacement mitigation N-1, N-2, N-12 and N-13, require Developer participation in the GREAT program, dedication of water rights, and purchase of City water as more effective sustainability measures than mitigations requiring a recycled water program.

The Planning Commission finds the address improved City policies, and adaptive mitigation measures are not considerably different from those in the Specific Plan EIR and would not substantially reduce one or more significant effect on the environment as in accordance with CEQA Guidelines §15162(a)(3)(D).

SECTION 3. This proposal creates 129 parcels on land consisting of parcels having approved access to a public street or highway, which comprises lands zone for four land-use types: 1) Business Research, 2) Office, 3) Industrial and 4) Commercial, and which has the approval of the governing body as to street alignments and widths, and the subdivision is compatible with the Specific Plan and General Plan.

SECTION 4. Based on the entire record before the Planning Commission and all written and oral evidence presented, including the Planning Commission Staff Report and all attachments thereto, the Planning Commission finds:

Consistent with California Government Code Section 6474, a legislative body of a city or county shall deny approval of a tentative map, or a parcel map for which a tentative map was not required, if it makes any of the following findings:

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

The Project's land uses are consistent with the General Plan policies and land use designation and 2012 Sakioka Farms Business Park Specific Plan as discussed in detail in Sections 6.b, 6.c and Attachment E of the Oxnard Planning Commission Staff Report of May 21, 2020.

As discussed in greater detail in Sections 6.b, 6.c and Attachment E, of the May 21, 2020 Oxnard Planning Commission staff report, the project as designed and conditioned meets all applicable development standards.

Therefore, the Project is in conformance with the 2030 General Plan, Specific Plan and the elements thereof and other adopted standards.

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

The design and improvements of the project will provide for development that furthers the intent of the Oxnard 2030 General Plan and 2012 Sakioka Farms Business Park Specific Plan to realize the potential for the existing agricultural land in the Specific Plan area to provide public infrastructure, new public rights-of-way and further economic opportunity in the Northeast Industrial Area while providing standards and regulations for high quality design.

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

The site is physically suitable for the proposed type of development because the site is relatively level and an environmental assessment of the site did not find any biological, cultural or geologic conditions that would make the site physically unsuitable for development.

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

The site is physically suitable for the proposed density of development because it is located within an identified area to be improved for Business and Research Park and Light Industrial uses with public utilities as identified in the 2012 Sakioka Farms Business Park Specific Plan EIR. Additionally, there are no identified physical constraints that would prohibit development of the proposed subdivision and public infrastructure.

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

The Project would not likely cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat because no listed species are known or expected to occur at the project site and the project site is not considered to be conducive to important biological resources or their habitat. Additionally, any potential standing bodies of water related to existing drainage ditches are subject to mitigations requiring necessary permits from the Army Corps of Engineers prior to grading. With incorporation of the recommended EIR mitigation measures, the project will reduce potential impacts to riparian habitat and nesting birds to a less than significant level.

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

The Project would involve subdivision of 430 acres into 129 individual lots and the construction of related public infrastructure that are not anticipated to use or store large quantities of hazardous materials. However, potentially hazardous materials such as fuels, lubricants, and solvents would be used during grading and construction of the proposed project, but their use and disposal would be to applicable standards and law so as to not create environmental or health issues. The design of the subdivision is not likely to cause serious public health problems because, as indicated by Finding 2.a above, it would utilize newly constructed public utilities, namely water, sewer and stormwater drainage.

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

The design of the subdivision does not conflict with easements, acquired by the public-at-large, for access through or use of property within the subdivision because, as conditioned, no buildings would be located in the area of the existing public utilities easements, all blanket easements or other easement that are no longer needed by the City shall be abandoned.

SECTION 5. The 2012 Sakioka Farms Business Park Specific Plan and its Mitigation Monitoring and Reporting Program are incorporated by reference.

SECTION 6. Based on the findings set forth herein, the Planning Commission recommends approval to the City Council of Planning and Zoning Permit No. 20-300-01 (Tentative Subdivision Map for Tract No. 5996) Planning and Zoning Permit No 20-650-01 (Road Naming), subject to the attached conditions of approval.

SECTION 7. This Resolution shall not become effective unless and until the City of Oxnard City Council approves the associated Development Agreement (PZ No. 20-670-01) If the City Council fails to approve the Development Agreement, then this Resolution shall become null and void and be of no further force and effect.

SECTION 8. This 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-1*) while some are taken from environmental documents (e.g. *MND-S2*).

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

GENERAL PROJECT CONDITIONS

1. This permit is granted for the property described in the application on file with the Planning Division, and may not be transferred from one property to another. (PL, *G-1*).
2. This permit is granted for the plans dated May 21, 2020, (“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.
3. All required off-site and on-site improvements for the project which are not satisfied by the payment of traffic impact fees, including structures, paving, and landscaping, shall be completed prior to occupancy unless the Development Services Manager allows the Developer to provide security or an executed agreement approved by the City Attorney to ensure completion of such improvements. (DS, *G-4*)
4. By commencing any activity related to the project or using any structure authorized by this permit, Developer accepts all of the conditions and/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 if required pursuant to the Specific Plan. (PL, *G-2*)

5. By commencing any activity related to the project or using any structure authorized by this permit, Developer accepts all of the conditions and obligations imposed by this permit and waives any challenge to the validity of the conditions and obligations stated therein. (CA, G-5)
6. Any covenants, conditions, and restrictions (CC&Rs) applicable to the project property shall be consistent with the terms of this permit and the City Code. If there is a conflict between the CC&Rs and the City Code or this permit, the City Code or this permit shall prevail. (CA, G-7)
7. Developer shall complete the "Notice of Land Use Restrictions and Conditions" form, using the form provided by the City, for recording with the Ventura County Recorder. Before the City issues building permits, Developer shall submit the original completed, signed and notarized document, together with the required fees to the Planning Manager. (PL, G-8)
8. Before placing or constructing any signs on the project property, Developer shall obtain a sign permit from the City. Except as provided in the sign permit, Developer may not change any signs on the project property. (PL/B, G-10)
9. Developer shall not permit any combustible refuse or other flammable materials to be burned on the project property. (FD, G-12)
10. Developer shall not permit any materials classified as flammable, combustible, radioactive, carcinogenic or otherwise potentially hazardous to human health to be handled, stored or used on the project property, except as provided in a permit issued by the Fire Chief. (FD, G-13)
11. If Developer, owner or tenant fails to comply with any of the conditions of this permit, the Developer, owner or tenant shall be subject to a civil fine pursuant to the City Code. (CA, G-14)
12. The term of any subdivision map or other permits approved as part of the Project approvals (as that term is defined in the Development Agreement) shall be automatically extended for the term of the Development Agreement unless a longer term would result under otherwise applicable state law.

PLANNING DIVISION STANDARD CONDITIONS

13. 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)

14. Any application for a Minor Modification to the project shall be accompanied by four copies of plans reflecting the requested modification, together with applicable processing fees. (PL, *PL-2*)
15. Before the City issues building permits, Developer shall include a reproduction of all conditions of this permit as adopted by resolution of the Planning Commission and/or the City Council in all sets of construction documents and specifications for the project. (PL, *PL-3*)
16. Before the City issues building permits, Developer shall provide to the Planning Division Manager color photographic reductions (8 1/2" by 11") of full-size colored elevations and any other colored exhibit approved by the Planning Commission. Developer may retain the full-size colored elevations after the reductions are so provided. (PL, *PL-4*)
17. 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*)
18. During the plan check review process, the Developer shall provide a lighting plan that provides design details (light standards, bollards, wall mounted packs, etc.) and illumination site information within alleyways, pathways, streetscapes, and open spaces proposed throughout the development. An electrical engineer shall prepare the site lighting plan demonstrating that adequate lighting ranges will be provided throughout the development without creating light spillover, light pollution, or conflicts with surrounding factors such as tree locations, off-site or adjacent lighting. (PL)
19. Prior to issuance of building permits, Developer shall demonstrate that light standards illustrated on conceptual lighting plan do not conflict with tree locations. Developer shall submit a plan showing both the lighting and landscape on the same sheet.
20. Project on-site lighting shall be of a type and in a location that does not constitute a hazard to vehicular traffic, either on private property or on adjoining streets. To prevent damage from vehicles, standards in parking areas shall be mounted on reinforced concrete pedestals or otherwise protected. Developer shall recess or conceal under-canopy lighting elements so as not to be directly visible from a public street. Developer shall submit a lighting plan showing standard heights and light materials for design review and approval of the Planning Division Manager. (PL/B, *PL-8*)
21. In order to minimize light and glare on the project property, all parking lot and exterior structure light fixtures shall be high cut-off type that divert lighting downward onto the property and shall not cast light on any adjacent property or roadway. (PL, *PL-9*)

22. Developer shall provide graphic site directories at principal access walkway points. (PL/B, PL-10)
23. During construction, Developer shall water the area to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall be at least twice per day and shall penetrate sufficiently to minimize fugitive dust during grading activities unless the SWPPP for individual development projects has different requirements. (B/DS, PL-11)
24. During construction, Developer shall control dust by the following activities:
 - a. All trucks hauling graded or excavated material offsite shall be required to cover their loads as required by California Vehicle Code section 23114, with special attention to sub sections 23114(b)(2)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.
 - b. All graded and excavated material, exposed soils areas, and active portions of the construction site, including unpaved onsite roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible. (B/DS, PL-12))
25. Developer shall provide for dust control at all times during project property preparation and construction activities. (B/DS, PL-13)
26. 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)
27. Except as otherwise specified by the Development Agreement, 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)

COMMERCIAL/INDUSTRIAL

28. 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*)

29. 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*)
30. For any exterior utility meter panels, Developer shall paint such panels to match the structure upon which it is located. Such panels shall be located to take advantage of screening (e.g. landscaping or other building elements) from public right-of-ways, to the maximum extent feasible. (PL, *PL-43*)
31. Prior to issuance of a certificate of occupancy, Developer shall remove all construction materials and vehicles from the subject property. (PL/B, *PL-47*)
32. Developer shall limit outdoor storage of materials to the locations shown on the project plans. Developer shall screen storage areas from adjacent properties and streets by a wall or similar screening. All fence and wall materials shall match the predominant design and materials of the main structure on the project property. (PL/B, *PL-48*)

LANDSCAPE STANDARD CONDITIONS

33. 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*)
34. 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*)
35. Prior to issuance of a certificate of occupancy, Developer shall install landscape and automatic irrigation systems that have been approved by Parks and Facilities Superintendent. (PK, *PK-3*)
36. Developer shall properly maintain landscape planting and all irrigation systems as required by the City Code and as specified by this permit. Failure of Developer to do so may result in the revocation of this permit and initiation of legal proceedings against Developer to ensue compliance (PK, *PK-4*)
37. Prior to the issuance of City issues a certificate of occupancy, Developer shall provide a watering schedule to the building owner or manager and to Planning Division or designee.

The irrigation system shall include automatic rain shut-off devices, or instructions on how to override the irrigation system during rainy periods. (PK, PK-5)

38. All trees planted or placed on the property by Developer shall be at least 24-inch-box size. All shrubs and vines shall be at least five-gallon size, except as otherwise specified by this permit. (PK, PK-6)
39. At the time of landscape plan check submittal, the landscape planting and irrigation plans shall comply with the current title 23 Model Water Efficient Landscape Ordinance (MWELo). (PK, PK-7.1)

MEDIAN/PARKWAY

40. Developer shall submit four sets of median and parkway landscape and irrigation plans with the first submittal of public improvement plans. The City shall approve median and parkway landscape and irrigation plans when the City approves public improvement plans. Before the City issues a building permit, the irrigation plans must be approved for proper meter size, backflow prevention device, and cross connection control by the Water Production Supervisor or designee. (DS/ PK, PK-14)
41. Before the City accepts medians and parkways from Developer, the landscaping thereon must complete a plant establishment period of 90 days or such other time as specified in this permit. (PK/DS, PK-15)

CALTRANS

42. After Developer installs irrigation and landscape improvements on the project property or on Caltrans freeway right-of-way, but before the City's final acceptance thereof, Developer shall provide the Planning Division or designee with one set of mylar (minimum 3 mil) original drawings, which shall accurately reflect all "as-built" conditions. (PK, PK-16)
43. Developer, the Property Owner's Association or the owner of the land adjacent to the right of way shall provide landscape and irrigation improvements within Caltrans freeway right of way and shall maintain such improvements permanently or until such time as Caltrans assumes full maintenance responsibilities. The design of the landscape improvements shall be approved by both Caltrans and the Parks and Facilities Superintendent. (PK, PK-17)

UNDEVELOPED LAND

44. Developer agrees that the project has aesthetic impacts arising from conversion of undeveloped land to developed land, which the landscaping improvements for the project are intended to mitigate. Developer further agrees that the landscaping improvements must be maintained in order to continue to mitigate such impacts. In order to provide for such maintenance, Developer has agreed to form a Property Owner Association to provide such maintenance, with an assessment district (City of Oxnard Community Facilities District

No. 8 (Sakioka Farms Business Park)(hereafter “CFD No. 8”) to be formed to provide such maintenance if such Property Owner Association does not do so. Developer has agreed to cast a ballot in favor of formation of CFD No. 8 to fund such maintenance if the Property Owners Association does not do so and in favor of assessments on the project property. The assessment district shall also impose an annual assessment to provide funding for specific fire services. Before or during escrow for the sale of property within the project, Developer shall provide each buyer with a document disclosing, in large type, that the project property is subject to annual assessments for the fire services and contingent assessments for landscape maintenance, and stating the probable range of dollar amounts of such assessments for the next fiscal year. To confirm that the buyer has read the document, Developer shall require the buyer to sign the document. Developer shall retain all such documents for at least three years and shall allow the City to inspect and copy all such documents upon reasonable request.

PROPERTY OWNERS ASSOCIATION (POA) LANDSCAPE MAINTENANCE DISTRICT

45. Prior to recordation of a final map over any portion of the project, CFD No. 8 shall be duly formed and in full force and effect.
46. The Property Owners Association (POA) shall maintain all landscaping and irrigation in the median and parkways of the Sakioka Farms Business Park Specific Plan for the life of the project. If the POA does not maintain landscaping and irrigation in the median and parkways of the Sakioka Farms Business Park Specific Plan, then CFD No. 8 shall provide such services and assess the owners of the project for such services consistent with the terms and conditions of the CFD.

WATER CONSERVATION

47. Developer shall install an irrigation system that includes a water sensor shut off device as a water conservation measure. (PK, PK-22)
48. 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)
49. 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)

50. At the time of Plan Check submittal, the landscape plans shall contain an exhibit titled "Tree Tabulation Chart". The Tree Tabulation Chart shall contain a listing of all existing trees on site and shall refer to them by number as identified in the Arborist's Tree Report. The Tree Tabulation Chart shall clearly list all trees to remain, be removed or transplanted. The Chart shall contain the Arborist's economic appraisal value of each tree(s) removed as well as computations and calculations showing how the value of the removed tree(s) was put back into new tree sizes for the project that are in addition to meeting the City's minimum tree size of 24" box. (PK)

LANDSCAPE SPECIAL CONDITIONS

51. Planting and irrigation must be provided for within the public right of way.
52. Written confirmation to be provided that the Landscape Architect or Architect has reviewed the civil engineer's construction drawings and that the NPDES requirements are not in conflict with meeting the City's landscape requirements.
53. Provide irrigation plans and required water use calculations and water budget calculations for review. City "Statement of Compliance" signed by a California licensed Landscape Architect or Architect required. Confirm planting hydrozones.
54. All tree placements shall be consistent with the Sakioka Farms Business Park Specific Plan.
55. Landscape design shall anticipate future development, and coordinate, where feasible, with Landscape Design for individual projects.
56. Planting design to conform to Sakioka Farms Specific Plan planting description for the three categories of Street Intersection, Medians, and Intersections and Corner Plantings of new streets to create plantings that also identify the intersection and assist in way-finding.
57. Provide required mounding at median of 12" maximum height required and indicated on plans.
58. Provide 18" catwalk (stamped concrete) on each side of medians where new landscaping is installed and along new curb only where existing landscaping is protected in place. Where the distance between curbs is less than 6' the entire median shall be stamped concrete per City standard plate 128.
59. Plant selections to meet intent of the SFBPSP. Confirm WUCOLS for local climate zone for all plants. Alternate species may be approved per the satisfaction of the Community Development Director.

- a. Street trees – Trees should be different for each street. Arrangement shall be consistent with SFBPSP.
- b. Groundcovers – Design with variety of low water use, low maintenance plants per SFBPSP.
- c. c. Additional groundcover/grass plants that are long-lived and low maintenance may be used. Plants may be selected from the list below in addition to the SP list. Vinca, Juniper, Turf, Miscanthus, Oenothera on SP list are not to be used. Use of *native plants is encouraged.
 - i. *Festuca sp. (F. californica, F. glauca,)
 - ii. *Carex sp. (C. tumulicola, C. praeegracilis,)
 - iii. Lippia nodiflora / Kurapia
 - iv. *Achillea millifolia ‘Moonshine’ or Achillea sp.
 - v. *Bouteloua gracilis ‘Blonde Ambition’
 - vi. Myoporum parvifolium ‘Fine Leaf Form’
 - vii. Gazania sp.

PLANNING DIVISION SPECIAL CONDITIONS

- 60. Applicant shall deposit \$XXXX for mitigation monitoring and reporting associated with development project, PZ 20-300-01 (Tentative Map for Tract #5996) . Such funds shall be deposited prior to issuance of any grading permit. (PL).
- 61. Applicant shall submit a check made out to the City of Oxnard in the amount of \$____- for payment of outstanding discretionary permit and environmental processing fees associated with the development project. Funds shall be deposited prior to issuance of any grading permit. (PL). (ADDITIONAL FUNDS TO BE PAID WHEN HOURS OR CONTRACT PLANNER HOURS EXCEEDS DEPOSITED AMOUNTS. FUNDS TO BE PAID CAN BE ON FIXED FEE IF APPLICANT AGREES TO CONTRACT PLANNER/EXPEDITING OR FOR DEPOSIT BASED PROJECT).
- 62. Developer shall comply with the mitigation measures identified in the Mitigation and Monitoring Reporting Program adopted 2012 Sakioka Farms Business Park Specific Plan beginning with item 77 unless the mitigation measure has been expressly modified in the conditions herein.(PL)
- 63. Prior to recordation of any phase of the final map, Developer shall enter into an agreement in a form approved by the City Attorney approving a Development Agreement. The agreement shall be recorded in the Office of the Ventura County Recorder. For purposes of determining the hierarchy of the land use approvals governing the development of Sakioka Farms Business Park, the Development Agreement shall control over any inconsistent or

conflicting requirement or more restrictive requirement of the Conditions of Approval or the Specific Plan.

64. Developer shall develop the site with the street names, as approved by the Street Naming Committee. (PL)
65. Prior to issuance of stockpiling permits for any structure on the site, Developer shall provide evidence of notifying the Air Pollution Control District of such activity. Stockpiling and grading activities shall be conducted in compliance with APDC regularities regarding Air Quality (Rule 63.7). (MND, C-8)
66. 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)
67. Prior to recordation of any phase of the Final Map, the Developer shall survey, and identify required practices for protection of the three identified drainage features as noted on the TMM.
68. Prior to issuance of any grading permit, including permits for stockpiling, the Developer shall provide the appropriate permits from California Department of Fish and Game and any other necessary jurisdiction for any alteration or potential fill impacts of the identified drainage features.
69. Prior to Certificate of Occupancy for any building constructed within each phase the Developer shall verify location of any oil/gas extraction wells and note remediation, and well abandonment procedures per the California Department of Conservation as well as address appropriate access relocation to meet remediation and abandonment requirements as determined by the California Department of Conservation. Per MM G-6, oil/gas wells should be properly abandoned prior to issuance of grading permit.
70. No roadway or structure shall be located directly above any portion of an abandoned or remediated oil/gas extraction well.
71. Sufficient access shall be maintained to allow a well servicing unit and associated necessary equipment to reach a well from a public street or access way. A well servicing unit, and any necessary equipment, shall be able to pass unimpeded along and over the route, and shall be able to access the well without disturbing the integrity of surrounding infrastructure.

72. Prior to recordation of any phase of the Final Map, the Developer shall survey, and identify required practices for protection of identified drainage features, (name and identify on Map).
73. Prior to issuance of any grading permit, including permits for stockpiling, the Developer shall provide the appropriate permits from California Department of Fish and Game and any other necessary jurisdiction for any alteration or potential fill impacts of the identified drainage features.
74. Prior to recordation of the Final Map for Planning Area Phase 1, Lot Frontage Width for Lot 118 shall be modified to be a minimum of 250 linear feet consistent with the Specific Plan Exhibit 6.2.

PLANNING DIVISION ENVIRONMENTAL MITIGATIONS

75. The following Mitigation Measures originally set forth in the Reporting/Monitoring Program, adopted for Sakioka Farms Business Park Specific Plan and Environmental Impact Report, approved on June 12, 2012 with the City of Oxnard, lead agency, shall be fully complied with at all times. The measures shall be included as conditions of required permit action, and compliance shall result in potential impacts reduced to a level of less than significant and there shall be no residual impacts from the proposed project. Proposed mitigation for those impacts is as follows:

Cultural Resources

Mitigation Measure A-1:

This is an adaptive management mitigation measure. The Project developer and/or subsequent responsible parties shall contract with a qualified archaeologist to monitor initial grading and excavation in excess of three feet. In the event that any historic or prehistoric cultural resources are discovered, they will be evaluated in accordance with the procedures set forth in CEQA Section 15064.5. If the evaluation determines that such resources are either unique or significant archaeological, paleontological, or historic resources and that the Project would result in significant effects on those resources, then further mitigation would be required. In cases where the resources are unique, then avoidance, capping, or other measures, including data recovery, would be appropriate mitigation. If the resources are not unique, then recovery, without further mitigation, would be appropriate.

REPORTING/MONITORING PROGRAM:

Action: Provide contract and reporting if necessary

Timing: Contract prior to grading permit, reporting during site grading

Monitoring and Enforcement: Planning Division and Engineering Division

Mitigation Measure A-2:

This is an adaptive management mitigation measure. The Project developer and/or subsequent responsible parties shall contract with a Native American monitor to be present during all subsurface grading, trenching, or construction activities in excess of three feet on the Project site. The monitor shall provide a monthly report to the Planning Division summarizing the activities during the reporting period. If any qualifying cultural materials are encountered during this phase of project construction, construction activities on the project site shall be halted immediately, and the Project developer shall notify the City. If any finds were determined to be significant by the Native American monitor, the City and the Native American monitor would meet to determine the appropriate course of action. A copy of the contract for these services shall be submitted to the Planning Division Manager for review and approval prior to issuance of any grading permits. A final monitoring report(s) shall be provided to the Planning Division prior to approval of final building certificate(s) of occupancy signature.

REPORTING/MONITORING PROGRAM:

Action: Contract

Timing: Prior to grading permit

Monitoring and Enforcement: Planning Division and Engineering Division

Land Use and Planning**Mitigation Measure B-1:**

If the Oxnard 2030 General Plan is adopted before the Final Sakioka Farms EIR is certified or the Development Services Director determines that the Sakioka Farms Specific Plan final adoption actions are likely to occur after adoption of the Oxnard 2030 General Plan, a 2030 General Plan consistency analysis shall be completed by the City and reimbursed by the Applicant. The 2030 General Plan consistency analysis shall, at a minimum, be prepared as an Addendum to the Draft or Final Sakioka Farms EIR, whichever is applicable. If the 2030 General Plan consistency analysis identifies significant impacts and/or new or modified mitigations, the appropriate CEQA required actions shall be taken, the costs of which are to be reimbursed by the Applicant consistent with the City's CEQA review policies and practices. (Note: This mitigation measure is no longer applicable as the 2030 General Plan was adopted in 2011 and updated in 2016, and did not identify new or modified mitigations.)

REPORTING/MONITORING PROGRAM: N/A**Agricultural Resources****Mitigation Measure C-1:**

This is an adaptive management mitigation measure. The Project developer shall offer, at cost, the top 12 inches of the Prime Farmland soils (at 100 acres) for relocation to a farm site

or farm sites that have lower quality soils. The cost will include the suitable replacement soil, if needed for site improvements. This mitigation may occur in phases as the areas with Prime Farmland are incrementally developed.

REPORTING/MONITORING PROGRAM:

Action: Provide copy of advertisement

Timing: 30 days prior to grading permit

Monitoring and Enforcement: Planning Division

Mitigation Measure C-2:

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

REPORTING/Mplans

Timing: Prior to approval of grading permit

Monitoring and Enforcement: Planning Division, Engineering Division or Public Works

Mitigation Measure C-3:

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

REPORTING/MONITORING PROGRAM:

Action: Publish Pamphlet

Timing: Prior to approval of Final

Monitoring and Enforcement: Planning Division with invited review of the VC Agricultural Commissioner

Biological Resources**Mitigation Measure E-1:**

This is an adaptive management mitigation measure. In order to avoid adverse impacts to nesting birds, including nesting migratory birds known to exist in the trees (if any) on the Project site, during construction activities, ground vegetation removal activities must take place outside of the nesting season recognized by the California Department of Fish and Game for species in this area. If vegetation removal activities occur during the nesting season, a qualified ecologist/biologist must be present to monitor the removal activities to ensure that no active nests will be impacted. If nests are found, a 300 foot (500 feet for raptors) buffer radius shall be established until the young have fledged. If nests are observed and lesser buffer distances are desired, the biological monitor shall confer with Planning and Fish and Game staff to determine an appropriate buffer distance based on species specific requirements. This measure does not apply to agricultural row crops.

REPORTING/MONITORING PROGRAM:

Action: Limit grading activities to Sept 1-Feb 14th or as recognized by CDFG for species in this area.

Timing: Prior to any grading permit.

Monitoring and Enforcement: Planning Division, Engineering or Public Works

Mitigation Measure E-2:

This is an adaptive management mitigation measure. Prior to processing the initial tract map for a planning area that could lead to construction activities that may result in the placement of fill material into the potentially jurisdictional irrigation drainage features, prepare and submit to the Corps for verification a "Preliminary Delineation Report for Waters of the U.S." and a Streambed Alteration Notification package to CDFG for the irrigation drainage features. If these agencies determine that the feature is not regulated under their jurisdiction, then no further mitigation is necessary. However, if the Corps considers the feature to be jurisdictional through a "significant nexus" test per recent Corps and EPA guidance,^[1] then a Clean Water Act Section 404 permit shall be obtained from the Corps, and any permit conditions shall be agreed to, prior to the start of construction activities in the affected area. If CDFG determines that the drainage is a regulated "streambed", then a Streambed Alteration Agreement shall be entered into with CDFG and any associated conditions shall be agreed to prior to the start of construction in the affected area.

REPORTING/MONITORING PROGRAM:

Action: Provide delineation report

Timing: Prior to any grading permit

Monitoring and Enforcement: Planning Division, Engineering or Public Works

Mitigation Measure E-3:

This is an adaptive management mitigation measure. In order to prevent unauthorized impacts to jurisdictional features, the following permits shall be issued and/or reports approved (or exemptions issued) by the respective resource agency, and any associated conditions of approval shall be agreed upon, prior to processing the initial tract map for a planning area that could lead to construction activities that may result in the placement of fill material into the potentially jurisdictional irrigation drainage features, subsequent to adoption of the Project (i.e. Specific Plan):

- o Clean Water Act Section 404 Permit from the Corps,*
- o Streambed Alteration Agreement under Section 1600 of the Fish and Game Code from CDFG,*
- o Clean Water Act Section 401 Water Quality Certification or Waste Discharge Requirements from the RWQCB.*

If the irrigation ditches are determined as jurisdictional by the Corps, it will be necessary to insure adequate compensation for adverse impacts to jurisdictional features from Project development. If applicable, a Mitigation Plan shall be prepared by a qualified biologist. The Mitigation Plan shall describe and justifying the (1) formal delineation; (2) proposed methods including timing, materials, and erosion control measures; (3) the proposed location for the replacement areas; and (4) habitat protection measures (including a mechanism for permanent preservation of the area supporting the replacement habitat). The Mitigation Plan shall be submitted to and approved by the County, Corps, CDFG, and RWQCB prior to initiation of construction activities.

REPORTING/MONITORING PROGRAM:

Action: Provide Delineation Report

Timing: Prior to any grading permit

Monitoring and Enforcement: Planning Division, Engineering or Public Works:

Mitigation Measure E-4:

This is an adaptive management mitigation measure. If required to compensate for riparian habitat loss by the Corps, the project applicant will place under conservation easement in a manner acceptable to the Corps and the California Department of Fish and Game an area of riparian habitat that will accommodate constructed replacement at a ratio to be determined during the formulation of a Lake and Stream Alteration Agreement (i.e. a number of acres of constructed riparian habitat). This conserved riparian habitat must be of the same or higher quality as the habitat that is to be removed as a result of the Project.

-- or --

The Project applicant will purchase the requisite number of credits from a qualified conservation bank. The Project applicant can only purchase credits from those banks that sell credits covering the riparian species to be affected by the proposed Project or as approved by the Corps or agency of jurisdiction.

REPORTING/MONITORING PROGRAM:

Action: Provide Delineation Report

Timing: Prior to Final Map

Monitoring and Enforcement: Planning Division, Engineering or Public Works:

Mitigation Measure E-5:

This is an adaptive management mitigation measure. Prior to construction of the Planning Area 1, located adjacent to the Ventura Freeway, a qualified ecologist/biologist shall determine the presence and extent/absence of monarch butterfly activity surrounding the proposed construction area if any mature windrow trees are present. If temporary aggregation activity is observed within this area, construction shall be halted until after the temporary aggregation season (September – December) or until the monarchs have left the vicinity.

REPORTING/MONITORING PROGRAM:

Action: Provide a copy of survey report and/or biologist contract

Timing: Prior to any grading permit for applicable phase

Monitoring and Enforcement: Planning Division, Engineering or Public Works:

Geotechnical Resources

Mitigation Measure F-1:

This is an adaptive management mitigation measure. Conduct Geotechnical Investigations and Adhere to Recommendations: Detailed design level geotechnical investigations shall be performed by qualified licensed professionals for each individual proposed project/phase of the Sakioka Farms Business Park Specific Plan project. These geotechnical investigations shall include, but not be limited to:

- identification of unsuitable soils including expansive, corrosive, and collapsible soils,
- identification presence and extent of liquefiable soils,
- calculation of site-specific seismic design criteria,
 - a fault evaluation study to locate /confirm the presence or absence of the Springville and Camarillo segments of the Simi-Santa Rosa fault across the southern half of the Proposed Project site.

Recommendations shall be provided in these reports for design of project structures and facilities and for mitigation of any unsuitable conditions encountered. These reports shall be provided to the City and other reviewing agencies for review. These recommendations shall be implemented, as deemed appropriate by the City and the Applicant's engineering design consultant.

REPORTING/MONITORING PROGRAM:

Action: Provide copies of geotechnical report

Timing: Prior to any grading permit

Monitoring and Enforcement: Planning Division, Engineering Division or Public Works.

Hazards and Hazardous Materials

Mitigation Measure G-1:

All miscellaneous vehicles, maintenance equipment and materials, construction/irrigation materials, miscellaneous stockpiled debris, dumpsters, pesticide application equipment, ASTs, 55-gallon drums, and 5-gallon buckets should be removed off site consistent with the phased development described within the Specific Plan, and properly disposed of. Once removed, a visual inspection of the areas beneath the removed materials should be performed. Any stained soils observed underneath the removed materials should be sampled. Results of the sampling would indicate the level of remediation efforts that may be required.

REPORTING/MONITORING PROGRAM:

Action: Providesite sampling reports

Timing: Prior to any grading permit

Monitoring and Enforcement: Engineering Division

Mitigation Measure G-2:

A visual inspection of all storage structures shall be performed prior to demolition activities. In the event that hazardous materials are encountered, the materials be tested and properly disposed of pursuant to State and Federal regulations

REPORTING/MONITORING PROGRAM:

Action: Providesite sampling reports

Timing: Prior to any grading permit

Monitoring and Enforcement: Engineering Division

Mitigation Measure G-3:

Due to visible evidence of dark surface soil staining of oil/petroleum products located within Area 5, soil shall be excavated to determine the exact vertical extent of the contamination. If during soil removal, staining appears to continue below the ground surface, sampling shall be performed to identify the extent of contamination and appropriate remedial measures shall be taken

REPORTING/MONITORING PROGRAM:

Action: Providesite sampling reports

Timing: Prior to any grading permit

Monitoring and Enforcement: Engineering Division

Mitigation Measure G-4:

Areas of exposed soil five feet from the expanded Caltrans Right-of-Way along the Ventura Freeway after completion of the Rice Avenue/101 Freeway interchange reconstruction, which will be disturbed during any excavation/grading activities, shall be sampled and tested for

lead. In the unlikely event that lead materials are encountered, the materials shall be disposed of pursuant to State and Federal regulations.

REPORTING/MONITORING PROGRAM:

Action: Providesite sampling reports

Timing:Prior to any grading permit

Monitoring and Enforcement: Engineering Division

Mitigation Measure G-5:

This is an adaptive management mitigation measure. Soil sampling shall occur throughout the Project site concurrent with phased development, including the pesticide mixing areas within Areas 1 and 3. The sampling will determine if pesticide concentrations exceed established regulatory requirements and will identify proper handling procedures that may be required.

REPORTING/MONITORING PROGRAM:

Action: Providesite sampling reports

Timing:Prior to any grading permit

Monitoring and Enforcement: Engineering Division

Mitigation Measure G-6:

Padre Associates findings regarding residual soil contamination associated with the historical operation of oil/gas extraction wells should be reviewed and appropriate remedial recommendations (if any) should be administered. In addition to recommendations provided by Padre Associates, the CalGEM well abandonment procedures shall be followed and formal verification of closure be sent to CalGEM.

REPORTING/MONITORING PROGRAM:

Action:Provide documentation to City and CalGEM (formally DOGGR)

Timing:Prior to any grading permits

Monitoring and Enforcement: Engineering Division and CalGEM

Mitigation Measure G-7:

A qualified lead-paint abatement consultant shall be employed to comply with applicable state and federal rules and regulations governing lead paint abatement if any remaining structures are suspected of containing lead-based paint.

REPORTING/MONITORING PROGRAM:

Action: Contract

Timing:Prior to any grading

Monitoring and Enforcement: Engineering Division

Mitigation Measure G-8:

This is an adaptive management mitigation measure. Consistent with the Airport Comprehensive Land Use Plan for Ventura County (ACLUP) and the Sakioka Farms Specific Plan, commercial/industrial development is permitted within the Extended Traffic Pattern

Zone and residential development, should it be incorporated into future plans, is permitted within the Extended Traffic Pattern Zone subject to avigation easements and appropriate recorded disclosures.

REPORTING/MONITORING PROGRAM:

Action: Notes on Phase One Infrastructure Plans

Timing: Final Map

Monitoring and Enforcement: Planning Division

Transportation/Traffic

Introduction to Mitigations I-1 to I-34

The following Transportation/Traffic mitigation measures are part of an adaptive management mitigation program. The traffic improvements listed below as I-1 through I-34, inclusive, are intended to maintain Level of Service C with the development of the Project unless excepted by the City Council based upon the traffic modeling completed in February 2010 for the Draft EIR. Subsequent traffic studies required by the Specific Plan may change the number and type of improvements based upon phasing of development, traffic counts and future travel behavior. Adaptive management will allow consideration of such subsequent traffic studies in the implementation of the Transportation/Traffic mitigation measures. The February 2010 traffic modeling does not take into account the City's Intelligent Transportation Systems (ITS) project under construction in 2011. Similar ITS projects have improved travel time and speed by 12%-16% and decreased delay by 32%-44% (ATSAC evaluation study, 1994). As part of the adaptive management of the Transportation/Traffic mitigation measures, the implementation of such mitigation measures shall take into account when feasible the ITS, future traffic counts and updated trip generation data which may reduce, change or make unnecessary the mitigation measures while still achieving the City's adopted Level of Service, unless modified by City Council. The Developer's payment of applicable City and County traffic impact fees in the amount agreed to by the City, County and Developer or, if there is no agreement, in the amount in effect at the time of issuance of a building permit, satisfies in full the action required by Developer in connection with the implementation of the Transportation/Traffic mitigation measures. Developer may also contribute additional funds towards the traffic improvements subject to reimbursement from the City in the form of credits against future City traffic impact fees or repayment by the City.

REPORTING/MONITORING PROGRAM:

Action: Payment of Fees

Timing: Per the Development Agreement

Monitoring and Enforcement Division: Engineering Division

Phase 1**Mitigation Measure I-1:**

Rose Avenue & Gonzales Road: The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and developer towards implementing improvements to the Rose Avenue & Gonzales Road intersection that adds a fourth westbound thru lane which will mitigate both Project and cumulative (2010 no Project) impacts.

REPORTING/MONITORING PROGRAM:

Action: Payment of Fees

Timing: Per the Development Agreement

Monitoring and Enforcement Division: Engineering Division

Mitigation Measure I-2:

Rose Avenue & Camino Del Sol: The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and developer towards implementing improvements to the Rose Avenue & Camino Del Sol intersection that adds a third northbound thru lane by removing the existing northbound right-turn lane.

REPORTING/MONITORING PROGRAM:

Action: Payment of Fees

Timing: Per the Development Agreement

Monitoring and Enforcement Division: Engineering Division

Mitigation Measure I-3:

Rice Avenue & Fifth Street: The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and developer towards implementing improvements to the Rice Avenue & Fifth Street intersection that adds a third southbound thru lane by removing the existing southbound right turn lane.

REPORTING/MONITORING PROGRAM:

Action: Payment of Fees

Timing: Per the Development Agreement

Monitoring and Enforcement Division: Engineering Division

Mitigation Measure I-4:

Del Norte Boulevard & Ventura Freeway NB Ramps: The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and developer towards providing signalization.

REPORTING/MONITORING PROGRAM:

Action: Payment of Fees

Timing: Per the Development Agreement

Monitoring and Enforcement Division: Engineering Division

Mitigation Measure I-5:

Del Norte Boulevard & Ventura Freeway SB Ramps: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to signalize and add a northbound right turn lane which will mitigate both Project and cumulative (2010 no Project) impacts.

REPORTING/MONITORING PROGRAM:

Action: Payment of Fees

Timing: Per the Development Agreement

Monitoring and Enforcement Division: Engineering Division

Phase 2

Mitigation Measure I-6:

Ventura Road & Wooley Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Ventura Road & Wooley Road intersection that adds a third northbound thru lane and a third southbound thru lane which will mitigate both Project and cumulative (2010 no Project) impacts.

REPORTING/MONITORING PROGRAM:

Deferred to Phase 2

Mitigation Measure I-7:

Oxnard Boulevard & Gonzales Road: The Project developer shall pay applicable City and County traffic impact fees toward improvements adding a third eastbound thru lane at the Oxnard Boulevard & Gonzales Road intersection.

REPORTING/MONITORING PROGRAM:

Action:

Timing:

Monitoring Division:

Enforcement Agency:

Mitigation Measure I-8:

Rose Avenue & Gonzales Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Gonzales Road intersection that adds a fourth southbound thru lane.

REPORTING/MONITORING PROGRAM:

Deferred to Phase 2

Mitigation Measure I-9:

Rose Avenue & Fifth Street: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Fifth Street intersection that adds a second eastbound thru lane.

REPORTING/MONITORING PROGRAM:

Deferred to Phase 2

Mitigation Measure I-10:

Rice Avenue & Fifth Street: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rice Avenue & Fifth Street intersection that adds a second westbound left turn lane which will mitigate both Project and cumulative (2010 no Project) impacts.

REPORTING/MONITORING PROGRAM:

Deferred to Phase 2

Mitigation Measure I-11:

Rice Avenue & Channel Islands Boulevard: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rice Avenue & Channel Islands Boulevard intersection that changes the southbound defacto right turn lane to a free right turn lane.

REPORTING/MONITORING PROGRAM:

Deferred to Phase 2

Mitigation Measure I-12:

Del Norte Boulevard & Ventura Freeway NB Ramps: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Del Norte Boulevard & Ventura Freeway NB Ramps intersection that adds a second northbound thru lane, adds a separate northbound left turn lane, adds a second southbound thru lane, adds a separate southbound right turn lane, and adds a separate westbound left turn lane

REPORTING/MONITORING PROGRAM:

Deferred to Phase 2

Mitigation Measure I-13:

Del Norte Boulevard & Ventura Freeway SB Ramps: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Del Norte Boulevard & Ventura Freeway SB Ramps intersection that adds a second northbound thru lane, adds a separate northbound free-right turn lane, adds a second southbound thru lane, adds a separate southbound left turn lane, and adds a separate eastbound left turn lane.

REPORTING/MONITORING PROGRAM:

Deferred to Phase 2

Mitigation Measure I-14:

Oxnard Boulevard & Vineyard Avenue: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Oxnard Boulevard & Vineyard Avenue intersection that adds a third northbound thru lane.

REPORTING/MONITORING PROGRAM:

Deferred to Phase 2

Phase 3**Mitigation Measure I-15:**

Oxnard Boulevard & Vineyard Avenue: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Oxnard Boulevard & Vineyard Avenue intersection that adds a fourth southbound thru lane.

REPORTING/MONITORING PROGRAM:

Deferred to Phase 3

Mitigation Measure I-16:

Rose Avenue & Gonzales Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Gonzales Road intersection that adds a second westbound left turn lane.

REPORTING/MONITORING PROGRAM:

Deferred to Phase

Mitigation Measure I-17:

Rose Avenue & Fifth Street: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Fifth Street intersection that adds a second westbound left turn lane.

REPORTING/MONITORING PROGRAM:

Deferred to Phase 3

Mitigation Measure I-18:

Rice Avenue & Fifth Street: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rice Avenue & Fifth Street intersection that completes the grade separation / bypass which will mitigate both Project and cumulative (2020 no Project) impacts.

REPORTING/MONITORING PROGRAM:

Deferred to Phase 3

Mitigation Measure I-19:

Rice Avenue & Wooley Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rice Avenue & Wooley Road intersection that adds a third northbound thru lane and a third southbound thru lane.

REPORTING/MONITORING PROGRAM:

Deferred to Phase 3:

Mitigation Measure I-20:

Ventura Road & Wooley Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Ventura Road & Wooley Road intersection that adds a second southbound left lane.

REPORTING/MONITORING PROGRAM:

Deferred to Phase 3

Mitigation Measure I-21:

Rose Avenue & Camino Del Sol: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Camino Del Sol intersection that adds a second eastbound left lane and a second westbound left lane.

REPORTING/MONITORING PROGRAM:

Deferred to Phase 3

Mitigation Measure I-22:

Del Norte Blvd & Fifth Street: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Del Norte Blvd & Fifth Street intersection that adds a second westbound thru lane.

REPORTING/MONITORING PROGRAM:

Deferred to Phase 3

Phase 4**Mitigation Measure I-23:**

Ventura Road & Gonzales Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Ventura Road & Gonzales Road intersection that adds a second northbound left turn lane and a third northbound thru lane which will mitigate both Project and cumulative (2025 no Project) impacts.

REPORTING/MONITORING PROGRAM:

Deferred to Phase 4

Mitigation Measure I-24:

Ventura Road & Wooley Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Ventura Road & Wooley Road intersection that adds a third eastbound thru lane and a third westbound thru lane which will mitigate both Project and cumulative (2025 no Project) impacts.

REPORTING/MONITORING PROGRAM:

Deferred to Phase 4

Mitigation Measure I-25:

Rose Avenue & Camino Del Sol: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Camino Del Sol intersection that removes the southbound free right turn lane, adds a third southbound thru lane and adds an eastbound right turn lane which will mitigate both Project and cumulative (2025 no Project) impacts.

REPORTING/MONITORING PROGRAM:

Deferred to Phase 4

Mitigation Measure I-26:

Rose Avenue & Fifth Street: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Fifth Street intersection that adds a southbound right turn lane or grade separation.

REPORTING/MONITORING PROGRAM:

Deferred to Phase 4

Mitigation Measure I-27:

Rose Avenue & Channel Islands Boulevard: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Channel Islands Boulevard intersection that adds a third northbound thru lane.

REPORTING/MONITORING PROGRAM:

Deferred to Phase 4

Mitigation Measure I-28:

Rose Avenue & Bard Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Bard Road intersection that adds a third northbound thru lane and a third southbound thru lane by removing the existing northbound and southbound right turn lanes

REPORTING/MONITORING PROGRAM

Deferred to Phase 4

Mitigation Measure I-29:

Rice Avenue & Camino Del Sol: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rice Avenue & Camino Del Sol intersection that adds a second eastbound left turn lane which will mitigate both Project and cumulative (2025 no Project) impacts.

REPORTING/MONITORING PROGRAM:

Deferred to Phase 4

Mitigation Measure I-30:

Rose Avenue & Wooley Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Wooley Road intersection that adds a third southbound thru lane.

REPORTING/MONITORING PROGRAM:

Deferred to Phase 4

Mitigation Measure I-31:

Rose Avenue & Pleasant Valley Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Pleasant Valley Road intersection that adds a third northbound thru lane and a third southbound thru lane by removing existing northbound and southbound right turn lanes.

REPORTING/MONITORING PROGRAM:

Deferred to Phase 4

Mitigation Measure I-32:

SR-1/Rice NB & Pleasant Valley Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the SR- 1/Rice NB & Pleasant Valley Road intersection that adds a westbound right turn lane.

REPORTING/MONITORING PROGRAM:

Deferred to Phase 4

Year 2030**Mitigation Measure I-33:**

Rice Avenue & Gonzales Road: The Project developer shall pay applicable City and County traffic impact fees and dedicate additional land to accommodate improvements to the Rice Avenue & Gonzales Road intersection to achieve LOS C, unless the City Council decides this mitigation is infeasible and accepts LOS D for this intersection with an accompanying Statement of Overriding Consideration.

REPORTING/MONITORING PROGRAM:

Deferred to Phase 4

Ventura Freeway

Mitigation Measure I-34:

101 (Ventura) Freeway: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements that are, or are subsequently included, component(s) of the Oxnard Traffic Capital Improvement Program which: 1) extend and connect north- and south-bound Ventura Freeway exit and entrance ramps between Oxnard Blvd and Del Norte Blvd. and/or 2) extend Gonzales Road and/or Ventura Road to Central Avenue.

REPORTING/MONITORING PROGRAM:

Deferred to Phase 4 or per DA

Air Quality

Construction Period Emissions

Mitigation Measure J-1:

This is an adaptive management mitigation measure. The Project developer shall implement fugitive dust control measures throughout all phases of construction. The Project developer shall include in construction contracts the control measures required and recommended by the VCAPCD at the time of development. These measures, like all EIR mitigation measures, are binding on subsequent parties and developers. Examples of the types of measures currently required and recommended include the following:

- 1. Minimize the area disturbed on a daily basis by clearing, grading, earthmoving, and/or excavation operations.*
- 2. Pre-grading/excavation activities shall include watering the area to be graded or excavated before the commencement of grading or excavation operations. Application of water should penetrate sufficiently to minimize fugitive dust during these activities.*
- 3. All trucks shall be required to cover their loads as required by California Vehicle Code §23114.*
- 4. All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary.*
- 5. Material stockpiles shall be enclosed, covered, stabilized, or otherwise treated, to prevent blowing fugitive dust offsite.*
- 6. Graded and/or excavated inactive areas of the construction site shall be monitored by a City-designated monitor at least weekly for dust stabilization. Soil stabilization methods, such as water and roll-compaction, and environmentally-safe control materials, shall be periodically applied to portions of the construction site that are inactive for over four*

days. If no further grading or excavation operations are planned for the area, the area should be seeded and watered until grass growth is evident, or periodically treated with environmentally-safe dust suppressants, to prevent excessive fugitive dust.

- 7. Signs shall be posted on-site limiting on-site traffic to 15 miles per hour or less.*
- 8. During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties), all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard, either off-site or on-site. The site superintendent/supervisor shall use his/her discretion in conjunction with the VCAPCD is determining when winds are excessive.*
- 9. Adjacent streets and roads shall be swept at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.*
- 10. Personnel involved in grading operations, including contractors and subcontractors should be advised to wear respiratory protection in accordance with California Division of Occupational Safety and Health regulations.*

REPORTING/MONITORING PROGRAM:

Action: Included in construction documents

Timing: Any grading permit

Monitoring and Enforcement: Planning Division and Engineering Division

Mitigation Measure J-2:

The Project developer shall implement measures to reduce the emissions of pollutants generated by heavy-duty diesel-powered equipment operating at the Project site throughout the Project construction phases. The Project developer shall include in construction contracts the control measures required and recommended by the VCAPCD at the time of development. Examples of the types of measures currently required and recommended include the following:

- 1. Maintain all construction equipment in good condition and in proper tune in accordance with manufacturer's specifications.*
- 2. Limit truck and equipment idling time to five minutes or less.*
- 3. Minimize the number of vehicles and equipment operating at the same time during the smog season (May through October).*
- 4. Use alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), or electric, to the extent feasible.*

REPORTING/MONITORING PROGRAM:

Action: Included in construction documents

Timing: Any grading permit

Monitoring and Enforcement: Planning Division and Engineering Division

Operational Emissions – Greenhouse Gas Emissions

Mitigation Measure J-3:

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

- 1. Use solar or low-emission water heaters in new buildings where feasible and as in common practice in similar new construction in the Oxnard area.*
- 2. Require that commercial landscapers providing services at the common areas of project site use electric or battery-powered equipment, or other internal combustion equipment that is either certified by the California Air Resources Board or is three years old or less at the time of use, to the extent that such equipment is reasonably available and competitively priced in Ventura County (meaning that the equipment can be easily purchased at stores in Ventura County and the cost of the equipment is not more than 20 percent greater than the cost of standard equipment).*
- 3. Provide bus stops pull-out areas, and/or shelters at locations along and within the Project site. The number and location of bus stops shall be determined in consultation with Gold Coast Transit and the City Traffic Engineer. Cumulative air quality impact fees (see Mitigation J-6) paid by the Project developer or subsequent interests may be used for some or all of these structures or as credits against the fee and/or to be funded from the fee fund consistent with the City's practice with other projects with similar transit-oriented mitigation requirements.*

REPORTING/MONITORING PROGRAM:

Action: Included in construction documents

Timing: Any grading or building permit

Monitoring and Enforcement: Planning Division and Engineering Division

Mitigation Measure J-4:

This is an adaptive management mitigation measure. A Project-wide Transportation Demand Management (TDM) program shall be prepared by a qualified consultant for review by the Development Services Director within one year of the recordation of the first Final Tract Map and implemented on a phase by phase basis thereafter. The TDM program shall incorporate best and commonly used trip-reduction incentives, programs, and practices found in TDMs of similar projects in terms of allowed uses, size, and transportation and transit service context. The TDM shall, to the maximum extent financially feasible or practical, be coordinated and consistent with Gold Coast Transit service planning, development and/or final adoption of a regional and/or Oxnard Sustainable Communities Strategy (under SB 375), and TDMs or similar efforts of surrounding businesses and organized business and commercial organizations, including but not limited to, the Camino Real Business Park; Proctor and Gamble; Riverpark (The Collections); The Esplanade; The Village; Oxnard Auto Center Dealers Associations; and the McGinnes Ranch, Northgate, and Seagate business parks. The

TDM shall include an estimate of Project vehicular trips; a target reduction; a strategy and timeline to achieve the target; and one or more means of an independent sustainable funding program to administer, monitor, and routinely update the TDM program. At the discretion of the City Traffic Engineer based on applicable professional practice, documented and sustained TDM-attributable trip reductions shall be incorporated into future Project-related traffic studies and/or analyses for purposes of calculating traffic fees and/or modifying traffic-related mitigations. The TDM may be implemented on a phase-by-phase basis.

REPORTING/MONITORING PROGRAM:

Action: Included in construction documents

Timing: Any grading or building permit

Monitoring and Enforcement: Planning Division and Engineering Division

Mitigation Measure J-5:

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

REPORTING/MONITORING PROGRAM:

Action: Included in construction documents

Timing: Any grading or building permit

Monitoring and Enforcement: Planning Division and Engineering Division

Mitigation Measure J-6:

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

REPORTING/MONITORING PROGRAM:

Action: Included in construction documents

Timing: Any building permit

Monitoring and Enforcement: Planning Division and Engineering Division

Population and Housing

Mitigation Measure L-1:

If there is a housing component within the Project of over 10 units, ten percent of the total units within each project or a percentage determined by an economic impact assessment that estimates the need for very low and low income housing created by actual and anticipated development with the Specific Plan, whichever percentage is higher but not to exceed 23 percent, would be developed as affordable housing in a manner consistent with the City's inclusionary housing program for qualified low and moderate income households, to be determined by an economic impact assessment that estimates the need for very low and low income housing created by the actual and anticipated development and the wages paid to their employees. This information shall also be reflected in the Specific Plan document under section 4.7, Affordable Housing. (Note: Housing was removed from the final adopted Sakioka Farms Business Park Specific Plan; however, the Housing related mitigation measures remained within the CEQA document.)

REPORTING/MONITORING PROGRAM:

Not applicable at this time.

Public Services - Police and Fire

Operation

Adaptive Replacement Mitigation M.1-1

The parties agree that the formation of a Financing District that includes the obligation to pay for the annual cost of three firefighters (including benefits) is in lieu of the Specific Plan's obligation for developer to dedicate a 1.5-acre site near Rice Avenue and the easterly extension of Gonzales Road for a new fire station site and that such obligation fully mitigates the impact of the Project upon the City's fire services. This is provided, however, that the parties acknowledge and agree that the development of the property with residential uses and/or schools, hospitals, nursing homes, explosive plants, refineries, high-rise buildings and other high life hazard or large fire potential occupancies will, subject to the Fire Chief's determination, trigger additional obligations above and beyond the obligations imposed by this section based upon the specific uses added to the property or any portion thereof.

REPORTING/MONITORING PROGRAM:

Action: Per Development Agreement

Timing: Approval of Final map

Monitoring and Enforcement Division: Planning Division

Enforcement Agency:

Mitigation Measure M.2-1:

During all construction activities, the Project or subsequent developer shall ensure that all onsite areas of active development, material and equipment storage, and vehicle staging, be secured with temporary fences to prevent trespass.

REPORTING/MONITORING PROGRAM:

Action: Temporary Use permit and/or fence

Timing: Building permit

Monitoring and Enforcement: Planning Division or Engineering Division or Public Works

Mitigation Measure M.2-2:

The building and site design of subsequent developments under the Specific Plan program shall include crime deterrence and prevention features, building security systems, architectural design modifications, surveillance systems, and secure parking facilities. In addition, industrial businesses may be required to enroll into existing Oxnard Police crime prevention programs, depending on the nature of the business.

REPORTING/MONITORING PROGRAM:

Action: Incorporated into Building Design

Timing: Building permits

Monitoring and Enforcement: Planning Division:

Schools

Mitigation Measure M.3-1:

This is an adaptive management mitigation measure. The subsequent developer(s) under the specific plan would be required to pay all applicable school fees to offset the impact of additional student enrollment at schools. No other mitigation measures are required as part of the environmental review process unless State Law changes so as to allow subsequent environmental reviews to identify appropriate feasible mitigations to reduce a significant impact on schools to a level below the significance threshold.

REPORTING/MONITORING PROGRAM:

Action: Provide CC and R's

Timing: Building Permit

Monitoring and Enforcement: Planning Division:

Utilities and Service Systems: Water Supply

N-1 (Adaptive Replacement Measure) *The on-site domestic water system shall include the following:*

1. *A public pipeline system which feeds into separate water meters for each ownership.*
2. *A separate water meter (1) for the common landscape areas that would be connected to the future recycled water system.*
3. *All domestic water pipelines shall adhere to the Division of Occupational Health and*

Safety (DOHS) requirements for separation between water and recycled water/wastewater pipelines.

4. *The Project developer shall be responsible for payment of capital improvement/connection fees, including all related “installation fees.”*

The Project developer shall provide the City any approvals necessary to dedicate to the City all FCGMA allocation associated with the Project site, on a phase-by-phase basis and upon the conversion of land from agricultural to urban uses.

REPORTING/MONITORING PROGRAM:

Action: Included in Phase One Improvements plans

Timing: Construction Documents

Monitoring and Enforcement: Planning Division, Engineering Division and Public Works

N-2 (Adaptive Replacement Measure) *This is an adaptive management mitigation measure. The Project developer shall provide a water system that serves all practical irrigated areas and which is: (1) constructed per the City’s GREAT Program, (2) irrigated at night, and (3) properly signed once the system is fully operational.*

The Project developer shall be responsible for appropriate Sakioka Farms Specific Plan Covenants, Conditions and Restrictions (CC&Rs) covering the water use for proper disclosures. The Project developer shall provide the City any approvals necessary to dedicate to the City all FCGMA allocation associated with the Project site, on a phase-by-phase basis and upon the conversion of land from agricultural to urban uses.

REPORTING/MONITORING PROGRAM:

Action: Included in landscape plans

Timing: Construction Documents

Monitoring and Enforcement: Planning Division, Engineering Division and Public Works

Mitigation Measure N-3:

This is an adaptive management mitigation measure. The developer shall incorporate exterior water conservation features, as recommended by the State Department of Water Resources, into the Project. These shall include, but are not limited to:

- *Landscaping of common areas with low water-using plants,*
- *Minimizing the use of turf by limiting it to lawn dependent uses, and*
- *Wherever turf is used, installing warm season grasses.*

REPORTING/MONITORING PROGRAM:

Action: Included in landscape plans

Timing:Construction Documents

Monitoring and Enforcement:Planning Division, Engineering Division and Public Works

Mitigation Measure N-4:

This is an adaptive management mitigation measure. The developer shall, to the extent feasible, use reclaimed water for irrigation of landscaping and other uses if or when such water is available at the project site.

REPORTING/MONITORING PROGRAM:

Action: Included in landscape plans

Timing:Construction Documents

Monitoring and Enforcement:Planning Division, Engineering Division and Public Works

Mitigation Measure N-5:

The developer shall predominantly use vegetation that requires minimal irrigation (i.e., drought tolerant plant species) in all site landscaping where feasible for new plantings.

REPORTING/MONITORING PROGRAM:

Action: Included in landscape plans

Timing:Construction Documents

Monitoring and Enforcement:Planning Division, Engineering Division and Public Works

Mitigation Measure N-6:

The future water system shall be designed in a loop configuration with connections to the existing 16-inch water line on Del Norte Boulevard.

REPORTING/MONITORING PROGRAM:

Action: Included in landscape plans

Timing:Construction Documents

Monitoring and Enforcement:Planning Division, Engineering Division and Public Works

Mitigation Measure N-7:

The use of a 14-inch line would be feasible and should only be connected to mainlines of 14- inches or larger.

REPORTING/MONITORING PROGRAM:

Action: Included in landscape plans

Timing:Construction Documents

Monitoring and Enforcement:Planning Division, Engineering Division and Public Works

Mitigation Measure N-8:

Rice Avenue is planned to become a state highway; therefore, no new utilities shall be installed along this roadway.

REPORTING/MONITORING PROGRAM:

Action: Included in Phase One Improvements plans

Timing: Construction Documents

Monitoring and Enforcement: Planning Division, Engineering Division and Public Works

Mitigation Measure N-9:

The Project developer shall ensure that the landscape irrigation system be designed, installed, and tested to provide uniform irrigation coverage. Sprinkler head patterns shall be adjusted to minimize overspray onto walkways and streets.

REPORTING/MONITORING PROGRAM:

Action: Included in landscape plans

Timing: Construction Documents

Monitoring and Enforcement: Planning Division, Engineering Division and Public Works

Mitigation Measure N-10:

The Project developer shall install a “smart sprinkler” system to provide irrigation for the landscaped areas. Irrigation run times for all zones shall be adjusted seasonally, reducing water times and frequency in the cooler months (fall, winter, spring). Sprinkler timer run times shall be automatically adjusted by a state-of-the-art system that relies on local weather forecasts.

REPORTING/MONITORING PROGRAM:

Action: Included in landscape plans

Timing: Construction Documents

Monitoring and Enforcement: Planning Division, Engineering Division and Public Works

Mitigation Measure N-11:

The project developer shall install low-flush water toilets in all new construction at the project site. Low-flow faucet aerators shall be installed on all new sink faucets.

REPORTING/MONITORING PROGRAM:

Action: Included in building plans

Timing: Construction Documents for buildings not applicable for TTM

Monitoring and Enforcement: Planning Division, Engineering Division and Public Works

Adaptive Replacement Mitigation Measure N-12:

This is an adaptive management mitigation measure. The Project's annual water supply deficit of 330 acre feet was estimated using 2010 water use estimates for the theoretical buildout of the entire project. Actual water demand over the buildout of the Project is likely to change as actual development and uses occur and changing water consumption. Subsequent water demand/supply analyses required by subsequent CEQA review may change water supply needs relative to the City's future water supply. The Draft 2010 Urban Water Management Plan (UWMP) incorporates the Project's water demand as proposed. Should subsequent project development incur water demand in excess of that anticipated by the adopted 2010 UWMP and/or the City's water supplies are reduced below those anticipated by the adopted 2010 UWMP, the Project shall, to the extent feasible, implement one or more, but not limited to, the following adaptive measures to remain water neutral to the City's available and projected supply at the time of subsequent project approvals that involve a Negative Declaration, Mitigated Negative Declaration, or Subsequent EIR:

N-12.1 *The Project developer shall provide to the City additional water rights of at least the shortage amount.*

N-12.2 *The Project developer shall provide to the City water supplies equal to the shortage amount until City supply is adequate.*

N-12.3 (Adaptive Replacement Measure) *The Project developer shall provide to the City permanent quantified water offsets in the form of water conservation measures that meet best practices and current City policies as determined at the time of application.*

N-12.4 (Adaptive Replacement Measure) *The Project developer shall provide to the City financial contributions towards City programs which generate in-City water conservation or conveyance. Dedication of water rights, purchase of City water, and other contributions to water conservation shall be considered at time of application and determined as part of Planning entitlement.*

N-12.5 *The Project developer shall participate in other similar programs that cumulatively result in an adequate water supply contribution.*

REPORTING/MONITORING PROGRAM:

Action: Included in Phase One Construction Documents and conditions

Timing: Final Map

Monitoring and Enforcement: Planning Division, Engineering Division and Public Works

N-13 (Adaptive Replacement Measure) *The Project developer(s) of proposed and future uses in the Specific Plan area are expected to meet the water usage expectations of the 2012 EIR. Projects that demonstrate water usage commensurate, or less, than what was assumed under the 2012 EIR area not required to make additional off-sets. Proposed land uses that require*

water usage that exceeds the established 2012 EIR thresholds will require water demand mitigation to be determined on a project by project basis.

REPORTING/MONITORING PROGRAM:

Action: Determines at Project Application Review Construction Documents and conditions

Timing: Planning Analyses prior to Entitlement Construction Documents

Monitoring and Enforcement: Planning Division, Engineering Division and Public Works

Standard Air Quality

76. Developer shall ensure that all construction equipment is maintained and tuned to recommended manufacturer's specifications. (MND, C-1)
77. At all times during construction activities, Developer shall minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust. (MND, C-2)
78. During construction, Developer shall post and maintain onsite signs, in highly visible areas, restricting all vehicular traffic to 15 miles per hour or less. (MND, C-5)
79. During periods of high winds (i.e. wind speed sufficient to cause fugitive dust to impact adjacent properties), Developer shall cease all clearing, grading, earth moving, and excavation operations to prevent fugitive dust from being a nuisance or creating a hazard, either onsite or offsite. (MND, C-6)
80. The Permittee shall comply with the provisions of applicable VCAPCD Rules and Regulations, which include but are not limited to, Rule 50 (Opacity), Rule 51 (Nuisance), Rule 55 (Fugitive Dust), and Rule 55.1 (Removal of Visible Roadway Accumulations). ((MND, C-7)
81. Prior to issuance of demolition permits for any structure on the site, Developer shall provide evidence of notifying the Air Pollution Control District of such demolition. Demolition and/or renovation activities shall be conducted in compliance with APDC regularities regarding Asbestos (Rule 63.7). (MND, C-8)
82. Developer shall mitigate air quality emissions associated with development of the subject site through a contribution to the City's Transportation Demand Management (TDM) program. Such fee shall be calculated at the time of building permit issuance in accordance with the Ventura County Air Quality Assessment Guidelines, as amended. Such fee shall be collected in full prior to building permit issuance. (MND, C-9)

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

Standard Cultural Resources

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

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

AIRPORT CONDITIONS

85. Developer shall record a notice against the project property within the project that the project is within or proximate to the Camarillo Airport Sphere of Influence and inhabitants may be affected by the airport and aircraft operations. Before the City issues building permits, Developer shall provide evidence of recordation of such notice with the Ventura County Recorder's Office. (PL)
86. Developer shall grant to the County of Ventura an aviation easement that includes the elements of the Federal Aviation Administration's (FAA) Model Aviation Easement, for Camarillo Airport. (PL)
87. Developer shall file with FAA a Form 7460, "Notice of Construction or Alteration," that enables the FAA to review the development for any hazards to airport/aviation operations. The FAA's review shall result in a finding of "no objection." (PL)
88. The Developer shall adhere to any recommendations from the FAA for marking or lighting. (PL)

DEVELOPMENT SERVICES DIVISION STANDARD CONDITIONS

89. 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)
90. 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)
91. Developer shall protect building pads from inundation during a 1% chance (100year) storm. (DS-5)
92. 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)
93. 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)
94. 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)
95. Developer agrees, as a condition of approval of this resolution, to indemnify, defend and hold harmless, at Developer's expense, City and its agents, officers and employees from and against any claim, action or proceeding commenced within the time period provided for in Government Code Section 66499.37, to attack, review, set aside, void or annul the approval of this resolution or to determine the reasonableness, legality or validity of any condition attached thereto. City shall promptly notify Developer of any such claim, action or proceeding of which City receives notice, and City will cooperate fully with Developer

in the defense thereof. Developer shall reimburse City for any court costs and attorney's fees that City may be required to pay as a result of any such claim, action or proceeding. City may, in its sole discretion, participate in the defense of any such claim, action or proceeding, but such participation shall not relieve Developer of the obligations of this condition. Developer's acceptance of this resolution or commencement of construction or operations under this resolution shall be deemed to be acceptance of all conditions thereof. (DS-18)

96. 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)
97. 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)
98. 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)
99. Developer shall pay the cost of all inspections of onsite and offsite improvements. (DS-22)
100. Developer shall be responsible for all project related actions of Developer's employees, contractors, subcontractors, and agents until City accepts the improvements. (DS-23)
101. 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)
102. Prior to approval of the final map or parcel map, Developer shall provide the City Engineer with written evidence from the Ventura County Clerk's Office that Developer has executed

and filed with the Clerk all certificates, statements and securities required by Government Code Sections 66492 and 66493. (DS-26)

103. "Standard Specifications for Public Works Construction" latest edition (including modifications thereto by City) and applicable City Standard Plates and Design Criteria shall be the project specifications, except as noted otherwise on the approved improvement plans. City reserves the right to upgrade, add to, or revise these specifications and plans and all other City ordinances, policies, and standards. If the improvements required of this project are not completed within 12 months from the date of City's approval of the improvement plans, Developer shall comply with and conform to any and all upgraded, additional or revised specifications, plans, ordinances, policies and standards. (DS-27)
104. Prior to issuance of a grading/site improvement permit, developer shall obtain Development Services Director approval for any proposed construction phasing. The improvement plans (and associated phasing plans) shall clearly indicate any interim or offsite improvements required by City. (DS-28)
105. 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 "asbuilt" plans after project completion. Developer's submittal of certified "asbuilt" plans is a condition of City's final acceptance of the project and release of any associated security. (DS-29)
106. 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)
107. Developer shall construct sufficient drainage facilities concurrent with rough grading operations to mitigate any potential flooding or erosion affecting adjacent properties and public rights-of-way. (DS-31)
108. Storm drain, sewer and water facilities shall conform to applicable City Master Plans. Developer shall prepare plans for these facilities in accordance with City's engineering design criteria in effect at the time of improvement plan submittal. Developer shall submit plans with pertinent engineering analyses and design calculations for review and approval by the City Engineer prior to issuance of a site improvement permit. (DS-34)
109. Developer shall design project grading to convey stormwater to a street, alley, or approved drain so that there are no undrained depressions. (DS-35)
110. Prior to issuance of a site improvement permit, Developer shall provide to the City Engineer easements or written consent (as determined appropriate by the Development Services Director) from all affected landowners for any diversion of historical flows or change in drainage conditions caused by the project. (DS-36)

111. 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)
112. Developer shall dedicate to the City all water rights for the project property by title sheet dedication on the final map or parcel map. (DS-39)
113. Developer shall install water mains, fire hydrants and water services in conformance with City standard plates, design criteria and specifications as directed by the City Engineer. (DS-41)
114. Prior to designing the water system for the project, Developer shall have a certified fire flow test performed to determine existing water pressure and flow characteristics. The water system shall be designed to allow for a 10 psi drop in the static water pressure measured during the fire flow test. After construction and before City issues a certificate of occupancy, the City Engineer may require a second test. Developer shall obtain permits from the City Engineer prior to performing tests. Developer shall have all tests certified by a mechanical, civil, or fire protection engineer and provide written results of all tests to the City Engineer. (DS-47)
115. Developer shall construct all street and road improvements in conformance with City Code, the City's 2030 General Plan, and any applicable specific plan. (DS-48)
116. Developer shall dedicate and improve to City standards all sidewalks, parkways, streets, alleys, utilities and street appurtenances as directed by the Development Services Director. City will name all streets in accordance with adopted City guidelines. (DS-49)
117. 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)
118. Developer shall improve all streets, alleys, sidewalks, curbs, and gutters adjacent to the project in accordance with City standards, as necessary to provide safe vertical and horizontal transitions. (DS-52)
119. Developer shall provide soils reports, "R" value tests, and compaction tests for all streets. Determination of the actual structural sections shall be based on City's design procedure, "R" value tests of in-place soils, and approved traffic indices. (DS-53)
120. Developer shall install all water, gas, sewer, storm drain, electrical, cable television, fiber optic cables and telephone lines before any final paving is placed. (DS-54)

121. Developer shall protect the stub ends of all streets planned for future continuation with warning barricades, redwood headers, berms, signs and/or reflectors as directed by the City Engineer. (DS-55)
122. Prior to release of the final map or parcel map for recordation, Developer shall post security satisfactory to the City Attorney guaranteeing that all survey monuments will be set as required by the Government Code and the City Code. (DS-57)
123. Developer shall submit a street lighting plan as a part of the civil improvement plans. Developer shall install streetlights in accordance with the plan. (DS-60)
124. As a part of the site improvement plans, Developer shall submit a master utility plan that shows the relative location of all public and private utilities (including gas, electric, street lights, telephone and cable television lines) in accordance with City standard plans. (DS-61)
125. Prior to City approval of improvement plans, Developer shall obtain approval signatures from Southern California Edison Company, Southern California Gas Company, General Telephone Company, and all cable television companies. (DS-63)
126. 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)
127. 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)
128. 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)

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

DEVELOPMENT SERVICES DIVISION SPECIAL CONDITIONS

130. Developer shall form a Property Owners Association (POA) or other similar organization that is responsible for the maintenance of the following: a) The regional detention basins on lots A and B; b) The drainage channel at the east property boundary; c) Stormwater quality facilities located in the public right-of-way; d) Landscaping in the public right-of-way; e) Any other landscaping or other maintenance as required by the Project Conditions. The POA shall be formed and operational prior to the city's acceptance of the public improvements associated with the first map phase, or the issuance of a temporary or permanent occupancy permit, whichever occurs first. (DS)
131. A CFD No. 8 shall be formed prior to the recording of the first phase final map that shall provide backup funding for the Property Owners Association in addition to the other requirements specified in the Development Agreement. (DS)

STORMWATER SPECIAL CONDITIONS

132. Storm water runoff from this subdivision shall be limited and on-site detention shall be provided that results in a maximum discharge of 1 cfs/acre during a 1% (100-year) chance storm event. Developer shall provide a drainage and flood control analysis demonstrating compliance with this standard prior to the issuance of each phase of public improvement plans. The detention basin(s) shall be designed in accordance with Public Works Standards and policies. Owners of all lots containing detention facilities shall provide a city standard Declaration of Restrictive Covenant and Deed Restriction for Detention Basin Perpetual Maintenance executed by the property owner prior to approval of the grading/site improvement plans. (DS)
133. Developer's drainage and flood control analysis for each phase of this project shall include acceptance and conveyance of all offsite stormwater from future buildout of the Camino Real Specific Plan, including any redirection of stormwater resulting from the future connection of Street E to the westerly end of Camino Avenue, in addition to all other existing offsite stormwater discharging onto the property. (DS)
134. Developer shall provide an evaluation of the feasibility of providing: A) Future lot based onsite stormwater detention facilities; and B) Future onsite stormwater quality best management practices ('BMP') for lots (e.g. Lots 78, 119, 129) that have no direct access to an underground stormdrain system. If the evaluation does not demonstrate feasible

solutions as determined by the City Engineer, Developer shall alter the proposed storm drain system layout in a manner that accommodates meeting these future development requirements. (DS)

135. Developer shall relocate/redesign the 'on-site concrete drainage swale' proposed for the 'Easterly North Tract Boundary' such that the new concrete swale does not limit access for inspection, maintenance, or reconstruction of the existing underground utilities located along the freeway frontage. Final location and design of this ditch is subject to approval of the City Engineer. (DS)
136. Developer shall maintain, in perpetuity, and shall provide evidence of a long-term maintenance and financing mechanism for the drainage channel proposed along the easterly property line of the subdivision. The maintenance and financing mechanism shall be recorded in a manner that shows up on title for the lots containing the drainage channel. Proof of the maintenance and financing mechanism shall be provided prior to recording each map phase that creates a privately owned lot along the easterly property line. (DS)
137. Developer shall design the privately owned channel along the eastern property line of the project to meet the following requirements: A) A maintenance road shall be constructed of sufficient width to perform maintenance, shall have access points at each end, and shall provide a connection to the existing channel maintenance road to the south of this project; B) The maintenance road shall be constructed of an all-weather surface capable of sustaining standard maintenance vehicle (skip loader and dump trucks) loads; C) The maintenance road shall be set back a minimum of 3 feet from any adjacent fence or other structure including the concrete channel to avoid driving on the channel edge; D) The 3 foot setback between the maintenance road and the channel shall not exceed a slope of 1 foot (vertical) to 5 feet (horizontal); E) Fences and/or walls shall be set back a minimum of 3 feet from the edge of the channel; F) All fences foundations shall be located entirely within the proposed easement in a manner such that they can be maintained without relying on access from adjacent property; G) Fence materials shall be designed with a 50-year life expectancy; H) The easement reservation indicated on the tentative map shall be increased in width sufficient to encompasses the improvements indicated herein, and shall be recorded in a manner that shows up on title for the lots containing the drainage channel. (DS)
138. Unless an alternate design has been approved by the Public Works Director, Developer shall construct approximately 50 feet of offsite concrete trapezoidal drainage channel near the southeast corner of this subdivision to extend the existing concrete channel to the southerly property line of this subdivision. This improvement shall be designed and constructed with the first phase of construction that increases stormwater runoff to the channel.

139. Developer shall maintain, in perpetuity, and provide evidence of a long-term maintenance and financing mechanism for the regional detention basins located in lettered lots A and B at the southern property line of the subdivision. Proof of the maintenance and financing mechanism shall be provided prior to recordation of the phase 1 final map. (DS)
140. Developer shall dedicate to the City of Oxnard of the lettered lots A and B as depicted on the Tentative Map to be recorded with the phase 1 final map, subject to the improvements being made. (DS)
141. Developer shall design proposed Regional Detention Basins A & B along the southern property line of the project to meet the following requirements in addition to established City standards and policies: A) Provide a 15 foot wide maintenance road along the entire length of the basins; B) The maintenance road shall be constructed of an all-weather surface capable of sustaining standard maintenance vehicle (skip loader, dump truck, etc.) loads; C) The maintenance road shall be set back a minimum of 3 feet from any adjacent fence or other structure including the detention basin rock rip-rap (rock facing); D) The 3 foot setback between the maintenance road and the detention basin shall not exceed a slope of 1 foot (vertical) to 5 feet (horizontal); E) Fences and/or walls shall be set back a minimum of 3 feet from the edge of the rock rip-rap (rock facing); F) All fence/wall foundations shall be located entirely within the proposed lot in a manner such that they can be maintained without relying on access from adjacent property; G) A fence or wall shall completely enclose the basins with appropriate vehicular access gates at key locations. Fence materials shall be designed with a 50-year life expectancy; H) There shall be a recorded easement providing access to both ends of the detention basins from a nearby public right-of-way; I) Detention basins shall include a 12 foot wide vehicular access ramp constructed of concrete that includes a 30 foot long concrete level area at the bottom; J) The bottom of the detention basin shall be located a minimum of 3 feet above the historic high groundwater table; K) The detention basin shall have a freeboard complying with section 51-7 of City Standard Plate 56 with an emergency overflow that directs stormwater away from private property; L) Final design is subject to approval of the City Engineer. (DS)
142. Unless an alternate design has been approved by the City Engineer, Developer shall design detention basins to maintain a minimum 1% longitudinal slope at pervious surfaces and 0.25% at impervious surfaces at flow lines within the basin. An impervious low-flow channel shall be provided within detention basins serving as conveyance structures if they are otherwise unlined. Exceptions may be granted by the City Engineer on a case-by-case basis where adequate justification has been provided. (DS)
143. Developer shall design the project stormwater conveyance system, including within existing adjacent Rice Avenue and Del Norte Boulevard, in compliance with City design standards and policies. This includes, but isn't limited to, catch basin spacing and conveyance structure minimum slopes. (DS)

144. If not fenced, all surface detention basins shall be provided with signs spaced at a maximum of 100 foot intervals (minimum of 4 signs) facing outward along the basin perimeter identifying the use of the lot as a detention basin. The signs shall have a minimum area of 4 square feet and shall contain the following message: "WARNING This area has been designed as a stormwater detention pond and is subject to periodic ponding to a depth of ____ feet." The material, design, size, and number of signs are subject to the review and approval of the City Engineer. Signs and posts shall be constructed of metal or other permanent material. All information regarding required detention basin signage shall be included on the grading/site improvement plans. (DS)
145. Developer shall design streets ending in a cul-de-sac to either; A) convey stormwater runoff away from bulb end of the street; or B) shall design catch basins serving the bulb end of the street for a 2% (50-year) event and construct the street elevations and grades in a manner that provides an emergency secondary overflow away from the bulb end of the street that does not result in flooding depths that extend beyond the street right-of-way if the catch basin(s) becomes blocked. The City Engineer may approve alternative designs that meet the intent of this condition. (DS)

STORMWATER QUALITY SPECIAL CONDITIONS

146. This development is located within the Sakioka Farms Business Park Specific Plan which under the Regional Water Quality Control Board Order R4-2010-0108 meets exemption criteria (grandfathering) allowing the project to provide stormwater quality treatment in accordance with the requirements of the July 2000 Municipal Separate Storm Sewer System (MS4) and associated 2002 Technical Guidance Manual ('TGM') based on the exception criteria included in the 2010 MS4 permit and associated 2011 TGM. This exemption shall apply to future phases or projects within this Tract notwithstanding the enactment of new State Laws or updates to the MS4 permit or that such new State laws or updates to the MS4 invalidate prior grandfathering provisions. Site improvements shall be designed to intercept and effectively prevent pollutants from discharging to the public storm drain system or other offsite conveyance systems. The stormwater quality system design shall be approved by the City Engineer prior to the issuance of an infrastructure improvement permit. (DS)
147. Using forms provided by the Community Development Engineering Division, Developer shall submit a stormwater quality control measures maintenance and operations plan ("the Plan") for the stormwater quality measures serving runoff from the public right-of-way associated with this project. No grading or building permit shall be issued until the City Engineer approves the Plan and Developer provides an executed copy of the City's stormwater covenant with the Plan included as an exhibit for approval by the City Engineer. (DS)

148. Proprietary stormwater quality best management practices implemented within this subdivision shall be designed to remove a minimum of 80% of 50 micron particles to be considered adequate treatment. (DS)
149. If landscape based Stormwater Quality Best Management Practices (“BMPs”) are incorporated into the project, the Developer's engineer shall submit written confirmation that they have reviewed the landscape construction drawings within the BMPs and that the proposed landscaping conforms to applicable TGM standards for such improvements. (DS)
150. Developer shall provide, in perpetuity, all maintenance and inspection of stormwater quality facilities within the public right-of-way in accordance with stormwater quality device manufacturer’s recommendations, applicable State Laws, MS4 permit and TGM requirements.
151. Prior to recording any map phase that includes stormwater quality facilities within the public right-of-way, Developer shall provide proof that maintenance costs associated with these stormwater quality facilities are funded by the property owners within the project via a Property Owners Association with backup financing by a CFD No. 8 or similar perpetual funding mechanism. Community Development or Public Works Director to approve the amount of funding and funding mechanism. (DS)
152. Developer shall design and construct a temporary desilting basin, or other approved Best Management Practice (‘BMP’), for each proposed lot during the initial grading process to remove pollutants from the stormwater discharge of the undeveloped lot. (DS)
153. Developer shall design and construct temporary BMPs at each location where runoff from an adjacent farm field is conveyed to a public drain. The BMP shall effectively remove pollutants of concern from the stormwater discharge of the farm field. (DS)

GRADING SPECIAL CONDITIONS:

154. Developer shall list all applicable grading and air quality related environmental mitigations measures on the grading plan cover sheet for all project phases. Developer shall cause all project contractors to comply with these mitigations during all phases of construction. (MM J-1, J-2, E-1) (DS)
155. Developer shall design and construct all slopes steeper than 5 (horizontal) to 1 (vertical) with a minimum 2 foot wide level area (at both top and bottom of slope) adjacent to any wall, sidewalk, curb, or similar improvement. If the vertical distance from the top of slope to the bottom of slope exceeds 10 feet, the level area shall be increased to a minimum of 3 feet wide. (DS)

WASTEWATER SPECIAL CONDITIONS:

156. Developer shall provide a sewer study for each construction phase of the onsite sewer system. All sewer improvements shall be designed for the ultimate discharge expected from full build-out of the project and any upstream contributions master planned to contribute to this system. The study and associated improvements shall accommodate the additional flows from build out of the adjacent Camino Real Master Plan and any redirected flows caused by the alterations to the Camino Avenue utility points of connection. (DS)
157. Developer shall provide an evaluation of the capacity of the existing 21” sewer line in Del Norte Boulevard between manhole #21 indicated on the tentative map and the proposed sewer connection at Street C. Developer shall upsize the sewer main or otherwise redesign sewage points of connection if the pipe will exceed 75% depth of flow. (DS)

WATER SPECIAL CONDITIONS:

158. Developer shall provide a water study for each construction phase of the onsite water system. All water improvements shall be designed for the ultimate water demand expected from full build-out of the project and water demand associated with build out of the adjacent Camino Real Master Plan. The water study shall be coordinated with the existing City computer water model prior to initiating calculations. (DS)
159. Based on previous water studies analyzing this project, it is expected that the project water study will result in the need for offsite improvements including, but not necessarily limited to, the following: 1) Installation of approximately 30 feet of pipeline near the intersection of Gonzales Road and Solar Drive consisting of a 24-inch pipe connecting the existing 36-inch transmission main to the nearest 12-inch distribution pipe and an 18-inch pipeline connecting the two (2) existing 12-inch distribution pipelines in Gonzales Road; and 2) Replacement of one of the existing 12-inch distribution pipelines in Gonzales Road with an 18-inch pipeline from Solar Drive to Rice Avenue. These two improvements will significantly reduce the travel distance and pressure losses associated with providing water service to this development. The Developer is responsible for construction of these improvements (and any others determined necessary by the water study) as a part of this project. The timing of these improvements shall be based on the water study analyzing the water demand associated with each phase of improvements. Alternative improvements determined capable of providing the required water demand may be approved by the City Engineer. (DS)
160. Developer’s engineer shall provide detailed water system calculations (based on recent in-place fire hydrant flow tests) and plans for the project. The design and sizing of all proposed water improvements shall meet the needs of the ultimate specific plan build-out as well as the interim requirements of the proposed phase and shall result in a well-interconnected water system. The required calculations and plans are subject to the

approval of the City Engineer prior to the issuance of a site improvement/grading permit or recordation of each phase of the final map. (DS)

161. Developer shall install fire hydrants at locations (including both sides of streets with medians) within the project and along adjacent frontage roads as directed by the fire department with each phase of development. (DS)

STREET SPECIAL CONDITIONS:

162. Developer shall extend Street E to connect to Camino Avenue at the time of construction of Street E north of Gonzales Road unless otherwise directed by the City Engineer. The street extension shall be in general conformance with the alignment indicated on the tentative map except that effort shall be made to minimize or eliminate the need for offsite right-of-way or easements. Developer shall dedicate right-of-way for these improvements in lieu of the 60 foot wide temporary access easement indicated on the tentative map. Developer shall concurrently extend utilities (sewer, water, and storm drain) in Street E and connect to the existing compatible, if any, utility in Camino Avenue. All downstream utilities shall be designed to accommodate the additional flows caused by the alteration to the Camino Avenue utility points of connection. Improvements shall include the removal of utility and surface improvements for the portion of Camino Avenue no longer needed along with construction of required drainage facilities to convey upstream stormwater. The requirements of this condition may be altered by the City Engineer to facilitate construction of the future Del Norte/Highway 101 interchange. (DS)
163. Developer shall design street intersections (and the associated storm drain system) to eliminate the need for concrete cross gutters by placement of catch basins on the upstream side of intersections and conveying the stormwater underground. (DS)
164. Gonzales Road is being constructed with a raised landscaped center median. No future median breaks will be allowed unless the City Traffic Engineer issues a written waiver based on a traffic evaluation provided by a registered Traffic Engineer demonstrating that the advantages of the median break outweigh the inherent disadvantages of the median break. The final decision on approval of future median breaks rests solely with the City Traffic Engineer. (DS)
165. Developer shall remove the existing concrete tractor crossings in Del Norte Boulevard, repair the roadway, and reconstruct the missing segments of median to City standards concurrent with each phase of roadway widening adjoining these locations. (DS)
166. Developer shall install 18" wide decorative concrete perimeter strips at the landscaping median in Del Norte Boulevard prior to new landscaping being installed per city plate 128. Where the median curbs are less than 6' apart, the decorative concrete shall be installed full width from median curb to median curb. (DS)

167. Developer shall design and construct the full width of Rice Avenue and Del Norte Boulevard (including both sides of the street and both sidewalks along Del Norte Boulevard but only the side adjacent to the property along Rice Avenue) to their ultimate condition along the frontage of phase 1, as shown on the subdivision phasing diagram, concurrent with the design and construction of Street A. Developer shall construct additional improvements as determined necessary by the City Traffic Engineer to provide safe transitions to existing improvements. (DS)
168. Developer shall design and construct the full width of Rice Avenue to its ultimate condition along the frontage of phase 5, as shown on the subdivision phasing diagram, concurrent with the design and construction of easterly extension of Gonzales Road. Developer shall construct additional improvements as determined necessary by the City Traffic Engineer to provide safe transitions to existing improvements. This condition shall not preclude the requirement to construct some or all of these same improvements with an earlier map phase due to traffic impact mitigation requirements specified in other conditions for that phase. (DS)
169. Developer shall design and construct the full width (both sides of the street including sidewalk) of Del Norte Boulevard to its ultimate condition along the frontage of phase 2, as shown on the subdivision phasing diagram, concurrent with the design and construction of the Del Norte/Gonzales Road intersection. Developer shall construct additional improvements as determined necessary by the City Traffic Engineer to provide safe transitions to existing improvements. (DS)
170. Developer shall construct full street width improvements (back of sidewalk to back of sidewalk) and all underlying utilities with each final map phase. The current phasing diagram places phase lines at the center of some street rights-of-way however no partial street width construction will be allowed unless determined necessary by the City Engineer. (DS)
171. Developer shall design street curb returns in compliance with City standards including construction of ADA compliant curb ramps at all corners. The extent of concrete sidewalk at the street curb returns shall be reduced to that determined necessary to meet pedestrian requirements as determined by the City Engineer. (DS)
172. Prior to issuance of each improvement permit for roadway construction, Developer shall consult with Gold Coast Transit regarding modifications to routes or other Gold Coast Transit services that result in the need for additional bus stops, street furniture, or other additional improvements on or adjacent to the site that would affect site improvement plans. Final determination of the scope of added construction requirements shall be at the discretion of the City Traffic Engineer. Roadway construction plans shall include construction of required transit improvements as appropriate with each phase of roadway construction. (MM J-3) (DS)

173. Developer shall provide evidence of recordation of a reciprocal access easement over lots 38 and/or 40 providing full access to lots 39 and 41 such that no direct access is required from Del Norte Boulevard. Evidence shall be provided concurrent with recordation of any map phase containing lots 38, 39, 40, or 41, (DS)
174. Developer shall provide all right-of-way dedications proposed under this subdivision free of any pre-existing easements or other encumbrances unless the City Engineer determines that the easement or encumbrance is currently in use for its intended purpose and that allowing the easement to remain does not create an undue burden on the City. (DS)

MISCELLANEOUS SPECIAL CONDITIONS:

175. Developer shall provide evidence of compliance with applicable EIR mitigation measures prior to issuance of a grading permit(s), approval of construction plans, and/or recordation of a final map phase as indicated in the approved Mitigation Monitoring and Reporting Program. (DS)
176. Developer shall be required to obtain demolition permits for the removal of existing building structures and electrical services on the site. Demolition requirements will include asbestos abatement prior to demolition work in accordance with the Ventura County Air Pollution Control District requirements and State Laws.
177. Developer shall provide special attention to protect in place the existing underground utilities lines along northwesterly and northern property lines of this subdivision. Developer shall place no additional fill material, construction loads, or other alteration that materially affects these existing facilities unless a written detailed site specific evaluation of the existing facilities is provided by the developer's engineer providing evidence that the facilities can sustain the proposed modification. The evaluation and resulting recommendations must be approved by the Public Works Director. (DS)
178. Developer shall dedicate access and construction easements to the City of sufficient width to allow for ongoing inspection and maintenance activities related to the existing public utilities along the northwesterly and northern property lines of this subdivision. The access and maintenance easement would encumber, at a minimum, lots 115, 119, 121 through 127, 129 and 54. Developer shall also provide an easement from the northerly end of the two proposed cul-de-sacs (Street B and Street C) rights-of-way to the above described easement generally as indicated on the tentative map as a "20' ACCESS EASEMENT". (DS)
179. Developer shall extend underground utilities (wet and dry) in Gonzales Road to the easterly property line of the project for future connection by the Camino Real Specific Plan project located east of this project. (DS)

180. Prior to each final map phase, Developer shall provide evidence that all water wells (existing or abandoned) within that map phase have been destroyed in compliance with well destruction standards or that a permit to destroy the wells has been issued. Developer shall provide evidence that destruction of all wells within a particular map phase is complete prior to issuance of a construction permit for development of any lot within that phase unless a written waiver is provided by the City Engineer. Water well destruction shall be in accordance with Oxnard City code and related policies and procedures. (DS)
181. Developer shall place existing overhead utility lines (33KV or less) on and adjacent to the project underground in accordance with City Code in effect at the time of approval of the tentative map. Utility lines conveying in excess of 33KV may remain overhead but all other lines on those poles shall be placed underground. Undergrounding may be implemented on a phased basis to coincide with each map phase. Before issuance of a site improvement permit for each phase, Developer shall post security satisfactory to the Finance Director guaranteeing utility relocation associated with that phase. (DS)
182. All developments within this subdivision shall comply with the restrictions specified in the Memorandum of Understanding between the State of California, County of Ventura, and the City of Oxnard regarding the future conversion of Rice Avenue to a State Highway. All final map phases shall include delineation of the 60-foot setback as currently delineated on the tentative map. (DS)
183. Developer shall dedicate a public access easement to the City along the Rice Avenue frontage of the subdivision. The dedication shall occur concurrent with the dedication of adjacent Rice Avenue right-of-way for road widening. The public access easement may be a standard 30 feet wide or alternatively of a sufficient width to encompass the area between the Rice Avenue right-of-way and the easterly edge of the proposed Rice Avenue meandering sidewalk. (DS)
184. Developer shall dedicate to the City a public access easement and public utility easement over all sidewalks constructed adjacent to public right-of-way (Del Norte Boulevard, Gonzales Road, Street E, and a portion of Street B) and intended for public use but located on private property. Alternatively, Developer may dedicate additional right-of-way to encompass the required easements. (DS)
185. Developer shall dedicate to the City all rights of direct ingress and egress to Rice Avenue from all adjacent lots. Dedication does not include the general right of travel that is available to the public. This dedication shall be reflected on each final map phase that contains a lot adjacent to Rice Avenue. (DS)
186. Developer shall dedicate to the City all rights of direct ingress and egress to Del Norte Boulevard from all adjacent lots (both sides of the street) with the exception of the frontage of lot 13 and the southerly 350 feet of lot 12. Dedication does not include the general right

of travel that is available to the public. This dedication shall be reflected on each final map phase that contains a lot adjacent to Del Norte Boulevard. (DS)

187. Prior to approval of each final map phase, Developer shall provide a 100-scale address map to the City Engineer for that phase. The map shall be drawn on 18 inch by 24 inch mylar and shall show the standard address map title block, north arrow, street names, tract number, phase boundary, and lot numbers. The City will assign all addresses. (DS)
188. Developer may submit phased improvement plans corresponding to phased final maps. Prior to submittal of phased improvement plans and/or phased final maps, Developer shall provide a phasing plan for review and approval of the Community Development Director. Temporary improvements such as vehicle turnarounds, barricades, waterline blow-offs, and other improvements may be required as deemed necessary by the City Engineer. (DS)
189. Prior to the issuance of a permit for construction of public improvements, Developer shall provide to the City a compact disc (CD) containing digital copies of all project maps, address map, and/or civil improvement drawings in DWG format. Prior to improvement bond release, Developer shall provide an updated CD containing all changes that occur during construction (DS)

TRAFFIC SPECIAL CONDITIONS:

190. Developer shall provide a phase-specific traffic study with each subdivision map phase that provides an analysis of the impacts of full build-out of lots within that phase (and all previous phases) on the existing and phase specific roadway improvements. The scope and list of intersections analyzed with each study shall be approved by the City Traffic Engineer prior to performing the study. Developer is responsible for construction of all on-site and/or frontage improvements identified in each phase-specific traffic study necessary to mitigate traffic impacts not previously identified in the master traffic study prepared for the Sakioka Farms Business Park Specific Plan. On-site improvements shall be considered to include the Rice Avenue/Gonzales Road intersection. Construction of these improvements is in addition to other improvements required by these conditions of approval. (TR)
191. Concurrent with construction of Street A, Developer shall construct the Rice Avenue/Street A intersection and associated traffic signal system per the lane configuration shown on the tentative map and consistent with Figure 4-7 of the project EIR traffic study. Final design of these intersection improvements to be approved by the City Traffic Engineer.
192. Concurrent with construction of Street A, Developer shall construct the Del Norte Boulevard/Street A intersection and associated traffic signal system per the lane configuration as shown on the tentative map and consistent with Figure 4-7 of the project

EIR traffic study. Final design of the intersection improvements to be approved by the City Traffic Engineer. (TR)

193. Concurrent with construction of the phase 1 improvements, Developer shall reconstruct the Gonzales/Rice Avenue intersection (including traffic signal modifications and lane transitions) consistent with the recommendations of option 2 of the project Specific Plan EIR traffic study, and shall dedicate the right-of-way necessary for future buildout of option 1 of the project Specific Plan EIR traffic study. Right-of-way shall be granted by deed transfer for the additional right of way necessary where the improvements do not adjoin map phase 1. Design of the intersection improvements shall assume all right-of-way dedications shall occur on the east side of Rice Avenue adjoining the Development. Final design of the intersection improvements to be approved by the City Traffic Engineer. (TR)
194. Concurrent with the construction of the westerly leg of the Gonzales Road/Del Norte Boulevard intersection, Developer shall construct the intersection and associated traffic signal system per the lane configuration shown on the tentative map and consistent with the recommendations of the project EIR traffic study except that the easterly leg of the intersection shall be constructed to the following interim condition unless directed otherwise by the City Traffic Engineer. The easterly leg shall consist of an 8-foot bike lane, two 12-foot eastbound through lanes, a 4-foot median, two westbound left-turn lanes, two 12-foot westbound through lanes and an 8-foot bike lane.(TR)
195. The layout of the Gonzales Road/Street E intersection shall be altered as directed by the City Traffic Engineer to eliminate the trap westbound left turn lane created at the Gonzales Road/Del Norte Boulevard intersection. (TR)
196. The first subdivision map phase dedicating right-of-way for Gonzales Road east of Del Norte Boulevard shall dedicate sufficient right-of-way for the ultimate width of Gonzales Road between Del Norte Boulevard and the east tract boundary. The dedicated right-of-way between Del Norte Boulevard and Street E shall be as illustrated on the tentative map. The Gonzales Road right-of-way dedication between Street E and the easterly tract boundary shall be as illustrated on the tentative map. (TR)

ENVIRONMENTAL RESOURCES DIVISION

197. To ensure that solid waste generated by the project is diverted from the landfill and reduced, reused or recycled, Developer shall complete and submit a “Environmental Resources Division Construction and Demolition Waste Management Plan” (“C&D Plan”) to the City for review and approval. The C&D Plan shall provide that at least 65% of the waste generated on the project be diverted from the landfill. The C&D Plan shall include the entire project area, even if tenants are pursuing or will pursue independent programs. The C&D Plan shall be submitted to and approved by the Environmental Resources Division prior to issuance of a building permit. The C&D Plan shall include the following

information: material type to be recycled, reused, salvaged or disposed; estimated quantities to be processed; management method used; destination of material including the hauler name and facility location. Developer shall use the appropriate C&D Plan form as defined by the Environmental Resources Division.

198. Developer shall follow the approved “Environmental Resources Division Construction and Demolition Waste Management Plan” and provide for the collection, recycling, and/or reuse of materials (i.e., concrete, wood, metal, cardboard, green waste, etc.) and document results during construction and/or demolition of the proposed project. After completion of project activity, Developer shall complete and submit the “Environmental Resources Division Construction and Demolition Waste Management Report” (“C&D Report”) and provide legible copies of weight tickets, receipts, or invoices for materials sent to disposal or reuse/recycling facilities. For other discarded or salvaged materials, Developer shall provide documentation, on the disposal facility’s letterhead, identifying where the materials were taken, type of materials, and tons or cubic yards disposed, recycled or reused, and the project generating the discarded materials. Developer shall submit and obtain approval of the C&D Report prior to issuance of a certificate of occupancy.
199. 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.
200. FOR COMMERCIAL/INDUSTRIAL PROJECTS: To be in compliance with state law, developer shall make provisions to divert a minimum of 50%, with an aim of diverting 75% to achieve the new state diversion goal, of the waste material generated during occupancy through source reduction, recycling, reuse, and organics collection programs. Developer shall submit an “Environmental Resources Division Occupancy Plan” (“Occupancy Plan”) to the City’s Environmental Resources Division. The Occupancy Plan must clearly state how recyclable and organic material will be managed on site to be in compliance with applicable state law, including what service provider(s) will manage/transport materials to appropriate facilities. An Occupancy Plan must be submitted and approved prior to issuance of a certificate of occupancy.
201. FOR RESIDENTIAL PROJECTS: Covenants, conditions and restrictions (“CC&Rs”) shall be developed for the project that require the homeowner’s association to make provisions to divert a minimum 50% of waste material generated during occupancy through source reduction, recycling, reuse, and organics collection programs. Developer shall submit an “Environmental Resources Division 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.
202. RECYCLING:[For residential projects] Developer and operator shall install clearly labeled storage containers of equal size within each guest room to facilitate separate disposal of

recyclable and non-recyclable waste typically generated by guests. The intent of this mitigation measure is to create a situation wherein recycling is as convenient for project guests as disposing of trash. For consistency with City collection standards, the recyclable waste container shall be blue in color and the non-recyclable waste container shall be gray or black in color.

203. RECYCLING:[For residential projects] Developer and operator shall provide recycling containers near the point of use in common areas for guests and residents to dispose of their recyclable waste. Containers used exclusively for recycling shall be clearly identified as "recycling only" with clear icons or other graphics on each container appropriate to the container's content. To be consistent with City collection standards, containers for recycling shall be blue in color.
204. RECYCLING:[For residential projects] Hotel operator (Management) shall provide literature in each guest room or apartment—pick one explaining the importance of recycling, what can be recycled, and providing suggestions for source reduction, as well as water and energy conservation. City contacts for waste reduction, water conservation, and energy savings shall be listed in the literature.
205. RECYCLING:[For residential]: Property Owner (Management) shall provide training to the housekeeping/janitorial staff (including visual aids for each housekeeping cart) for separating tenant's refuse into recyclable and disposable trash.
206. RECYCLING: [For residential and office projects] Property Owner (Management) shall provide housekeeping/janitorial carts which accommodate separated recyclable and non-recyclable trash. Visual aids for each housekeeping cart shall include a general list of mixed recyclables accepted and the standard 3-arrow recycling symbol on the collection container. (P-11)
207. RECYCLING: [For residential and office projects] Property Owner (Management) shall provide sufficient containers to custodial staff to prevent the contamination of recyclables with waste or moisture.
208. Solid waste containers that will be placed for City pick-up are required to be stored in a patio, yard, or storage area and not in the garage. Such solid waste containers shall be stored on a concrete slab and any residential gate used to access such containers shall be sized to allow clearance by a three-foot wide cart.
209. Plans for placement of solid waste containers that will be placed for City pick-up shall be submitted to the Environmental Resources Division for review and approval to assure efficient operation.

FIRE DEPARTMENT STANDARD CONDITIONS

210. Developer shall construct all vehicle access driveways on the project property to be at least 26 feet wide. Developer shall mark curbs adjacent to designated fire lanes in parking lots to prohibit stopping and parking in the fire lanes. Developer shall mark all designated fire lanes in accordance with the California Vehicle Code. (FD/B, F-1)
211. 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)
212. Before the City issues building permits, Developer shall obtain the Fire Chief's approval of a plan to ensure fire equipment access and the availability of water for fire combat operations to all areas of the project property. The Fire Chief shall determine whether or not the plan provides adequate fire protection. (FD/DS, F-3)
213. 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)
214. 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)
215. The project shall meet the minimum requirements of the "Fire Protection Planning Guide" published by the Fire Department. (FD, F-6)
216. At all times during construction, developer shall maintain paved surfaces capable of handling loads of 76,000 pounds which will provide access for fire fighting apparatus to all parts of the project property. (FD/DS, F-7)
217. Developer shall identify all hydrants, standpipes and other fire protection equipment on the project property as required by the Fire Chief. (FD, F-8)
218. Developer shall install security devices and measures, including walkway and vehicle control gates, entrance telephones, intercoms and similar features, subject to approval of the Police Chief and the Fire Chief. Vehicle control gates shall be operable by City approved radio equipment. (FD/PD, F-9)
219. Developer shall provide central station monitoring of the fire sprinkler system and all control valves. (FD, F-10)

220. The turning radius of all project property driveways and turnaround areas used for emergency access shall be a minimum of 48 feet outside diameter for a semi-trailer. (FD, F-11)
221. Developer shall provide automatic fire sprinklers as required by the City Code and shall contact the Fire Chief to ascertain the location of all connections. (FD, F-12)
222. Developer shall install in each structure in the project a detection/alarm system with a central station monitor that will automatically notify the Fire Department in the event of a fire in the structure. The alarm system shall include a UL or State Fire Marshal approved device, which shall not exceed design specifications, that reports the location of the fire and allows the central station monitor to inform the Fire Department of the point of entry into the structure that is nearest the fire. (FD, F-13)
223. Developer shall install in each structure in the project where automatic fire sprinklers are installed a system that automatically opens the skylights in areas affected by fire before the fire sprinklers are activated. (FD, F-14)
224. All signalized intersections shall be equipped with pre-emption equipment. (FD/TR, F-15)
225. 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)
226. Developer shall install a carbon monoxide detector on each level of the residence in accordance with the manufacturer's specifications. The detector shall be hardwired with a battery backup. (FD, F-17)

FIRE DEPARTMENT SPECIAL CONDITIONS

227. Fire sprinkler coverage is required for:
 - a. Patios, overhangs or any other projections that are 48" or more from the structure.
 - b. Open areas beneath stairs that serve a habitable space or when that area is accessible for storage or has mechanical equipment.
 - c. The protection of the forced air unit when located in the attic or other areas that are normally inaccessible.
228. All emergency egress/Fire Department access windows or doors that serve any room that can be utilized for sleeping, shall have access to a public right-of-way without re-entering the structure.

229. Developer shall allow installation of public safety radio equipment in the tower, steeple, roof or other elevated portion of the building. Such equipment shall not conflict with the architectural design of the building and shall comply with zoning and planning requirements and conditions.

IMPACT FEE CONDITIONS

230. These conditions of approval impose specific fees, dedications, reservations and/or other exactions. Pursuant to Government Code Section 66020, the 90-day period in which the Developer or applicant has to protest the imposed fees, dedications, reservations and/or other exactions has begun as of the date that the conditions of approval are approved.
231. In accordance with City Council Resolution No. 14,124, Developer shall participate in the City's Public Art Program by installing art in accordance with the Public Art Element of the subject specific or master plan such that all developments within the area must meet the art requirements with installation of art or payment of Public Art Fee prior to issuance of occupancy for each individual project.
232. Prior to issuance of building permits, Developer shall pay a document imaging fee for the planning files in an amount calculated by planning staff at the time of building permit review based on fees then in effect. (PL/B, PL-16).

TENTATIVE MAP SPECIAL CONDITIONS

233. Developer shall develop the site with the street names, as approved by the Street Naming Committee. (PL)
234. This permit is granted subject to the City's approval of a tentative map and final map and recordation of the final map. The City shall issue building permits only after such recordation, unless otherwise approved by both the Planning Division Manager and the Development Services Manager. Before occupying any structures or initiating any use approved by this permit, Developer shall comply with all conditions of the tentative and final map. (PL/DS)
235. Before or during escrow for the sale of property within the project, Developer shall give to the buyers a document disclosing, in large type, that:
 - a. The property was formerly used for agricultural purposes, and is near or adjacent to, land that is currently used for agricultural operations; and

- b. The buyers may be subject to inconvenience or discomfort arising from agricultural operations on such nearby or adjacent land, including, but not limited to, frost protection measures, noise, odors, fumes, dust, smoke, insects, operation of machinery (including aircraft) at any hour of the day or night, storage of equipment and materials necessary to the agricultural operations, slow moving farm equipment, and spraying or other application of chemical fertilizers, soil amendments (such as manure, compost materials and mulches) and pesticides (such as herbicides, insecticides and fumigants); and
- c. If the buyers complete the purchase of the property, the buyers should be prepared to accept such inconvenience and discomfort as a normal and necessary aspect of living near or adjacent to agricultural operations.

To show that the buyers have read the document, Developer shall require the buyers to sign the document. Developer shall retain all such documents for at least three years and shall allow the City to inspect and copy all such documents upon request. (PL)

- 236. Prior to map recordation, the developer shall provide a public improvement plan which identifies, and includes, a connection from the Sakioka Farms Business Park Specific Plan area to the city fiber optic infrastructure according to city specifications pursuant to the Fiber Network Master Plan as adopted by the City Council on May 5, 2020. Initial installation of fiber optic infrastructure shall be the responsibility of the Developer and shall occur at the time that roadways are constructed unless a mutually agreed upon process is determined in consultation with the City's Information Technology Department.

PASSED AND ADOPTED by the Planning Commission of the City of Oxnard, State of California, held on the 21st day of May, 2020, by the following vote:

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 this 21st day of May, 2020, and carried by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

Resolution No. 2020- [Tentative Subdivision Map and Road Naming]

May 21, 2020

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ABSTAIN: Commissioners:

RECUSED: Commissioners:

Scott Kolwitz, Secretary