Planning Commission Packet

PLAN

Thursday, February 18, 2021



Planning Commission

Agenda

PLAN



CITY OF OXNARD CALIFORNIA

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 Division Office at (805) 385-7878, or email your request to planning@oxnard.org.

CITY OF OXNARD
PLANNING COMMISSION
AGENDA

REGULAR MEETING
Council Chambers, 305 West Third Street
Thursday, February 18, 2021, 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 – January 21, 2021

E. EX PARTE DECLARATIONS FOR PUBLIC HEARING ITEMS

F. CONTINUED PUBLIC HEARING

1. **Project Name: BeachFront Residential Sub-Zone (R-BF) Datum Change -** PLANNING AND ZONING PERMIT NO. 21-580-01 (Zone Text Amendment): A request for a Coastal Zone Text Amendment (ZTA) to the Oxnard City Code (OCC) Chapter 17, Article II, Section 17.25(D)(1-3) to replace the National Geodetic Vertical Datum of 1929 (NGVD29) with the North American Vertical Datum of 1988 (NAVD88) as the base measurement point from which all elevations for height are determined in the R-BF sub-zone in order to be consistent with the updated Federal Emergency Management

Agency (FEMA) Flood Insurance Rate Map (FIRM) regulations. Filed by the City of Oxnard Community Development Department, 214 South 'C' Street, Oxnard, CA 93030.
Project Planner: Isidro Figueroa, Principal Planner

Recommendation:
That the Planning Commission find the Project is exempt from the California Environmental Quality Act pursuant to section 15601 (b)(3), and adopt Resolution 2021-XX recommending City Council approval of Planning and Zoning Permit No. 21-580-01 (Zone Text Amendment), as submitted, subject to certain findings.

Please click the following link to view the required Measure M pre-recorded presentation video:
https://www.youtube.com/watch?v=aKwgNDQJvAc&feature=youtu.be

G. PUBLIC HEARING

1. **Project Name: 2030 General Plan and Local Coastal Plan Conformity Determination for an Amendment of the City of Oxnard Capital Improvement Program (CIP) Fiscal Years (FY) 2020-2025.**: The Planning Commission will review three new projects that are being added to the CIP projects previously identified for FY 2020-2025, and to confirm they are in conformance with the City of Oxnard 2030 General Plan and relevant Coastal Land Use Plan policies pursuant to Section 65401 of the Government Code. The CIP includes a range of roadway improvements, maintenance of public facilities, stormwater drainage improvements and other miscellaneous projects. The three projects being added to the 2020-2025 CIP are: 1) Perkins Road Parking Lot Improvement, 2) Ormond Industrial Area Fiber Expansion, and 3) Perkins Road Fiber Expansion. Filed by Rosemarie Gaglione, Public Works Director, City of Oxnard.
City Staff: Rosemarie Gaglione, Public Works Director; Tatiana Arnaout, City Engineer; and Scott Kolwitz, Planning and Environmental Services Manager

Recommendation:
That the Planning Commission find that the proposed Amendment of the Capital Improvement Program (CIP) projects for FY 2020-2025 is not a "project" under CEQA, and adopt Resolution 2021-XX is 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 three new projects are located on Perkins Road and in the Ormond industrial area, but the whole of the CIP projects are located throughout the City of Oxnard and vary in scope and funding.

Please click the following link to view the required Measure M pre-recorded presentation

video:
https://www.youtube.com/watch?v=BdafSnemmzY&feature=youtu.be

2. **Project Name: Cypress Place at Garden City** - PLANNING AND ZONING PERMIT NO. 20-535-02 (Density Bonus Permit): A request for the ministerial approval of a Density Bonus (DB) permit to allow for a 20 percent DB to increase the allowed number of units from 125 to 150 units for an All-Affordable Housing Opportunity Program ("AAHOP") project on two parcels. The ministerial DB includes one concession that would provide relief from Oxnard City Code Section 16-362F to eliminate requirements for private balconies, and, pursuant to Government Code Section 65915(p), determine that a total of 212 parking spaces are required while 252 are provided. The project site is located at 5536 & 5482 Cypress Road (APN 223-0-041-020/APN 223-0-090-015) within the Residential Low Medium land use designation and Multiple-Family Affordable Housing (R-2-AH) zoning district. Filed by Lauren Nichols, Peoples' Self Help, 56 East Main Street, Suite 200, Ventura, California 93001.
Project Planner: Juan Martinez, Associate Planner

Recommendation:
That the Planning Commission find the Project to be exempt from the California Environmental Quality Act (CEQA), pursuant to Senate Bill 35 and Government Code Section 65913.4, and adopt Resolution 2021-XX approving Planning and Zoning Permit No. 20-535-02 (Density Bonus Permit), subject to certain findings and conditions.

Please click the following link to view the required Measure M pre-recorded presentation video:
https://www.youtube.com/watch?v=3KsTKErvsC4&feature=youtu.be

3. **Project Name: Tru Hilton Special Use Permit** - PLANNING AND ZONING PERMIT NO. 19-500-03 (Special Use Permit): A request for a Special Use Permit (SUP) for the construction of a new hotel on an existing 9,120 square-foot pad in the Food 4 Less shopping center. The proposed hotel would be 41,422 square feet with 88 hotel rooms. The hotel building would be five stories with a maximum height of 70 feet. The Project would also include 2,267 square feet of landscaped area and the required 88 parking spaces (i.e., one parking space per hotel room), which are included in a shared parking agreement for the shopping center that has a combined 632 parking stalls. Two modifications are being requested with the approval of the SUP: 1) allow for a building exceeding two stories or 35 feet, and 2) grant administrative parking relief to allow for a decrease in the number required parking spaces for the overall shopping center. The approximately 1-acre Project site is located at 180 West Esplanade Drive (APN: 142-0-310-045) within the 14.5-acre

Food 4 Less shopping center site within the 2030 General Plan land use designation of Commercial General and is zoned General Commercial-Planned Development (C-2-PD) in the City of Oxnard. Filed by Marcus Frisco, Developer, 11913 Tarron Avenue, Hawthorne, CA 90205 on behalf of Ralphs Grocery Co., Property Owner, 1100 W Artesia Boulevard, Compton, CA 90220.
Project Planner: Joe Pearson II, Senior Planner

Recommendation:
That the Planning Commission approve an Addendum No. 1 to Final Mitigated Negative Declaration No. 12-01, and adopt Resolution 2021-XX approving Planning and Zoning Permit No. 19-500-03 (Special Use Permit), subject to certain findings and conditions.

Please click the following link to view the required Measure M pre-recorded presentation video:
https://www.youtube.com/watch?v=y2rqJLFML3E&feature=youtu.be

H. STUDY SESSION/REPORTS

I. PLANNING COMMISSION BUSINESS

J. COMMUNITY DEVELOPMENT STAFF UPDATES

K. ADJOURNMENT

FUTURE MEETINGS

Thursday, March 4, 2021, 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.

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.

Planning Commission

Minutes

PLAN



CITY OF OXNARD CALIFORNIA

MINUTES
OXNARD PLANNING COMMISSION
REGULAR MEETING
January 21, 2020 Minutes
DRAFT

A. ROLL CALL

1. At 6:00 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 Commision or staff may participate in meetings via teleconference.

2. Chair Frank (via videoconference), Vice Chair Sanchez (via videoconference), Commissioners Chavez (via videoconference), Dozier (via videoconference), Fuhring (via videoconference) and Meyer (via videoconference) were present.

3. Staff members present were: Scott Kolwitz, Planning & Environmental Services Manager; Joe Pearson, Senior Planner; Ken Rozell, Chief Assistant City Attorney; Scott Swenson, Safer Neighborhoods & Alcohol Compliance Specialist (via videoconference); and Dee Lai, Recording Secretary.

4. Chair Frank presided and called the meeting to order.

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

1. Commissioner Dozier led the pledge of allegiance.

C. PUBLIC COMMENTS - On Items Not On The Agenda

1. Scott Kolwitz, Planning & Environmental Services Manager announced that the voter approved initiative Measure M is being implemented and below are the high level changes:

i. Requires staff to record their video presentations prior to the meeting. The public and city leaders would watch the video ahead of time. During the actual meeting, there would be public comment, questions for staff, deliberations and a vote. This is in effect now.

ii. Allows members of the public to have at least three minutes to speak during public comment. Accommodations must be made for them to present a video or slideshow if they chose. This is in effect now.

iii. Requires meetings be run using Robert's Rules of Order. Council members and Planning Commissioners should receive a copy of the rules and be trained by a certified parliamentarian. Training will be forthcoming.

D. CONSENT AGENDA

1. APPROVAL OF MINUTES - December 17, 2020

MOTION: Commissioner Chavez moved and Commissioner Meyer seconded a motion to approve the minutes of December 17, 2020, as submitted.

VOTE: Chair Frank, Vice Chair Sanchez, and Commissioners Chavez, Dozier, Fuhring and Meyer voted in favor. The motion carried 6:0:0:0:0[1].

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: Pizza Chief Restaurant Alcohol Special Use Permit -** Planning and Zoning Permit No. 20-510-07 (Special Use Permit – Alcohol): A request for approval of a Special Use Permit (SUP) to allow an existing 940 square-foot pizza restaurant (Pizza Chief) to sell beer and wine for on-site and off-site consumption (Alcohol Beverage Control (ABC) License Type 41) within one of two existing multi-tenant commercial buildings cumulative totaling 17,480 square feet on a 1.01-acre property located at 2550 North Vineyard Avenue #160 (APN: 145-0-232-165) within the General Commercial - Planned Development (C-2-PD) zone. Alcohol sales are requested between the hours of 11:00 a.m. and 11:00 p.m. daily, but alcohol sales are recommended between the hours of 7:00 a.m. to 11:00 p.m. daily. Filed by Designated Agent Cecilia Serrano on behalf of Yong Lee, Property owner.
Project Planner: Joe Pearson II, Senior Planner

Recommendation:
That the Planning Commission approve the Project, as submitted, finding the Project to be Categorically Exempt from environmental review pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15301 (Existing Facilities), and Approve Resolution 2021-01 for Planning and Zoning Permit No. 20-510-07 (Special Use Permit-Alcohol), subject to certain findings and conditions.

Joe Pearson, Senior Planner, provided a presentation outlining the request which was posted with the agenda.

The applicant, Cecilia Serrano, designated agent on behalf of Yong Lee, Property Owner did not have a presentation but was available for questions.

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

A public verbal comment was received from Pat Brown (Oxnard) who was critical of Item F-1 and commented on several topics, including: Planning Commission meetings having poor sound quality; concerns about alcohol establishment concentration; 7:00 a.m. being too early to serve alcohol; school proximity; traffic congestion; homelessness; alcohol advertisements, and prohibiting outdoor drinking.

[1] In Favor: Against: Absent: Abstain: Recused

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

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

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

Discussion ensued among the Commissioners and staff about several topics, including: public input could be limited if they haven't viewed the presentation before the meeting; the flexible hours rationale is supported; the project site is in a difficult location relative to vehicle traffic; there aren't any school proximity issues with this project; there aren't any police concerns with this project; and alcohol sales is an added benefit to the business and opens them to a new market.

MOTION: Commissioner Meyer moved and Commissioner Fuhring seconded a motion to approve the Pizza Chief Restaurant Alcohol Special Use Permit Project, as submitted, finding the Project to be Categorically Exempt from environmental review pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15301 (Existing Facilities), and Approve Resolution 2021-01 for Planning and Zoning Permit No. 20-510-07 (Special Use Permit- Alcohol), subject to certain findings and conditions

VOTE: Chair Frank, Vice Chair Sanchez, Commissioners Chavez, Dozier, Fuhring and Meyer, voted in favor. The motion carried 6:0:0:0:0[2].

G. STUDY SESSION/REPORTS

1. None

H. PLANNING COMMISSION BUSINESS

1. None

I. COMMUNITY DEVELOPMENT STAFF UPDATES

1. Scott Kolwitz, Planning & Environmental Services Manager announced:

i. The Planning Commission rules provides the following options to hold the elections now or after the City Council appoints new Planning Commissioners:

VII. ELECTION AND DUTIES OF OFFICERS

A. During the first regular meeting of the Commission held in every calendar year or during the first regular meeting after appointment of the members of the Commission by the City Council, the members of the Commission shall elect one member as chair and another as vice-chair, to serve for one year or until a successor is appointed, unless either is earlier removed from such positions by majority vote of the members of the Commission or by the City Council.

[2] In Favor: Against: Absent: Abstain: Recused

As the recruitment for four Planning Commissioners is underway, we are going to hold off on elections until the City Council appoints new Planning Commissioners. We anticipate the recruitment effort to be completed in February, so we are anticipating that elections would occur in February / March.

ii. The next Planning Commission meeting is scheduled for February 4, 2021 at 6:00 p.m.

J. ADJOURNMENT

1. At 6:26 p.m., the Planning Commission concurred to adjourn.

FUTURE MEETINGS

Thursday, February 4, 2021, 6:00 p.m., City Council Chambers

_____ ATTEST _____

Deirdre Frank,
Chair

Scott Kolwitz,
Planning & Environmental Services Manager

Planning Commission

Staff Report

PLAN

F-1

PZ 21-580-01

R-BF Datum Change



CITY OF OXNARD CALIFORNIA

CITY OF OXNARD CALIFORNIA

PLANNING COMMISSION
STAFF REPORT

TO: Planning Commission

FROM: Isidro Figueroa, Principal Planner

DATE: February 18, 2021

SUBJECT: **Project Name: Beach Front Residential Sub-Zone (R-BF) Datum Change;** Planning and Zoning (PZ) Permit No. 21-580-01 (Coastal Zoning Ordinance Amendment): Amendments to: Oxnard City Code Chapter 17, Article II, Section 17-25 (D) (1-3)

1) **Recommendation:** That the Planning Commission

   a) Find the Project is exempt from the California Environmental Quality Act pursuant to section 15601 (b)(3).

   b) Adopt Resolution 2021-XX recommending City Council approval of Planning and Zoning Permit No. 21-580-01 (Zoning Text Amendment) to amend Chapter 17, Article II, Section 17.25, (D) (1-3) to replace the National Geodetic Vertical Datum of 1929 (NGVD29) with the North American Vertical Datum of 1988 (NAVD88) as the base measurement point from which all elevations for height are determined in the R-BF sub-zone in order to be consistent with the updated Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) regulations.

2) **Project Description and Applicant:** A request for a Zone Text Amendment (ZTA) to the Oxnard City Code (OCC) Chapter 17, Article II, Section 17.25, (D) (1-3) to replace the NGVD29 with the NAVD88 as the base measurement point from which all elevations for height are determined in the R-BF sub-zone in order to be consistent with the updated FEMA FIRM regulations. For purposes of this staff report, the foregoing project description shall be referred to as the "**Project**".

   Filed by the the City of Oxnard Community Development Department (the "**Applicant**"), 214 South C Street, Oxnard.

3) **Existing & Surrounding Land Uses:** The Beach Front Residential (R-BF) sub-zone accounts for all of the beach front properties affected by the new FEMA FIRM regulations. This represents approximately 110 beachfront parcels generally along Mandalay Beach Road, Capri Way, and Marine Way (Attachment A). The following table identifies the General Plan and zoning designations of the project site and adjacent properties:

LOCATION	GENERAL PLAN	ZONING	EXISTING LAND USE
Project Site	Residential Existing (REX)	Beach Front Residential (R-BF)	Single-family Residences
North	Recreation Area (REC)	Coastal Recreation (RC)	Public Park / Beach
South	Recreation Area (REC)	Coastal Recreation (RC)	Public Park / Beach
East	Residential Existing (REX) Mobile Home Park (MHP)	Single-Family Beach (R-B-1) Coastal Medium Density Multiple-Family (R-3-C) Coastal Mobile Home Park (MHP-C)	Single-family Residences Multi-Tenant Residential Buildings Mobile Homes
West	Recreation Area (REC)	Coastal Recreation (RC)	Public Park / Beach

4) **Background:** The City of Oxnard (City) participates in the National Flood Insurance Program (NFIP), which is administered by FEMA. As a participating community, the City is mandated to adopt and enforce ordinances to reduce the risk of flooding and meet or exceed federal requirements. In return, FEMA makes flood insurance available to property owners throughout the City. The City joined the NFIP on March 1, 1979. The current Floodplain Management ordinance was adopted on December 1, 2020, as Ordinance Number 2989, and it went into effect thirty days later on December 31, 2020.

On September 30, 2016, FEMA released the Preliminary FIRM (PFIRM) to the cities of Ventura, Oxnard, and Port Hueneme, as well as the Ventura County Watershed Protection District. On May 26, 2017, the City was officially notified by FEMA of proposed modified flood hazard determinations (FHDs) affecting the Flood Insurance Rate Map (FIRM) and Flood Insurance Study (FIS) report for the City of Oxnard.

On May 30 & 31, 2017, FEMA along with the cities of Ventura, Oxnard, and Port Hueneme and County of Ventura held public meetings to inform the affected communities of the release of the revised draft flood maps for the California Coast in Ventura County. This meeting included information regarding the removal as well as addition of some properties from the currently effective floodplain map, the new base flood elevations (BFEs), and the 90-day appeal period that ran from June 9 - September 7, 2017.

On August 23, 2017, a Community Workshop was held at the City of Oxnard, in the HR Activity room, to discuss the changes in the FIRMs, the technical background of the FIS, as well as the implications on new and substantial development with the changes in BFEs. The majority of community discussion at that meeting revolved around the height implications of the LCP as result of the changes in BFEs.

On February 28, 2019, the Planning Division and Public Works Department jointly held a public meeting at the Oxnard Shores Neighborhood Council to further discuss the impacts of the new FIRMs on the affected property owners. Staff identified the major impacts of the new FEMA FIRM regulations are the expected increase of the BFE between 7 to 8 feet for new development and substantial improvements to existing structures when modifications are proposed. The revised BFE would potentially impact a development's compliance with the existing LCP maximum height requirement. Due to the poor attendance of the meeting, staff prepared and mailed an additional notification to all property owners affected by the new FEMA FIRM regulations. The notice (Attachment B) was sent to all property owners on April 9, 2019 and notified property owners that the revised minimum finished floor elevations will impact the City's approval of new and remodeled structures unless the property owner has obtained a building permit before the effective date of the new FIRM regulations (January 29, 2021). The property owner would then be required to actually start construction within 180 days of the issuance of the permit.

Additionally, staff prepared a memo outlining the BFE implications to applicants seeking improvements to the affected properties, and staff has regularly included the following condition of approval on affected properties:

> "Developer is hereby notified that the Federal Emergency Management Agency ('FEMA') is currently processing a revised Federal Insurance Rate Map ('FIRM') that is likely to significantly raise the Coastal Base Flood Elevation applicable to this property. It is currently unknown when the revised FIRM will become effective but a draft version has been published by FEMA. Any rise in the Base Flood Elevation will affect the minimum allowed elevation of the finished floor for this structure. Revised minimum finished floor elevations will affect the ability of this structure to be constructed as approved by this permit when the revised FIRM becomes effective, unless the Developer has performed substantial work and incurred substantial liabilities in good faith reliance based upon the permit prior to the date that the revised FIRM becomes effective."

On July 29, 2020, the City Manager received the letter from FEMA stating that there were no changes made to the PFIRMs as a result of any appeals or comments sent within the appeal period and that those PFIRMs would be effective as of January 29, 2021.

On October 8, 2020, staff hosted a meeting with the Oxnard Shores Neighborhood Council to

inform them of the intention of the upcoming Public Works and Transportation Committee (PWTC) and Housing and Economic Development Committee (HDEC) meetings addressing various coastal issues including the recently adopted FEMA FIRM regulations. On October 13, 2020, the PWTC forwarded a recommendation to the City Council to amend Chapter 18 (Floodplain Management) of the City Code to be in conformance with the updated FEMA FIRM regulations. In summary, the amendments to City Code Chapter 18 (Floodplain Management) relate to 1) addition of two new definitions; 2) the modification of five definitions; 3) clarification regarding dates of first adoption of FIS and FIRMs; 4) clarification on the permit review process; 5) clarification regarding freeboard requirements in Zone AO; 6) clarification on standards for subdivisions; and 7) addition of regulatory floodway requirements within Zones A1-30 and AE. Ordinance No. 2989 was introduced via a first reading to the City Council at its meeting of November 17, 2020. Following the public hearing, the Council conducted the second reading of the amended ordinance and adopted the ordinance on December 1, 2020, and it went into effect thirty days later on December 31, 2020.

On December 8, 2020, the HDEC received a summary report on the updated FEMA FIRM regulations and implications for development along the coast. The HEDC provided feedback on the required datum change to the OCC based on the new FEMA FIRM regulations and potential screening requirements to parcels which have a R-BF zoning designation as stipulated by the new FEMA FIRM regulations. The HEDC unanimously voted to allow staff to proceed with processing an amendment to Chapter 17, Article II, Section 17.25 (D) (1-3) to change the required datum to be consistent with the updated FEMA FIRM regulations. Additionally, the HDEC directed staff to study adding a screening requirement to understories (exposed space at the bottom of dwellings) for residential properties within the R-BF sub-zone if understories are created.

5) **Environmental Review:** The proposed action is Categorically Exempt from the California Environmental Quality Act (CEQA) Guidelines Section 15061 (b)(3) because this activity is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment and because the ZTA is being made to be consistent to the recently adopted FEMA FIRM regulations and City documents and does not involve any type of expansion of use or development potential. Therefore, Staff has determined that there is no substantial evidence that the Project will have a significant effect on the environment and recommends that the Planning Commission accept the Notice of Exemption (Attachment C), which will be filed in accordance with the CEQA Guidelines.

6) **Analysis - Local Coastal Program & General Plan Consistency:** The ZTA intends to amend Chapter 17, Article III, Section 17.25 (D) (1-3) to replace NGVD29 with NAVD88 as the base measurement point from which all elevations for height are determined in the R-BF sub-zone to ensure all development allowed under the City's Local Coastal Program (LCP) is consistent with the updated FEMA FIRM regulations and other adopted City documents such as Chapter 18 (Floodplain Management) of the City Code. In addition to ensuring maximum consistency with the updated FEMA FIRM regulations, the change in

datum will not increase the existing maximum height allowed or intensify or expand development that is currently allowed under the current LCP, inclusive of the Coastal Land Use Plan (LUP).

The ZTA will serve to uphold Coastal Policy 30253 (1) (New Development) by minimizing risk to life by ensuring that development along the R-BF sub-zone is consistent with the updated FEMA FIRM regulations and other adopted City documents such as City Code Chapter 18 (Floodplain Management).

The ZTA is also consistent with the City's LUP Policy 39 because the ZTA will ensure that grading and building permits issued for development along the R-BF sub-zone are reviewed for threats from hazards such as storm wave runup and flooding, and are consistent with the updated FEMA FIRM regulations.

The ZTA will be consistent with the City's adopted LCP and Coastal Act Policies pertaining to public access; specifically, the ZTA will be consistent with Coastal Act Policy 30211 (Access and Recreation) which mandates that development shall not interfere with the public's right to access to the sea where acquired through use, or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

The ZTA is consistent with the 2030 General Plan, and in specific with Goal CD-3 because the ZTA intends to improve community safety and quality of life, and strengthen neighborhood development by ensuring orderly development consistent with the FEMA FIRM regulations and other adopted City documents. Additionally, the ZTA will be consistent with 2030 General Plan Policy SH-3.2 which requires as a condition of approval that all new development to mitigate flooding problems identified by the National Flood Insurance Program and Policy SH-3.3. which requires FEMA FIRMs to be updated periodically. As such, the ZTA meets this finding.

7) **Analysis - Proposed Zoning Text Amendment (ZTA):** Regulatory floodplains are defined by the elevation of the base flood in relation to the elevation of the ground. Base flood elevations are used to determine the required elevation of new buildings in the floodplain. FEMA and the City's Coastal Zoning Ordinance use a vertical datum as a base measurement point from which all elevations (height) are determined. The City's Coastal Zoning Ordinance provisions (OCC Chapter 17) use the National Geodetic Vertical Datum of 1929 (NGVD29). The City's Floodplain Management provisions (OCC Chapter 18) use the North American Vertical Datum of 1988 (NAVD88). Floodplain management will not succeed without accurate measurements of flood elevations, ground elevations and building elevations. Needless to say, if flood elevations are based on one system and ground or building elevations are based on another, things will not work.

This difference in vertical datums, from NGVD29 to NAVD88, affects the City's Coastal Zoning Ordinance (OCC Chapter 17) which uses NGVD29 datum as the set of points to

calculate height for residential zoned properties within the R-BF sub-zone (approximately 110 beachfront parcels generally along Mandalay Beach Road, Capri Way, and Marine Way). Based on the use of NAVD88 datum on the FEMA FIRMs, the OCC (Chapter 17) will be required to be amended in order to include NAVD88 datum as the set of points to calculate height in the R-BF sub-zone (rather than NGVD29).

The new FEMA FIRM regulations are expected to have a significant increase between 7 and 8 feet in BFE, which affects new development or substantial improvement to existing structures (defined as any improvement that is 50% or greater value of the improvement as it exists) are mandated to comply with development standards in the Flood Plain Management Ordinance such as structure elevation or "flood proofing" construction techniques.

The increase between 7 and 8 feet in BFE based on the new FEMA FIRM regulations will potentially reduce the floor-to-ceiling height by about 2 feet per floor for habitable space within development, in order to comply with existing height requirements contained within the City's Coastal Zoning Ordinance. This reduction in floor height is based on the context of the zoning height limit at 49.4' NAVD and a bottom floor at 23' NAVD (BFE 21' + 2' freeboard). This in turn means a development has 26.4' to split between two floors. The existing height requirement for development in the R-BF zone is not proposed to change as part of this ZTA.

In summary, the amendments to City Code Chapter 17, Article II, Section 17.25 (D) (1-3) relate to 1) replace all references to NGVD with NAVD; and 2) convert all NGVD datum points to NAVD datum points. The following are the ZTAs proposed to Chapter 17, Article II, Section (D) (1-3):

(D) Property development standards -

(1) The minimum elevation of the bottom of the lowest structural member, with a shore parallel component greater than three feet in length, shall be +16.4~~14.0~~ feet NAVD ~~NGVD~~ (North American Vertical Datum 1988 ~~national geodetic vertical datum~~), or one foot above the calculated maximum wave runup or wave crest elevation, whichever produces the highest elevation. The maximum elevation of the bottom of the lowest shore parallel structural member shall be +19.4~~17.0~~ feet NAVD ~~NGVD~~, unless a coastal engineering report substantiates the need for a higher elevation based on wave runup and wave force ratio.

(2) For lots wider than 33 feet, two stories, not to exceed 22 feet from the bottom of the lowest shore parallel horizontal structural member to the highest peak of roof. For lots less than 33 feet wide, three stories, not to exceed 30 feet from the bottom of the lowest shore parallel horizontal structural member to the highest peak of roof, for up to a maximum of 50% of any roof. In no case shall the top of the roof elevation exceed +19.4~~17.0~~ feet NAVD ~~NGVD~~. The remainder of the roof, where sloped, shall have a maximum average height of 27½ feet above the bottom of the lowest shore parallel structural member. Where the remainder of the roof is a deck, the maximum average height of the top of the deck shall be 23 feet above the bottom of the lowest shore parallel structural member, exclusive of a railing not to exceed an additional four feet in height.

(3) Garage floors shall have a minimum elevation of +15.4~~13.0~~ feet NAVD ~~NGVD~~, and shall be high enough to provide a minimum downward slope of 2% for the driveway surface towards the street (Attachments D & E).

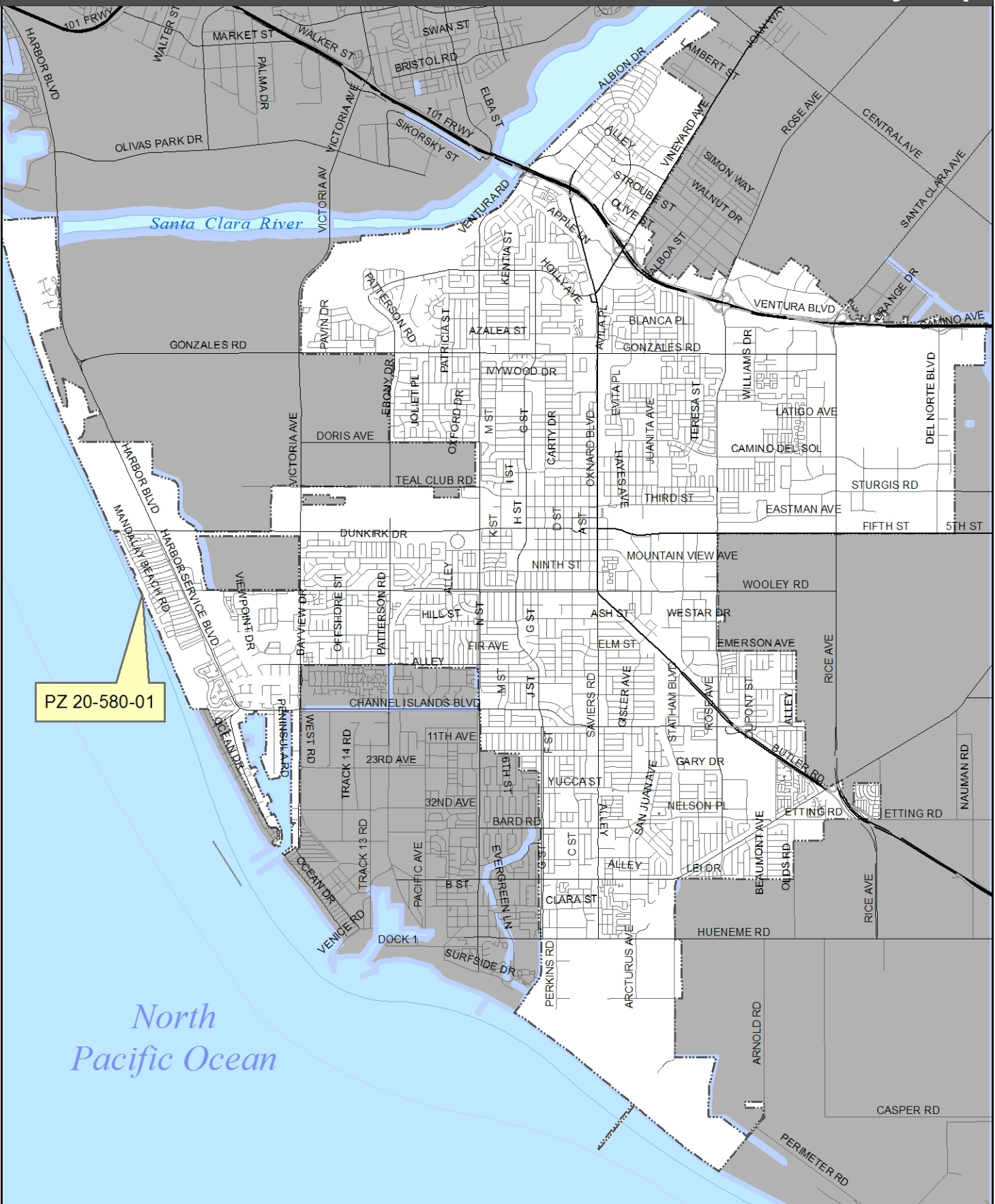
8) Next Steps: The Planning Commission's action on this matter is advisory to the City Council. The Planning Commission's recommendation on this matter will be forwarded to the City Council for consideration. The anticipated date of the public hearing is scheduled for May ___, 2021. If adopted, the coastal ordinance will be submitted to the Coastal Commission through a Local Coastal Plan Amendment.

Attachments:

A. Maps (Vicinity, General Plan, Neighborhood, Zoning, Aerial)
B. Base Floor Elevation Modification Implication Memo dated April, 9, 2019
C. CEQA Exemption
D. Planning Commission Resolution
E. Draft City Council Ordinance
F. Staff Presentation

A. Maps
(Vicinity, General Plan, Neighborhood, Zoning, Aerial)

Vicinity Map



CITY OF OXNARD CALIFORNIA
Oxnard Planning
February 3, 2021

PZ 20-580-01
Beach Front Residential
Datum Change

Vicinity Map

0 0.5 1 1.5 2 Miles

N

1:70,000

2030 General Plan Land Use Map



CITY OF OXNARD CALIFORNIA

Oxnard Planning

February 3, 2021

PZ 20-580-01
Beach Front Residential
Datum Change

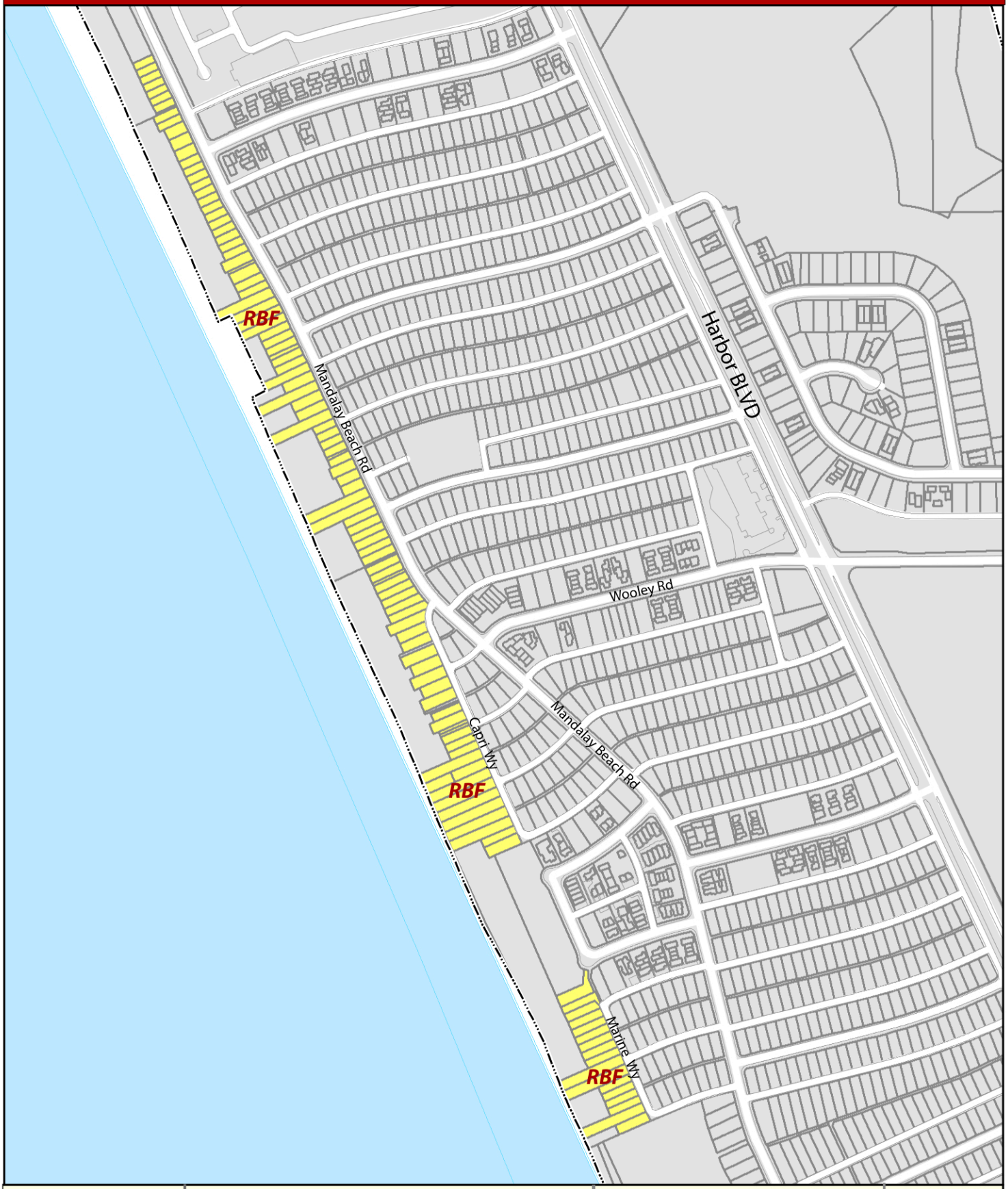
0 250 500 1,000 Feet

2030 General Plan Land Use Map

N W E S

1:6,000

Zoning/Specific Plan Map



CITY OF OXNARD CALIFORNIA

Oxnard Planning

February 3, 2021

PZ 20-580-01
Beach Front Residential
Datum Change

0 125 250 500 750 1,000 Feet

Zoning/Specific Plan Map

N W E S

1:6,000

Aerial Map



CITY OF OXNARD CALIFORNIA

Oxnard Planning

February 3, 2021

PZ 20-580-01
Beach Front Residential
Datum Change

Feet
0 125 250 500 750 1,000

Aerial Map

N
W E
S

B.
Base Floor Elevation Modification Implication Memo dated April, 9, 2019

Public Works Department
City of Oxnard

305 West Third Street
Oxnard, California 93030
Main (805) 385-8280
Fax (805) 385-7907

CITY OF OXNARD CALIFORNIA

NOTICE TO THOSE DEVELOPING IN THE VE - 100 YEAR COASTAL ZONE

April 9, 2019

The City of Oxnard is providing notice to property owners/applicants that the Federal Emergency Management Agency (FEMA) is revising the Federal Insurance Rate Map (FIRM) for specific areas along the coast. This revision is expected to raise the Coastal Base Flood Elevation for specific coastal properties. The Coastal Base Flood Elevation is the computed elevation to which floodwater is anticipated to rise during a 100-year flood.

It is currently unknown when the FIRM will become effective; a draft FIRM has been published by FEMA. Once the draft map becomes effective, developments that are located within the revised high-risk flood zone (Flood Zone VE - 100 year flood zone) must be constructed above the elevations listed in the maps. Staff evaluates all proposed development within a FEMA 100-year flood zone to ensure that all structures comply with the Oxnard City Code and the FEMA regulations.

Any rise in the Base Flood Elevation for a property will affect the minimum allowed elevation of the finished floor for an affected structure on that property. Revised minimum finished floor elevations will impact the City's approval of new and remodeled structures unless the property owner has obtained a building permit before the effective date of the new FIRM. The property would then be required to actually start construction within 180 days of the issuance of the permit. For new construction, the actual start of construction includes the placement of permanent structures on a site, such as the pouring of slab or footings, the installation of piles, or the construction of columns. For substantial improvements to an existing structure, the actual start of construction means the first alteration of any wall, ceiling, floor, or other structural part of a building, whether or not that alteration affects the external dimensions of the building.

The City of Oxnard has established a website to keep residents updated on all FEMA activities that affect property in designated areas of the City of Oxnard. Please visit the following website to learn more: https://www.oxnard.org/city-department/publicworks/floodplain-information/.

For more information on FEMA draft maps, please visit:
https://hazards.fema.gov/femaportal/prelimdownload/

Please contact Tatiana Arnaout, P.E. (Senior Civil Engineer) at 805-385-8280 or tatiana.arnaout@oxnard.org if you have any questions.

C.
CEQA Exemption

OXNARD PLANNING DIVISION
214 SOUTH C STREET
OXNARD, CALIFORNIA 93030

NOTICE OF EXEMPTION

Project Description: **Beach Front Residential Sub-Zone (R-BF) Datum Change;** PLANNING AND ZONING PERMIT NO. 21-580-01: A Zoning Text Amendment to amend Chapter 17, Article II, Section 17-25, (D) (1-3) to replace the National Geodetic Vertical Datum of 1929 (NGVD29) with the North American Vertical Datum of 1988 (NAVD88) as the base measurement point from which all elevations for height are determined in the R-BF sub-zone in order to be consistent with the updated Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) regulations. Filed by the City of Oxnard, Community Development Department, 214 South C Street, Oxnard, CA, 93030.

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

☐ Ministerial Project

☒ Categorical Exemption

☐ Statutory Exemption

☐ Emergency Project

☐ Quick Disapproval [CEQA Guidelines, 14 Cal. Code of Regs. 15270]

☐ No Possibility of Significant Effect [CEQA Guidelines, 14 Cal. Code of Regs. 15061(b)(3)]

Supporting Reasons: The proposed action is Categorically Exempt from the California Environmental Quality Act (CEQA) Guidelines Section 15061 (b)(3) because this activity is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment and because the ZTA is being made to be consistent to the recently adopted FEMA FIRM regulations and City documents and does not involve any type of expansion of use or development potential. Therefore, the Planning Commission has determined that there is no substantial evidence that the Project will have a significant effect on the environment.

(Date)

Scott Kolwitz
Planning and Environmental Services Manager

D.
Planning Commission Resolution

RESOLUTION NO. 2021-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD RECOMMENDING APPROVAL BY THE CITY COUNCIL OF THE CITY OF OXNARD OF PLANNING AND ZONING (PZ) PERMIT NO. 21-580-01 (ZONE TEXT AMENDMENT) AMENDING OXNARD CITY CODE CHAPTER 17, ARTICLE II, SECTION 17.25, (D) (1-3) TO REPLACE THE NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD29) WITH THE NORTH AMERICAN VERTICAL DATUM 1988 (NAVD88) AS THE BASE MEASUREMENT POINT FROM WHICH ALL ELEVATIONS FOR HEIGHT ARE DETERMINED IN THE BEACH FRONT RESIDENTIAL (R-BF) SUB-ZONE IN ORDER TO BE CONSISTENT WITH THE RECENTLY ADOPTED FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP (FIRM) REGULATIONS. FILED BY THE CITY OF OXNARD, COMMUNITY DEVELOPMENT DEPARTMENT, 214 SOUTH C STREET, OXNARD, CA, 93030.

WHEREAS, in 1986 the City's Local Coastal Program (LCP) was certified by the California Coastal Commission; and

WHEREAS, the City of Oxnard 2030 General Plan was adopted on October 11, 2011; and

WHEREAS, on September 30, 2016, Federal Emergency Management Agency (FEMA) released the Preliminary Flood Insurance Rate Map (PFIRM) to the cities of Ventura, Oxnard, and Port Hueneme, as well as the Ventura County Watershed Protection District. On May 26, 2017, the City was officially notified by FEMA of proposed modified flood hazard determinations (FHDs) affecting the Flood Insurance Rate Map (FIRM) and Flood Insurance Study (FIS) report for the City of Oxnard; and

WHEREAS, on May 30 & 31, 2017, FEMA along with the cities of Ventura, Oxnard, and Port Hueneme and County of Ventura held public meetings to inform the affected communities of the release of the revised draft flood maps for the California Coast in Ventura County; and

WHEREAS, on August 23, 2017, a community workshop was held at the City of Oxnard, in the HR Activity room, to discuss the changes in the FIRMs, the technical background of the Flood Insurance Study (FIS), as well as the implications on new and substantial development with the changes in Base Floor Elevations (BFE); and

WHEREAS, on February 28, 2019, the Planning Division and Public Works Department jointly held a public meeting at the Oxnard Shores Neighborhood Council to further discuss the impacts of the new FIRMs on the affected property owners; and

WHEREAS, on April 9, 2019, staff prepared and mailed an additional notification to all property owners affected by the new FEMA FIRM regulations due to the poor attendance of the February 28, 2019, meeting; and

WHEREAS, on July 29, 2020, the City Manager received the letter from FEMA stating that there were no changes made to the PFIRMs as a result of any appeals or comments sent within the appeal period and that those PFIRMs would be effective as of January 29, 2021; and

WHEREAS, on October 8, 2020, staff hosted a meeting with the Oxnard Shores Neighborhood Council to inform them of the intention of the upcoming Public Works and Transportation Committee and Housing and Economic Development Committee meetings addressing various coastal issues including the recently adopted FEMA FIRMS; and

WHEREAS, on October 13, 2020, the Public Works and Transportation Committee forwarded a recommendation to the City Council that to amend Chapter 18 (Floodplain Management) of the City Code in order to be consistent with the recently adopted FEMA FIRM regulations that will go into effect on January 29, 2021; and

WHEREAS, on December 1, 2020, the City Council adopted a Zone Text Amendment to Chapter 18 (Floodplain Management) that is designed to be consistent with the recently adopted FEMA FIRMS regulations that go into effect on January 29, 2021; and

WHEREAS, on December 8, 2020, the Housing and Economic Development Committee (HEDC) held a duly noticed meeting to discuss policy questions and provide comments on various coastal policy implications including the recently adopted FEMA FIRM regulations, and unanimously voted to allow staff to proceed with processing an amendment to Chapter 17, Article III, Section 17.25 (D) (1-3) to replace NGVD29 with NAVD88 as the base measurement point from which all elevations for height are determine in the R-BF sub-zone in order to be consistent with the recently adopted FEMA FIRM regulations; and

WHEREAS, on February 18, 2021, the Planning Commission of the City of Oxnard conducted a duly noticed public hearing to consider Applicant's request to approve Planning and Zoning Permit No. 21-580-01 (Zone Text Amendment) (the **"Project"**) in accordance with the Oxnard City Code; and

WHEREAS, the Planning Commission received written and verbal comments from the public; and

WHEREAS, the proposed Zoning Text Amendment is in the public interest and reflect the input from residents, decision-makers, and other stakeholders in the community. There are no changes recommended under the proposed Zoning Text Amendments that would reduce or compromise existing standards that protect the health, safety or general welfare of the City; and

WHEREAS, the proposed Zone Text Amendment does not involve any direct physical changes to the environment. There are no changes in landforms or land uses proposed as a part of

the proposed Zone Text Amendment and all public services for existing land uses will remain as-is, with no changes and no diminishment of service or safety. Moreover, the proposed Zone Text Amendment would be consistent with the land uses and development anticipated by the 2030 General Plan; and

WHEREAS, the proposed Zone Text Amendment to Chapter 17 of the City of Oxnard Code, herein attached as Exhibit A, would establish specific provisions consistent with the action items and policy directives in FEMA regulations, the City's Local Coastal Program, the 2030 General Plan, and the proposed Zone Text Amendments would ensure internal consistency with Oxnard City Code Chapters 17 and 18; and

WHEREAS, the adoption of Zone Text Amendment would be a reasonable exercise of the City's police powers to ensure the continued health, safety, and welfare of the public by clarifying the implementation procedures of industrial zones throughout the City of Oxnard; and

WHEREAS, staff determined that this action is exempt from environmental review pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15061 (b)(3) because this activity is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment and because the amendments are being made to be consistent to the recently adopted FEMA FIRMs and City internal documents and do not involve any type of expansion of use or development potential; and

WHEREAS, the Planning Commission has reviewed and considered the proposed Project filed by the City of Oxnard Community Development Director, to amend Oxnard City Code Chapter 17; and

WHEREAS, the Planning Commission has held a public hearing and received and reviewed written and oral comments related to the Project; and

WHEREAS, the Planning Commission finds after due study and deliberation that the public interest and general welfare require the adoption of PZ No. 21-580-01.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF OXNARD DOES 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. Based upon the foregoing recitals as required per OCC 17-57(C)(8)(c), which are incorporated herein, the Planning Commission finds, for the above stated reasons, and the reasons set forth in the staff report, that the proposed Zone Text Amendments presented as

Exhibit A herein will not result in any new significant environmental impacts that were not addressed in the 2030 General Plan Program EIR, will not increase the severity of any previously identified impacts, and is exempt from CEQA under Guidelines section 15061(b)(3).

Section 3. The Planning Commission, based on the findings set forth herein, recommends that the City Council of the City of Oxnard adopt Zone Text Amendment PZ No. 21-580-01 attached hereto as Exhibit A and incorporated herein by this reference to this Resolution.

Chapter 17, Article II, Subsection (D) (1-3) of Section 17-25 of the Oxnard City Code relating to the R-BF, Beachfront Residential Sub-Zone is hereby amended to read as follows:

(D) Property development standards -

(1) The minimum elevation of the bottom of the lowest structural member, with a shore parallel component greater than three feet in length, shall be +16.4~~14.0~~ feet NAVD ~~NGVD~~ (North American Vertical Datum 1988 ~~national geodetic vertical datum~~), or one foot above the calculated maximum wave runup or wave crest elevation, whichever produces the highest elevation. The maximum elevation of the bottom of the lowest shore parallel structural member shall be +19.4~~17.0~~ feet NAVD~~NGVD~~, unless a coastal engineering report substantiates the need for a higher elevation based on wave runup and wave force ratio.

(2) For lots wider than 33 feet, two stories, not to exceed 24 feet from the bottom of the lowest shore parallel horizontal structural member to the highest peak of roof. For lots less than 33 feet wide, three stories, not to exceed 30 feet from the bottom of the lowest shore parallel horizontal structural member to the highest peak of roof, for up to a maximum of 50% of any roof. In no case shall the top of the roof elevation exceed +19.4 ~~17.0~~ feet NAVD~~NGVD~~. The remainder of the roof, where sloped, shall have a maximum average height of 27½ feet above the bottom of the lowest shore parallel structural member. Where the remainder of the roof is a deck, the maximum average height of the top of the deck shall be 23 feet above the bottom of the lowest shore parallel structural member, exclusive of a railing not to exceed an additional four feet in height.

(3) Garage floors shall have a minimum elevation of +15.4~~13.0~~ feet NAVD~~NGVD~~, and shall be high enough to provide a minimum downward slope of 2% for the driveway surface towards the street.

A. The Zone Text Amendment is consistent with the current certified local Coastal Land Use Plan or said Coastal Land Use Plan shall be amended concurrently in order to maintain consistency pursuant to the Coastal Act.

The Zone Text Amendment (ZTA) intends to amend Chapter 17, Article III, Section 17.25 (D) (1-3) to replace NGVD29 with NAVD88 as the base measurement point from which all elevations for height are determined in the R-BF sub-zone to ensure maximum consistency with the updated FEMA FIRM regulations and other adopted City documents. In addition to ensuring maximum consistency with the updated FEMA FIRM regulations, the change in datum will not increase the existing maximum height allowed or intensify or expand development that is currently allowed under the current LCP, inclusive of the Coastal Land Use Plan (LUP). Consequently, the ZTA will serve to uphold Coastal Policy 30253 (1) (New Development) by minimizing risk to life by ensuring that development along the R-BF sub-zone is consistent with the updated FEMA FIRM regulations and other adopted City documents such as City Code Chapter 18 (Floodplain Management). The ZTA is also consistent with the City's LUP Policy 39 because the ZTA will ensure that grading and building permits issued for development along the R-BF sub-zone are reviewed for threats from hazards such as storm wave runup and flooding, and are consistent with the updated FEMA FIRM regulations. As such, the ZTA meets this finding.

B. The application for the Zone Text Amendment has been processed in accordance with procedures required by Oxnard City Code Section 17-58.

The proposed ZTA has been processed in accordance with the procedures required by Section 17-58 (Hearings and Appeals), which include providing notice given at least 10 days prior to the hearing date in a newspaper of general circulation. Therefore, this ZTA meets this finding.

C. Cumulative amendments or changes maintain or enhance the coastal resources as identified and protected in the originally certified Coastal Land Use Plan.

The ZTA is intended to update the datum that is used as the base measurement point from which all elevations for height are determined in the R-BF sub-zone to ensure maximum consistency with the updated FEMA FIRM regulations and other adopted City documents. By updating the datum points to be consistent with the updated FEMA FIRM regulations, the ZTA intends to provide for orderly development along the R-BF sub-zone that is consistent with the

City's adopted LCP. The change in datum will not increase the existing maximum height allowed or intensify or expand development that is currently allowed under the current LCP, inclusive of the Coastal LUP. Consequently, the ZTA will maintain the same amount of orderly development identified within the existing Coastal LUP and will not interfere with maintaining access to the Coastal Zone. Therefore, the ZTA meets this finding.

D. The Zone Text Amendment is appropriate in light of an established need for the requested amendment at the time and location anticipated by said amendment.

As a result of the updated FEMA FIRM regulations, the ZTA is required for development within the R-BF sub-zone to be consistent with the updated FEMA FIRM regulations and other City documents. The change in datum will not increase the existing maximum height allowed or intensify or expand development that is currently allowed under the current LCP, inclusive of the Coastal LUP. The ZTA will ensure development along the R-BF sub-zone is designed in accordance with the regulations stipulated within the City' Coastal Zoning Ordinance, FEMA FIRM regulations and other adopted City regulations. Therefore, this ZTA meets this finding.

E. The proposed amendment would not be detrimental to the public interest, health, safety, convenience or welfare.

The adoption of ZTA is a reasonable exercise of the City's police powers to ensure the continued health, safety, and welfare of the public by ensuring that development in the R-BF sub-zone is consistent with the updated FEMA FIRM regulations and other adopted City documents including City Code Chapter 18 (Floodplain Management). Additionally, the adoption of the ZTA will ensure development in the R-BF will continue to be orderly and consistent with the City's LCP and all appropriate City Code regulations. As such, this ZTA meets this finding.

F. The Zone Text Amendment maintains or enhances the provisions for public access within the Coastal Zone.

The ZTA intends to amend Chapter 17, Section 17-25 to ensure all development allowed under the City's LCP is consistent with the updated FEMA FIRM regulations and other adopted City documents such as Chapter 18 (Floodplain Management) of the City Code. The change in datum will not increase the existing maximum height allowed or intensify or expand development that is currently allowed under the current LCP. Consequently, the ZTA will be

consistent with the City's adopted LCP and Coastal Act Policies pertaining to public access; specifically, the ZTA will be consistent with Coastal Act Policy 30211 (Access and Recreation) which mandates that development shall not interfere with the public's right to access to the sea where acquired through use, or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation. Based on the aforementioned evidence, the ZTA meets this finding.

G. The Zone Text Amendment is consistent with the goals, policies, and actions of the City of Oxnard 2030 General Plan and will not conflict with the 2030 General Plan.

The ZTA is consistent with the 2030 General Plan, and in specific with Goal CD-3 because the ZTA intends to improve community safety and quality of life, and strengthen neighborhood development by ensuring orderly development consistent with the FEMA FIRM regulations and other adopted City documents. Additionally, the ZTA will be consistent with 2030 General Plan Policy SH-3.2 which requires as a condition of approval that all new development to mitigate flooding problems identified by the National Flood Insurance Program and Policy SH-3.3. which requires FEMA FIRMs to be updated periodically. As such, the ZTA meets this finding.

H. The Zone Text Amendment reflects the input of residents, stakeholders, and public officials, and implements the General Plan's vision and desire for the community, is adopted in the public's interest, and is consistent with federal and state law.

The ZTA has evolved through a process of public engagement with the community, review of the updated FEMA FIRM regulations and is adopted in the public's interest to address development along the City's beachfront. The regulations are based on current law and precedent established by the updated FEMA FIRM regulations. Therefore, the ZTA meets this finding.

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

PASSED, APPROVED, AND ADOPTED by the Planning Commission of the City of Oxnard on this 18th day of February, 2021.

_____
Deirdre Frank, Chair

I hereby certify that the foregoing is a true copy of a Resolution adopted by the Planning Commission of the City of Oxnard at a meeting held on the 18th day of February, 2021, and carried by the following vote:

AYES: Commissioner(s):

NOES: Commissioner(s):

ABSENT: Commissioner(s):

ABSTAIN: Commissioner(s):

RECUSED: Commissioner(s):

Scott Kolwitz, Secretary

E.
Draft City Council Ordinance

Exhibit A

ORDINANCE NO.____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF OXNARD AMENDING THE OXNARD CITY CODE BY AMENDING CHAPTER 17, ARTICLE II, SECTION 17.25, (D) (1-3) TO REPLACE THE NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD29) WITH THE NORTH AMERICAN VERTICAL DATUM 1988 (NAVD88) AS THE BASE MEASUREMENT POINT FROM WHICH ALL ELEVATIONS FOR HEIGHT ARE DETERMINED IN THE BEACH FRONT RESIDENTIAL (R-BF) SUB-ZONE IN ORDER TO BE CONSISTENT WITH THE RECENTLY ADOPTED FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP (FIRM) REGULATIONS. FILED BY THE CITY OF OXNARD, COMMUNITY DEVELOPMENT DEPARTMENT, 214 SOUTH C STREET, OXNARD, CA, 93030.

WHEREAS, in 1986 the City's Local Coastal Program (LCP) was certified by the California Coastal Commission; and

WHEREAS, the City of Oxnard 2030 General Plan was adopted on October 11, 2011; and

WHEREAS, on September 30, 2016, Federal Emergency Management Agency (FEMA) released the Preliminary Flood Insurance Rate Map (PFIRM) to the cities of Ventura, Oxnard, and Port Hueneme, as well as the Ventura County Watershed Protection District. On May 26, 2017, the City was officially notified by FEMA of proposed modified flood hazard determinations (FHDs) affecting the Flood Insurance Rate Map (FIRM) and Flood Insurance Study (FIS) report for the City of Oxnard; and

WHEREAS, on May 30 & 31, 2017, FEMA along with the cities of Ventura, Oxnard, and Port Hueneme and County of Ventura held public meetings to inform the affected communities of the release of the revised draft flood maps for the California Coast in Ventura County; and

WHEREAS, on August 23, 2017, a community workshop was held at the City of Oxnard, in the HR Activity room, to discuss the changes in the FIRMs, the technical background of the Flood Insurance Study (FIS), as well as the implications on new and substantial development with the changes in Base Floor Elevations (BFE); and

WHEREAS, on February 28, 2019, the Planning Division and Public Works Department jointly held a public meeting at the Oxnard Shores Neighborhood Council to further discuss the impacts of the new FIRMs on the affected property owners; and

WHEREAS, on April 9, 2019, staff prepared and mailed an additional notification to all property owners affected by the new FEMA FIRM regulations due to the poor attendance of the February 28, 2019, meeting; and

WHEREAS, on July 29, 2020, the City Manager received the letter from FEMA stating that there were no changes made to the PFIRMs as a result of any appeals or comments sent within the appeal period and that those PFIRMs would be effective as of January 29, 2021; and

WHEREAS, on October 8, 2020, staff hosted a meeting with the Oxnard Shores Neighborhood Council to inform them of the intention of the upcoming Public Works and Transportation Committee and Housing and Economic Development Committee meetings addressing various coastal issues including the recently adopted FEMA FIRMS; and

WHEREAS, on October 13, 2020, the Public Works and Transportation Committee forwarded a recommendation to the City Council that to amend Chapter 18 (Floodplain Management) of the City Code in order to be consistent with the recently adopted FEMA FIRM regulations that will go into effect on January 29, 2021; and

WHEREAS, on December 1, 2020, the City Council adopted a Zone Text Amendment to Chapter 18 (Floodplain Management) that is designed to be consistent with the recently adopted FEMA FIRMS regulations that go into effect on January 29, 2021; and

WHEREAS, on December 8, 2020, the Housing and Economic Development Committee (HEDC) held a duly noticed meeting to discuss policy questions and provide comments on various coastal policy implications including the recently adopted FEMA FIRM regulations, and unanimously voted to allow staff to proceed with processing an amendment to Chapter 17, Article III, Section 17.25 (D) (1-3) to replace NGVD29 with NAVD88 as the base measurement point from which all elevations for height are determine in the R-BF sub-zone in order to be consistent with the recently adopted FEMA FIRM regulations; and

WHEREAS, on February 18, 2021, the Planning Commission held a duly noticed public hearing to consider Planning and Zoning Permit No. 20-580-02 (hereafter, the "Zone Text Amendment") regarding the amendment of Chapter 17, Article III, Section 17.25 (D) (1-3) to replace NGVD29 with NAVD88 as the base measurement point from which all elevations for height are determine in the R-BF sub-zone in order to be consistent with the recently adopted FEMA FIRM regulations; and

WHEREAS, after considering all the evidence in the record, including (but not limited to) the staff report (including the attachments), written submittals and public testimony, the Planning Commission recommended that the City Council of the City of Oxnard (the "City Council") adopt the PZ No. 20-580-01, Zone Text Amendment; and

WHEREAS, on May ___, 2021, the City Council held a duly noticed public hearing to consider the Applicant's request to approve Planning and Zoning Permit No. 21-580-01 (Zone Text Amendment) (the **"Project"**) in accordance with the Oxnard City Code; and

WHEREAS, at the public hearing, the City Council considered all the evidence in the record, including (but not limited to) the Planning Commission Recommendation, the staff report (including the attachments), written submittals and public testimony before making a final decision on May ___, 2021 regarding the amendment of Chapter 17, Article III, Section 17.25 (D) (1-3) to replace NGVD29 with NAVD88 as the base measurement point from which all

elevations for height are determine in the R-BF sub-zone in order to be consistent with the recently adopted FEMA FIRM regulations; and

WHEREAS, the proposed Zoning Text Amendment is in the public interest and reflect the input from residents, decision-makers, and other stakeholders in the community. There are no changes recommended under the proposed Zoning Text Amendments that would reduce or compromise existing standards that protect the health, safety or general welfare of the City; and

WHEREAS, the proposed Zone Text Amendment does not involve any direct physical changes to the environment. There are no changes in landforms or land uses proposed as a part of the proposed Zone Text Amendment and all public services for existing land uses will remain as-is, with no changes and no diminishment of service or safety. Moreover, the proposed Zone Text Amendment would be consistent with the land uses and development anticipated by the 2030 General Plan; and

WHEREAS, the proposed Zone Text Amendment to Chapter 17 of the City of Oxnard Code would establish specific provisions consistent with the action items and policy directives in FEMA regulations, the City's Local Coastal Program, the 2030 General Plan, and the proposed Zone Text Amendments would ensure internal consistency and with Oxnard City Code Chapters 17 and 18; and

WHEREAS, the adoption of Zone Text Amendment would be a reasonable exercise of the City's police powers to ensure the continued health, safety, and welfare of the public by clarifying the implementation procedures of industrial zones throughout the City of Oxnard; and

WHEREAS, staff and the Planning Commission determined that this action is exempt from environmental review pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15061 (b)(3) because this activity is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment and because the amendments are being made to be consistent to the recently adopted FEMA FIRMs and City internal documents and do not involve any type of expansion of use or development potential; and

WHEREAS, the City Council has reviewed and considered the proposed Project filed by the City of Oxnard Community Development Director, to amend Oxnard City Code Chapter 17; and

WHEREAS, the City Council has held a public hearing and received and reviewed written and oral comments related to the Project; and

WHEREAS, the City Council finds after due study and deliberation that the public interest and general welfare require the adoption of PZ No. 21-580-01.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF OXNARD DOES ORDAIN AS FOLLOWS:

Section 1. Based upon the foregoing recitals as required per OCC 17-57(C)(8)(c), which are incorporated herein, the City Council finds:

A. The Zone Text Amendment is consistent with the current certified local Coastal Land Use Plan or said Coastal Land Use Plan shall be amended concurrently in order to maintain consistency pursuant to the Coastal Act.

The Zone Text Amendment (ZTA) intends to amend Chapter 17, Article III, Section 17.25 (D) (1-3) to replace NGVD29 with NAVD88 as the base measurement point from which all elevations for height are determined in the R-BF sub-zone to ensure maximum consistency with the updated FEMA FIRM regulations and other adopted City documents. In addition to ensuring maximum consistency with the updated FEMA FIRM regulations, the change in datum will not increase the existing maximum height allowed or intensify or expand development that is currently allowed under the current LCP, inclusive of the Coastal Land Use Plan (LUP). Consequently, the ZTA will serve to uphold Coastal Policy 30253 (1) (New Development) by minimizing risk to life by ensuring that development along the R-BF sub-zone is consistent with the updated FEMA FIRM regulations and other adopted City documents such as City Code Chapter 18 (Floodplain Management). The ZTA is also consistent with the City's LUP Policy 39 because the ZTA will ensure that grading and building permits issued for development along the R-BF sub-zone are reviewed for threats from hazards such as storm wave runup and flooding, and are consistent with the updated FEMA FIRM regulations. As such, the ZTA meets this finding.

B. The application for the Zone Text Amendment has been processed in accordance with procedures required by Oxnard City Code Section 17-58.

The proposed ZTA has been processed in accordance with the procedures required by Section 17-58 (Hearings and Appeals), which include providing notice given at least 10 days prior to the hearing date in a newspaper of general circulation. Therefore, this ZTA meets this finding.

C. Cumulative amendments or changes maintain or enhance the coastal resources as identified and protected in the originally certified Coastal Land Use Plan.

The ZTA is intended to update the datum that is used as the base measurement point from which all elevations for height are determined in the R-BF sub-zone to ensure maximum consistency with the updated FEMA FIRM regulations and other adopted City documents. By updating the datum points to be consistent with the updated FEMA FIRM regulations, the ZTA intends to provide for orderly development along the R-BF sub-zone that is consistent with the

City's adopted LCP. The change in datum will not increase the existing maximum height allowed or intensify or expand development that is currently allowed under the current LCP, inclusive of the Coastal LUP. Consequently, the ZTA will maintain the same amount of orderly development identified within the existing Coastal LUP and will not interfere with maintaining access to the Coastal Zone. Therefore, the ZTA meets this finding.

D. The Zone Text Amendment is appropriate in light of an established need for the requested amendment at the time and location anticipated by said amendment.

As a result of the updated FEMA FIRM regulations, the ZTA is required for development within the R-BF sub-zone to be consistent with the updated FEMA FIRM regulations and other City documents. The change in datum will not increase the existing maximum height allowed or intensify or expand development that is currently allowed under the current LCP, inclusive of the Coastal LUP. The ZTA will ensure development along the R-BF sub-zone is designed in accordance with the regulations stipulated within the City' Coastal Zoning Ordinance, FEMA FIRM regulations and other adopted City regulations. Therefore, this ZTA meets this finding.

E. The proposed amendment would not be detrimental to the public interest, health, safety, convenience or welfare.

The adoption of ZTA is a reasonable exercise of the City's police powers to ensure the continued health, safety, and welfare of the public by ensuring that development in the R-BF sub-zone is consistent with the updated FEMA FIRM regulations and other adopted City documents including City Code Chapter 18 (Floodplain Management). Additionally, the adoption of the ZTA will ensure development in the R-BF will continue to be orderly and consistent with the City's LCP and all appropriate City Code regulations. As such, this ZTA meets this finding.

F. The Zone Text Amendment maintains or enhances the provisions for public access within the Coastal Zone.

The ZTA intends to amend Chapter 17, Section 17-25 to ensure all development allowed under the City's LCP is consistent with the updated FEMA FIRM regulations and other adopted City documents such as Chapter 18 (Floodplain Management) of the City Code. The change in datum will not increase the existing maximum height allowed or intensify or expand development that is currently allowed under the current LCP. Consequently, the ZTA will be consistent with the City's adopted LCP and Coastal Act Policies pertaining to public access; specifically, the ZTA will be consistent with Coastal Act Policy 30211 (Access and Recreation) which mandates that development shall not interfere with the public's right to access to the sea

where acquired through use, or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation. Based on the aforementioned evidence, the ZTA meets this finding.

G. The Zone Text Amendment is consistent with the goals, policies, and actions of the City of Oxnard 2030 General Plan and will not conflict with the 2030 General Plan.

The ZTA is consistent with the 2030 General Plan, and in specific with Goal CD-3 because the ZTA intends to improve community safety and quality of life, and strengthen neighborhood development by ensuring orderly development consistent with the FEMA FIRM regulations and other adopted City documents. Additionally, the ZTA will be consistent with 2030 General Plan Policy SH-3.2 which requires as a condition of approval that all new development to mitigate flooding problems identified by the National Flood Insurance Program and Policy SH-3.3. which requires FEMA FIRMs to be updated periodically. As such, the ZTA meets this finding.

H. The Zone Text Amendment reflects the input of residents, stakeholders, and public officials, and implements the General Plan's vision and desire for the community, is adopted in the public's interest, and is consistent with federal and state law.

The ZTA has evolved through a process of public engagement with the community, review of the updated FEMA FIRM regulations and is adopted in the public's interest to address development along the City's beachfront. The regulations are based on current law and precedent established by the updated FEMA FIRM regulations. Therefore, the ZTA meets this finding.

Section 2. In view of all the evidence in the record and based on the foregoing findings, the City Council hereby approves the Zone Text Amendment.

Section 3. Chapter 17, Article II, Subsection (D) (1-3) of Section 17-25 of the Oxnard City Code relating to the R-BF, Beachfront Residential Sub-Zone is hereby amended to read as follows:

(D) Property development standards -

(1) The minimum elevation of the bottom of the lowest structural member, with a shore parallel component greater than three feet in length, shall be +16.4~~14.0~~ feet NAVD ~~NGVD~~ (North American Vertical Datum 1988 ~~national geodetic vertical datum~~), or one foot above the calculated maximum wave runup or wave crest elevation, whichever produces the highest elevation. The maximum elevation of the bottom of the lowest shore parallel structural member

shall be +19.4~~17.0~~ feet NAVD~~NGVD~~, unless a coastal engineering report substantiates the need for a higher elevation based on wave runup and wave force ratio.

(2) For lots wider than 33 feet, two stories, not to exceed 22 feet from the bottom of the lowest shore parallel horizontal structural member to the highest peak of roof. For lots less than 33 feet wide, three stories, not to exceed 30 feet from the bottom of the lowest shore parallel horizontal structural member to the highest peak of roof, for up to a maximum of 50% of any roof. In no case shall the top of the roof elevation exceed +19.4~~17.0~~ feet NAVD~~NGVD~~. The remainder of the roof, where sloped, shall have a maximum average height of 27½ feet above the bottom of the lowest shore parallel structural member. Where the remainder of the roof is a deck, the maximum average height of the top of the deck shall be 23 feet above the bottom of the lowest shore parallel structural member, exclusive of a railing not to exceed an additional four feet in height.

(3) Garage floors shall have a minimum elevation of +15.4~~13.0~~ feet NAVD~~NGVD~~, and shall be high enough to provide a minimum downward slope of 2% for the driveway surface towards the street.

Section 4. If any subsection, sentence, clause, phrase or word of the Ordinance is for any reason held to be invalid by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have passed and adopted this Ordinance, and each and all provisions hereof, irrespective of the fact that one or more provisions may be declared invalid.

Section 5. Cumulative Ordinance. Nothing in this Ordinance shall be interpreted to allow any land use which is not expressly listed as permitted or conditionally permitted within the City's Zoning Code.

Section 6. City Council approves reading of title only and waives reading of the ordinance at the second reading.

Section 7. The City Clerk shall certify as to the adoption of this Ordinance and shall cause summary thereof to be published within fifteen calendar (15) days of the adoption and shall post a certified copy of this Ordinance in the office of the City Clerk, in accordance with Government Code Section 36933. Ordinance No. ___ was first read on May ___, 2021, was adopted on May ___, 2021 to become effective thirty (30) days thereafter.

PASSED AND ADOPTED this __th day of May ___, 2021 by the following vote:
AYES:
NOES:

ABSTAIN:
ABSENT:
RECUSED:

John C. Zaragoza, Mayor

ATTEST:

Rose Chaparro, City Clerk

APPROVED AS TO FORM:

Stephen M. Fisher, City Attorney

F.
Staff Presentation

PZ No. 21-580-01
(Zone Text Amendment)
Beach Front Residential Sub-Zone
Datum Change

Isidro Figueroa, Principal Planner

Planning Commission
February 18, 2021

CITY OF OXNARD CALIFORNIA

Project Description

- Zone Text Amendment (ZTA) to amend Chapter 17, Article II, Section 17.25, (D) (1-3) to:

  Replace the National Geodetic Vertical Datum of 1929 (NGVD29) with the North American Vertical Datum of 1988 (NAVD88) as the base measurement point from which all elevations for height are determined in the R-BF sub-zone

- ZTA required to ensure consistency with the updated Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) regulations and City adopted document.

FEMA FIRM Update

- The City of Oxnard (City) participates in the National Flood Insurance Program (NFIP), which is administered by FEMA. As a participating community, the City is mandated to adopt and enforce ordinances to reduce the risk of flooding and meet or exceed federal requirements.
- In return, FEMA makes flood insurance available to property owners throughout the City.
- On September 30, 2016, FEMA released the Preliminary FIRM (PFIRM) to the cities of Ventura, Oxnard, and Port Hueneme, as well as the Ventura County Watershed Protection District.
- On May 30 & 31, 2017, FEMA along with the cities of Ventura, Oxnard, and Port Hueneme and County of Ventura held public meetings to inform the affected communities of the release of the revised draft flood maps.

FEMA FIRM Regulations Update

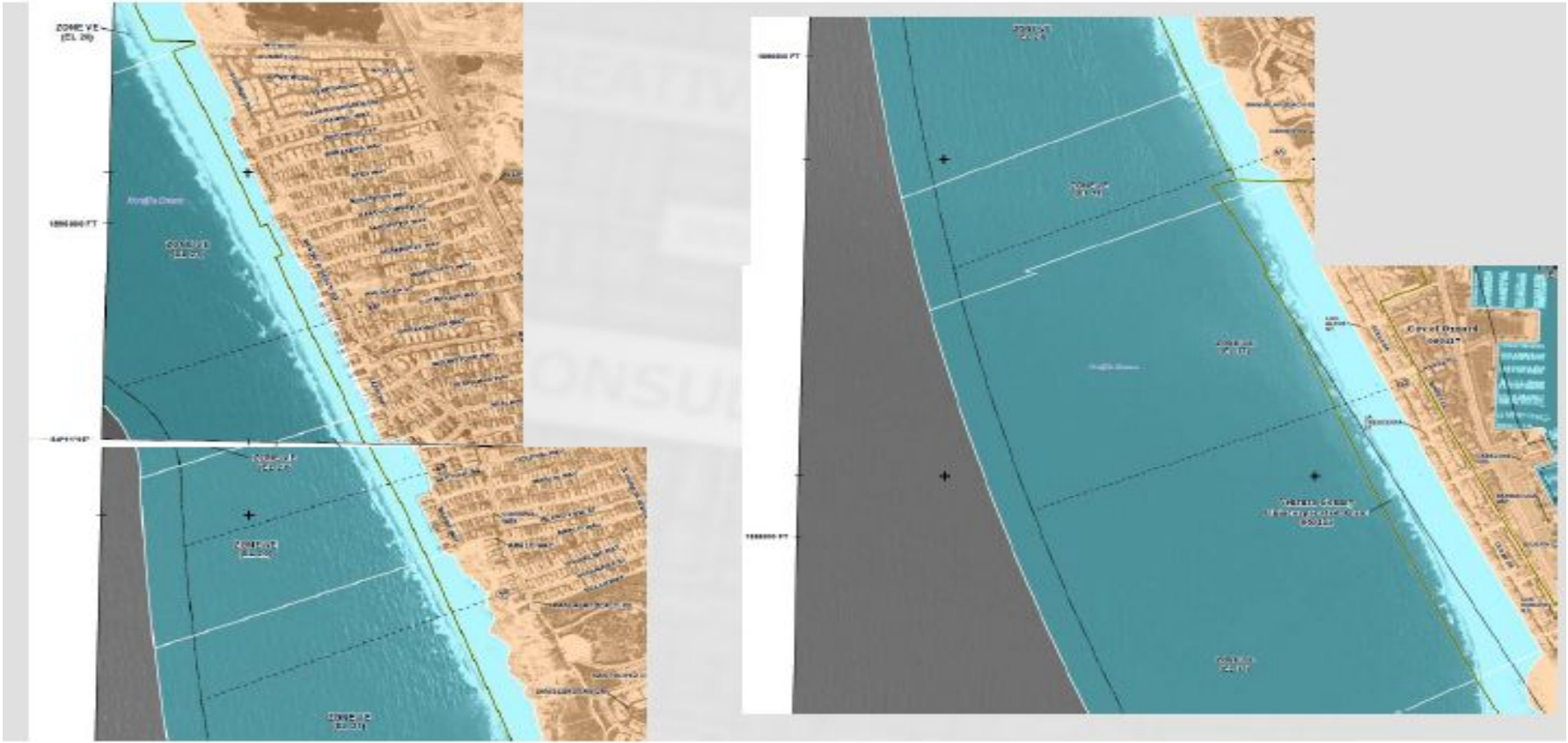
- FEMA has been moving forward on a national effort to update community's Flood Insurance Rate Maps (FIRMs) since the early 2000's.

- Through Risk MAP, FEMA provides communities with updated FIRMs and Flood Insurance Studies that focus on the probability and location of floods, as well as the calculated 1% annual-chance flood elevation.

- Coastal areas have additional risks associated with them due to wave action. These coastal areas underwent a detailed engineering analysis conducted per FEMA's Pacific Guidelines for New Coastal Studies, 2005.

- These methods more accurately assess coastal risks associated with wave set-up, wave runup and overtopping and dune and bluff erosion.

NEW FEMA FIRM MAPS



Public Outreach

- On August 23, 2017, a community workshop was held at the City of Oxnard, in the HR Activity room, to discuss the changes in the FIRMs.
- On February 28, 2019, the Planning Division and Public Works Department jointly held a public meeting at the Oxnard Shores Neighborhood Council to further discuss the impacts of the new FIRMs on the affected property owners.
- On April 9, 2019,staff prepared and sent a notice to all affected property owners outlining the BFE implications to applicants seeking improvements to the affected properties.
- On October 8, 2020, staff hosted a meeting with the Oxnard Shores Neighborhood Council to inform them of the intention of the upcoming Committee meetings addressing adopted FEMA FIRM regulations.

Council/ Committee Meetings

- On October 13, 2020, the PWTC forwarded a recommendation to the City Council to amend Chapter 18 (Floodplain Management) of the City Code to be in conformance with the updated FEMA FIRM regulations.
- Ordinance No. 2989 was introduced to the City Council at its November 17, 2020 and adopted by the City Council on December 1, 2020.
- On December 8, 2020, the HDEC received a summary report on the updated FEMA FIRM regulations and implications for development along the coast.
  - HDEC recommended approval of datum change.
  - Directed staff to study architectural regulations for understories resulting from FEMA FIRM regulations.

Construction- All Development

- As of the January 29, 2021 FIRM effective date:
  - Shall comply with updated FEMA regulations unless
    - Issuance of a building permit before that date and
    - **Significant (new)** construction is started and completed with 180 days after the building permit is issued.
  - Unless conditions met, all construction started after January 29, 2021 must comply with updated FEMA regulations

Significant Construction/ Improvements

- Significant construction:
  - pouring of slabs or footings
  - installation of piles
  - construction of columns.
- Significant improvement:
  - Alteration of any wall, ceiling, floor, or other structural part of a building , whether or not that alteration affects the external dimensions of the building.

Vertical Datum

- Regulatory floodplains are defined by the elevation of the base flood in relation to the elevation of the ground.
- Base flood elevations are used to determine the required elevation of new buildings in the floodplain.
- FEMA and the City's Coastal Zoning Ordinance use a vertical datum as a base measurement point from which all elevations (height) are determined.
- The City's Coastal Zoning Ordinance provisions (OCC Chapter 17) use the National Geodetic Vertical Datum of 1929 (NGVD29).

Vertical Datum Change

- FEMA and the City's Floodplain Management provisions (OCC Chapter 18) use the North American Vertical Datum of 1988 (NAVD88).
- Difference in vertical datums affects the City's Coastal Zoning Ordinance (OCC Chapter 17) which uses NGVD29 datum as the set of points to calculate height for residential zoned properties within the R-BF sub-zone.
- OCC (Chapter 17) will be required to be amended in order to include NAVD88 datum as the set of points to calculate height in the R-BF sub-zone (rather than NGVD29).

Height

- Implementation of updated FEMA FIRM regulation expected increase in Base Flood Elevation (BFE) between 7 to 8 feet.
- New Development/Construction must comply with new BFE.
- Updated FEMA FIRM regulations will potentially reduce the floor-to-ceiling height by about 2 feet per floor for habitable space.
- The existing height requirement for development in the R-BF zone is not proposed to change as part of this ZTA.

Section 17.25 (D) (1-3)

(D) Property development standards -

(1) The minimum elevation of the bottom of the lowest structural member, with a shore parallel component greater than three feet in length, shall be +16.4~~14.0~~ feet NAVD ~~NGVD~~ (North American Vertical Datum 1988 ~~national geodetic vertical datum~~), or one foot above the calculated maximum wave runup or wave crest elevation, whichever produces the highest elevation. The maximum elevation of the bottom of the lowest shore parallel structural member shall be +19.4~~17.0~~ feet NAVD ~~NGVD~~, unless a coastal engineering report substantiates the need for a higher elevation based on wave runup and wave force ratio.

(2) For lots wider than 33 feet, two stories, not to exceed 22 feet from the bottom of the lowest shore parallel horizontal structural member to the highest peak of roof. For lots less than 33 feet wide, three stories, not to exceed 30 feet from the bottom of the lowest shore parallel horizontal structural member to the highest peak of roof, for up to a maximum of 50% of any roof. In no case shall the top of the roof elevation exceed +49.4~~7.0~~ feet NAVD ~~NGVD~~. The remainder of the roof, where sloped, shall have a maximum average height of 27½ feet above the bottom of the lowest shore parallel structural member. Where the remainder of the roof is a deck, the maximum average height of the top of the deck shall be 23 feet above the bottom of the lowest shore parallel structural member, exclusive of a railing not to exceed an additional four feet in height.

(3) Garage floors shall have a minimum elevation of +15.4~~3.0~~ feet NAVD ~~NGVD~~, and shall be high enough to provide a minimum downward slope of 2% for the driveway surface towards the street.

Next Steps

- The Planning Commission's action on this matter is advisory to the City Council.
- The Planning Commission's recommendation on this matter will be forwarded to the City Council for consideration.
- The anticipated date of the public hearing is scheduled for May ___, 2021.
- If adopted, the coastal ordinance will be submitted to the Coastal Commission through a Local Coastal Plan Amendment.

Environmental Review

- ZTA is Categorically Exempt from the California Environmental Quality Act (CEQA) Guidelines Section 15061 (b)(3) because this activity is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment and because the ZTA is being made to be consistent to the recently adopted FEMA FIRMs and City internal documents and do not involve any type of expansion of use or development potential.

Recommendation

- That the Planning Commission find the Project is exempt from the California Environmental Quality Act pursuant to section 15601 (b)(3), and adopt Resolution 2021-XX recommending City Council approval of Planning and Zoning Permit No. 21-580-01 (Zoning Text Amendment) to amend Chapter 17, Article II, Section 17.25, (D) (1-3) as submitted, subject to certain findings.

CITY OF OXNARD CALIFORNIA

Discussion

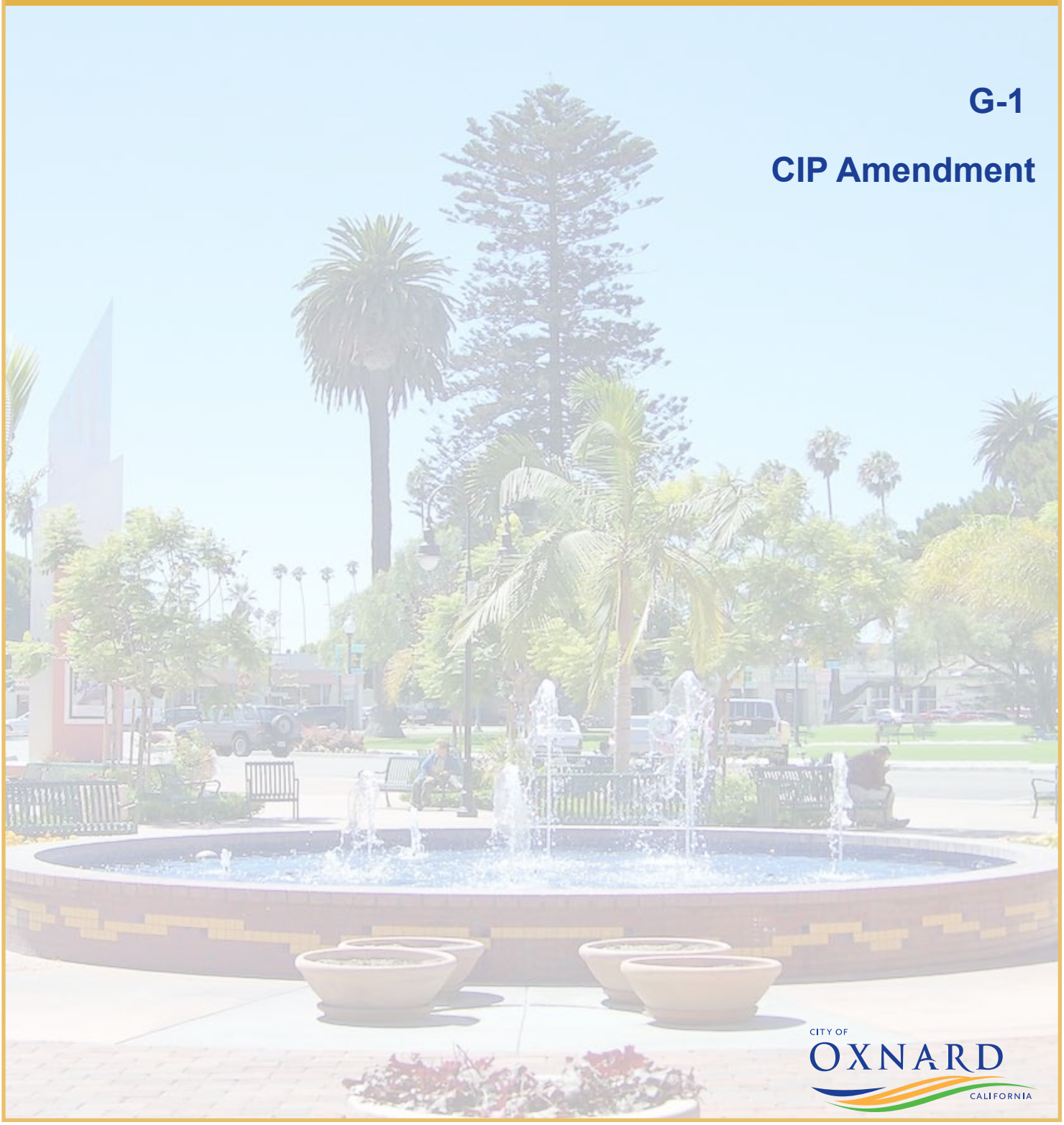
Planning Commission

Staff Report

PLAN

G-1

CIP Amendment



CITY OF OXNARD CALIFORNIA

PLANNING COMMISSION STAFF REPORT

TO: Planning Commission

FROM: Scott Kolwitz, Planning and Environmental Services Manager
Rosemarie Gaglione, Public Works Director

DATE: February 18, 2021

SUBJECT: **2030 General Plan and Local Coastal Plan Conformity Determination for an Amendment of the City of Oxnard Capital Improvement Program (CIP) Fiscal Years (FY) 2020-2025**

Staff Recommendation

Staff recommends that the Planning Commission find that the proposed Amendment of the Capital Improvement Program (CIP) projects for FY 2020-2025 is not a "project" under CEQA and adopt Resolution 2021-XX is 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 three new projects are located on Perkins Road and in the Ormond industrial area, but the whole of the CIP projects are located throughout the City of Oxnard and vary in scope and funding. Filed by Rosemarie Gaglione, Public Works Director, City of Oxnard.

Environmental Determinations

As required by the California Environmental Quality Act (CEQA), environmental review will be conducted prior to construction of the individual projects identified within this staff report. Any required environmental documents will be prepared pursuant to CEQA as part of project permit processing or at any other point in time as required by CEQA. Pursuant to Section 15378(b)(4) of the CEQA Guidelines, this CIP General Plan and Coastal Land Use Plan conformity determination report is not a "project" under CEQA as the lead agency has determined with certainty that the proposed CIP is a government funding document that does not involve any commitment to any specific project which may result in a potentially significant physical impact on the environment.

Background

A CIP contains all the individual capital projects for a local government along with the construction, completion schedules and the financing plans. The plan provides a working

blueprint for sustaining and improving the community's infrastructure. It coordinates strategic planning, financial capacity and physical development.

The Public Works Department previously developed a list of CIP projects anticipated to be constructed during FY 2020-2025, some of which are pending funding and securing of grants, to address infrastructure and public service needs of the City. This list of capital improvement projects was intended to address infrastructure needs associated with both existing and future development identified in the 2030 General Plan and relevant Coastal Land Use Plan policies and included projects that involve needed repairs or improvements to our existing infrastructure and facilities (including, for example, projects related to City buildings, streets, parks, materials refuse facility, water facility, computer systems and networks, and other public facilities) and the acquisition or construction of new infrastructure.

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

On May 7, 2020, the Planning Commission approved a Resolution finding that the proposed CIP projects for FY 2020-2025 were in conformance with the City's 2030 General Plan and relevant Coastal Land Use Plan policies. This went to the Public Works and Transportation Committee on May 7, 2020, and the City Council adopted that document on June 16, 2020. The adopted City 2020-2025 Capital Improvement Plan consists of over 200 projects, totaling $471 million.

Discussion

Since the adoption of the 2020-2025 CIP, staff has identified the following three additions that need to be included within the City's 2020-2025 Capital Improvement Plan.

1. Perkins Road Parking Lot Improvement

   Parking lot improvements located at the terminus of Perkins Road which includes resurfacing of the entire parking lot, new fencing and gates, light-up bollards, and 2 electric vehicle charging stations.

2. Ormond Industrial Area Fiber Expansion

   Fiber network extension to Ormond manufacturing zoned area which includes the installation of approximately 7,000 feet of 144 strand fiber optic cable on Arcturus Avenue, McWane Boulevard, and Edison Drive. The fiber build would connect to the existing fiber network on East Hueneme Road forming a "loop" encompassing the entire perimeter of the light manufacturing zoned area. This would provide the foundational infrastructure to deploy high-speed broadband, community security systems or other "smart city" applications with future development in the area.

3. Perkins Road Fiber Expansion

   Fiber network expansion and connection to the stormwater pump station at the southern end of Perkins Road. This connection would facilitate the deployment of SCADA infrastructure to monitor the pump station in real-time, and the deployment of cameras connected to the wastewater CCTV security system to improve the safety and security of the pump station

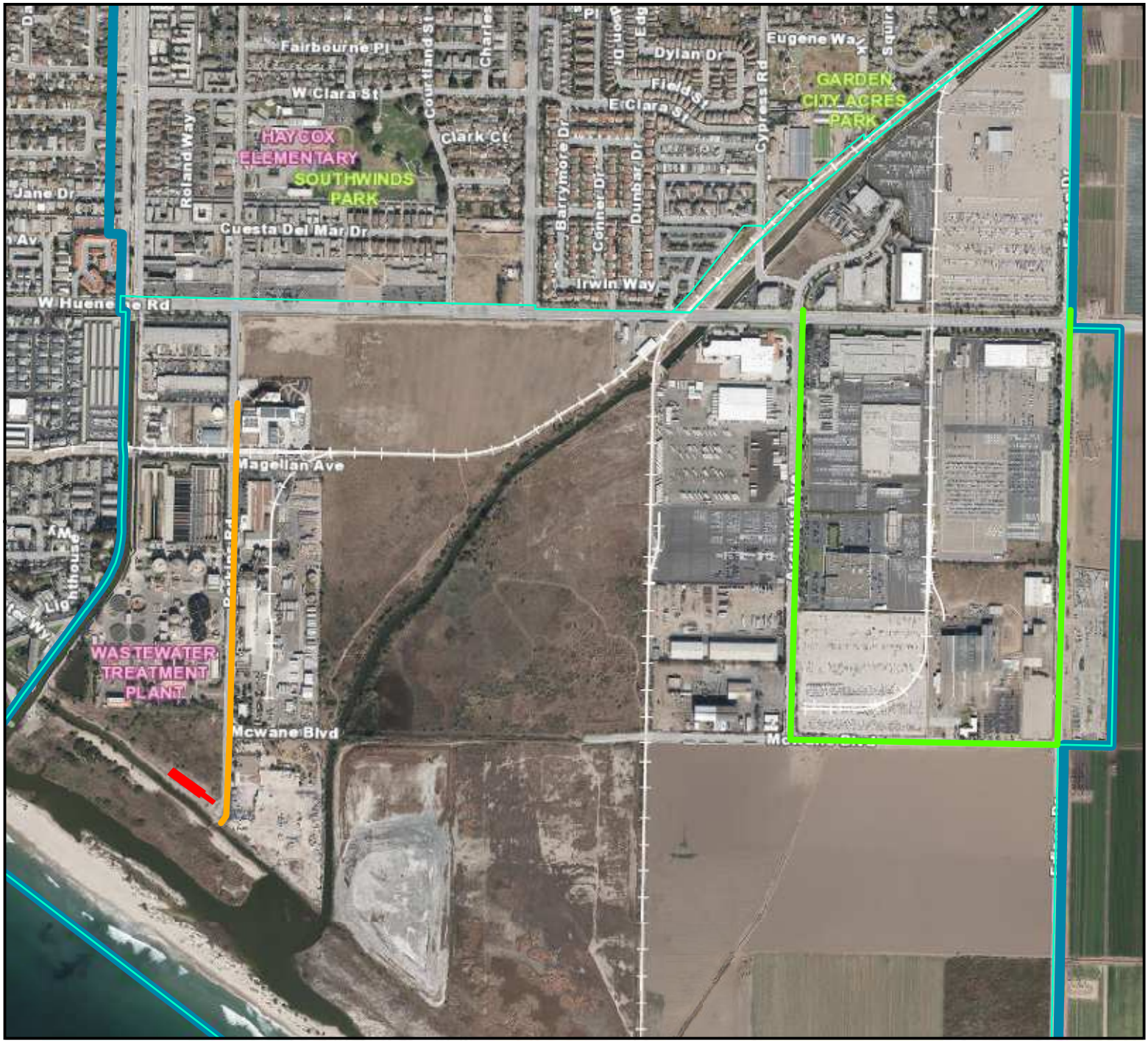
The three new projects which have been added, are listed in the attached chart (Attachment A). These new projects have not been previously reviewed by the Planning Commission and require your determination that they are in conformance with the City of Oxnard 2030 General Plan and relevant Coastal Land Use Plan policies pursuant to Section 65401 of the Government Code. While the focus of the Planning Commission's review will be on the three new projects not yet determined to be consistent with the City's 2030 General Plan and relevant Coastal Land Use Plan policies (Attachment B), the previously adopted CIP for FY 2020-2025 is available online at: https://www.oxnard.org/wp-content/uploads/2020/09/CIP20-25-Final.pdf

Staff has evaluated the three new CIP projects and identified relevant General Plan and relevant Coastal Land Use Plan policies, which generally focus around Infrastructure and Community Services (ICS), and Community Development (CD). Relevant Local Coastal Plan policies have also been identified. Due to the size of the documents, the 2030 General Plan Goals and Policies as well as the Local Coastal Land Use Plan have not been printed as formal attachments. The 2030 General Plan Goals and Policies can be accessed at: https://www.oxnard.org/wp-content/uploads/2017/06/Oxnard-2030-General-Plan-Amend-06.2017-SM.pdf. The Local Coastal Land Use Plan is available at: https://www.oxnard.org/wp-content/uploads/2016/03/CoastalLandUsePlan.pdf

Attachments

A. Chart Listing New Projects in the Amended 2020-2025 Capital Improvement Program That Were Not in the Adopted 2020-2025 Capital Improvement Program
B. 2020-2025 Capital Improvement Program Amendment Sheets draft
C. Resolution Finding the Amendment of the City of Oxnard FY 2020-2025 Capital Improvement Program is in Conformity with the General Plan and Local Coastal Plan
D. Presentation

Ormond Beach Area - CIP Projects



- Ormond Industrial Area Fiber Expansion
- Perkins Road Fiber Expansion
- Perkins Road Parking Lot Improvement
- Ormond Beach Redevelopment Area
- City Limits

N
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Created by:
CITY OF OXNARD
Geographic Information Systems Division
February 2021

0 1,000 2,000 3,000 Feet

This map is compiled by the City of Oxnard GIS Division, which is developed and operated solely for the convenience of the City. The City does not make any representations or warranties regarding the use, accuracy, reliability, and/or completeness of this map and no decision involving a risk of economic loss or physical injury should be made in reliance thereon.

Data Source:
City of Oxnard GIS Division

Plan Category: Community Development
Plan Goal: CD-16
Plan Description: Coordinated land use and infrastructure decisions with economic development.

Project Title	Project Description	Purpose and Need	Location	Amended 2020-25 CIP Page
Ormond Industrial Area Fiber Expansion	Fiber network extension to Ormond manufacturing zoned area - Install approximately 7,000 feet of 144 strand fiber optic cable on Arcturus Avenue, McWane Boulevard, and Edison Drive.	The fiber build would connect to the existing fiber network on East Hueneme Road forming a “loop” encompassing the entire perimeter of the light manufacturing zoned area. This would provide the foundational infrastructure to deploy high-speed broadband, community security systems or other “smart city” applications with future development in the area.	Arcturus Avenue, McWane Boulevard, and Edison Drive	71A

Plan Category: Infrastructure and Community Services
Plan Goal: ICS- 1
Plan Description: Provision of adequate facilities and services that maintain service levels with adequate funding.
LCP Policy: 10. The water quality of the City's coastal waters shall be maintained and, where feasible, restored by the following...the effects of increased amounts of runoff into coastal waters, streams, wetlands, estuaries and lakes due to development shall minimize through, among other means, grading and other site development controls, and buffer zones.

Project Title	Project Description	Purpose and Need	Location	2020-25 CIP Page
Perkins Road Fiber Expansion	Fiber network expansion and connection to the stormwater pump station at the southern end of Perkins Road.	This connection would facilitate the deployment of SCADA infrastructure to monitor the pump station in real-time, and the deployment of cameras connected to the wastewater CCTV security system to improve the safety and security of the pump station	Perkins Road	71B

Plan Category: Infrastructure and Community Services

Plan Goal: ICS- 9

Plan Description: Adequate parking and loading facilities to support residential and commercial parking needs.

LCP Policy: 77. Improvement of Perkins and Arnold Roads is needed to improve access in the Ormond Beach area. The City shall pursue all funding options to provide parking along these streets. New parking shall not be located in a sensitive resource area.

Project Title	Project Description	Purpose and Need	Location	2020-25 CIP Page
Perkins Road Parking Lot Improvements	Parking lot improvements located at the terminus of Perkins Road which includes resurfacing of the entire parking lot, new fencing and gates, light-up bollards, and 2 electric vehicle charging stations.	The Perkins Road parking lot is a coastal access point, but the parking lot is not welcoming as it is in poor condition with numerous cracks and potholes. These improvements would both maintain and improve beach and coastal area access and parking that accommodate visitors while monitoring and protecting the impacts of parking on the natural environment.	Perkins Road	166A

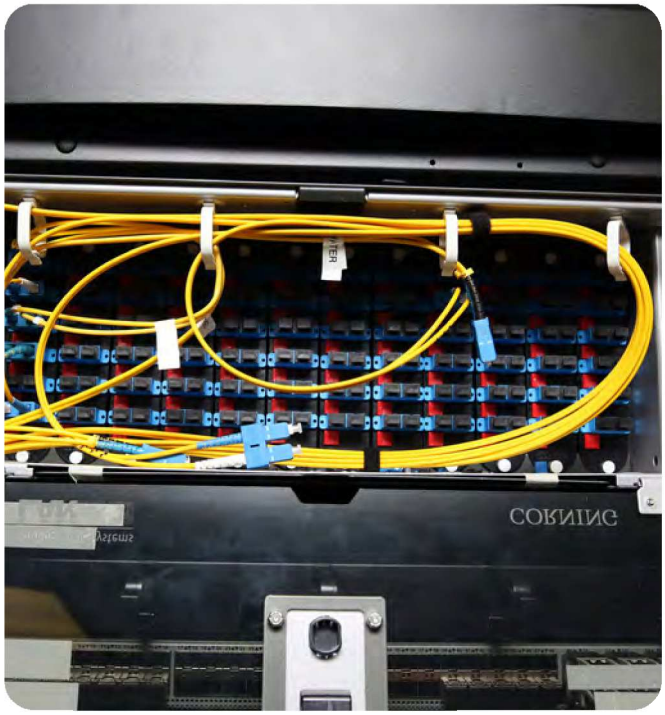
Ormond Industrial Area Fiber Expansion

Information Technology

Ormond Beach Neighborhood
Council Districts(s): 5 & 6

Project Description:

Expand the City's fiber network within the Ormond Industrial Area to provide high-speed Internet access per the Fiber Master Plan.



Purpose and Need:

This project leverages the City's existing fiber infrastructure with targeted expansion to realize the delivery of high-speed Internet access to City municipal buildings, anchor institutions, businesses and eventually residents to foster economic development. This infrastructure also supports "smart city" initiatives like public WiFi.

General Plan Consistency:

Category: Community Development
Goal#: CD-16

Coordinated land use and infrastructure decisions with economic development.

Funding Source	
Fund Type	Fund Amount
2006 TAB HERO	$412,500
TOTAL	**$412,500**

Fiscal Years:

FY2020-21 FY2021-22



Responsible Staff Member:
Tatiana Arnaout
Title: City Engineer
Phone: (805) 385-8341
Email: Tatiana.Arnaout@oxnard.org

Funding Priority Level

1 2 **3**

New or Expanded Services

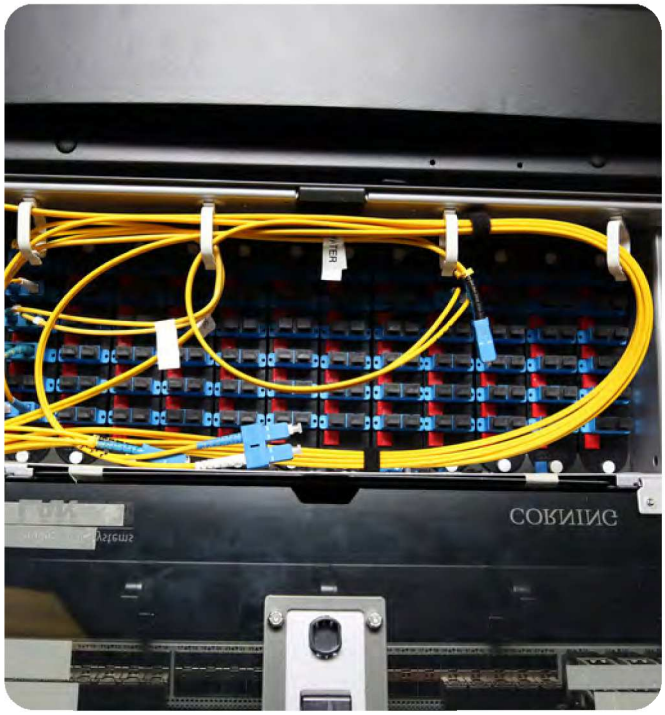
Perkins Road Fiber Expansion

Information Technology

Ormond Beach Neighborhood
Council Districts(s): 6

Project Description:

Expand the City's fiber network along Perkins Road to provide high-speed Internet access per the Fiber Master Plan.



Purpose and Need:

This project leverages the City's existing fiber infrastructure with targeted expansion to realize the delivery of high-speed Internet access to City municipal buildings, anchor institutions, businesses and eventually residents to foster economic development. This infrastructure also supports "smart city" initiatives like public WiFi.

General Plan Consistency:

Category: Infrastructure and Community Services
Goal#: ICS-1

Provision of adequate facilities and services that maintain service levels with adequate funding.

Funding Source	
Fund Type	Fund Amount
2006 TAB HERO	$153,450
TOTAL	**$153,450**

Fiscal Years:

FY2020-21 FY2021-22



Responsible Staff Member:
Tatiana Arnaout
Title: City Engineer
Phone: (805) 385-8341
Email: Tatiana.Arnaout@oxnard.org

Funding Priority Level

1 2 **3**

New or Expanded Services

Perkins Road Parking Lot Improvements

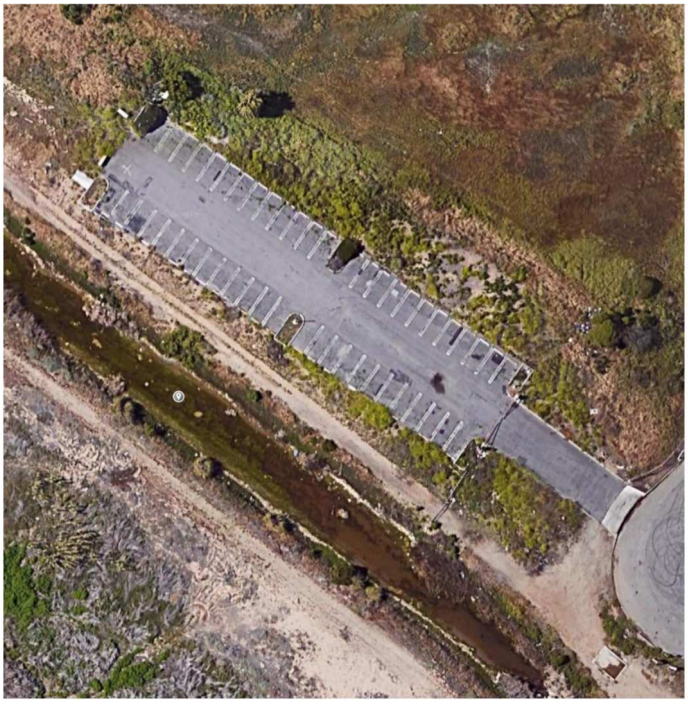
Transportation & Drainage

A

Ormond Beach Neighborhood
Council Districts(s): 6

Project Description:

Resurface the existing parking lot, as well as add light bollards, electric vehicle (EV) charging stations, and perimeter fencing.



Purpose and Need:

The parking lot at the end of Perkins Road is deteriorating and being vandalized. This project aims to provide the Community safe access to the Ormond Beach area.

General Plan Consistency:

Category: Infrastructure and Community Services
Goal#: ICS-9

Adequate parking and loading facilities to support residential and commercial parking needs.

Funding Source	
Fund Type	Fund Amount
2006 TAB HERO	$600,000
TOTAL	**$600,000**

Fiscal Years:

FY2020-21 FY2021-22



Responsible Staff Member:
Tatiana Arnaout
Title: City Engineer
Phone: (805) 385-8341
Email: Tatiana.Arnaout@oxnard.org

Funding Priority Level

1 **2** 3

Asset Preservation

RESOLUTION NO. 2021-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD FINDING THAT ALL OF THE PROJECTS IN THE PROPOSED AMENDMENT OF THE 2020-2025 CITY OF OXNARD FIVE YEAR CAPITAL IMPROVEMENT PROGRAM ARE IN CONFORMITY WITH THE 2030 GENERAL PLAN AND COASTAL LAND USE PLAN

WHEREAS, the City of Oxnard proposes to adopt an Amendment of the 2020-2025 City of Oxnard Five Year Capital Improvement Program (the "CIP"); and

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

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

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

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

WHEREAS, the Oxnard Planning Commission approved Resolution 2020-08 on May 7, 2020, finding that the projects listed in the 2020-2025 City of Oxnard Five Year CIP were in conformity with the City's 2030 General Plan and Local Coastal Land Use Plan; and

WHEREAS, the Oxnard City Council adopted that 2020-2025 City of Oxnard Five Year CIP on June 16, 2020; and

WHEREAS, the 2020-2025 City of Oxnard Five Year CIP did not include three projects that are now being included; and

WHEREAS, the first project to be included, titled the Perkins Road Parking Lot Improvement, entails resurfacing the entire parking lot at the terminus of Perkins Road, new fencing and gates, light-up bollards, and two electric vehicle charging stations; and

WHEREAS, the second project to be included, titled Ormond Industrial Area Fiber Expansion, entails installing approximately 7,000 feet of 144 strand fiber optic cable on Arcturus Avenue, McWane Boulevard, and Edison Drive and connecting it to the existing fiber network on East Hueneme Road; and

WHEREAS, the third project to be included, titled Perkins Road Fiber Expansion, entails a fiber network expansion and connection to the stormwater pump station at the southern end of Perkins Road; and

WHEREAS, the Amendment to the 2020-2025 City of Oxnard Five Year CIP, as in the 2020-2025 City of Oxnard Five Year CIP itself, is not a project subject to review under the California Environmental Quality Act (CEQA) because it can be seen with certainty pursuant to CEQA Guidelines Sections 15061(b)(3) and 15378(b)(4) that there is no possibility that a determination of General Plan and Local Coastal Land Use Plan consistency may have a significant impact on the environment. This Amendment of the City of Oxnard CIP FY 2020-2025 General Plan and Coastal Land Use Plan conformity determination report is not a "project" under CEQA as the lead agency has determined with certainty that the proposed CIP is a government funding document that does not involve any commitment to any specific project which may result in a potentially significant physical impact on the environment.

NOW THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Oxnard reviewed the proposed Amendment of the CIP FY 2020-2025 and finds that all of the projects within Amended 2020-2025 City of Oxnard Five Year CIP conform with the 2030 General Plan and Local Coastal Land Use Plan.

PASSED, APPROVED and ADOPTED by they Planning Commission of the City of Oxnard on this 18th day of February, 2021, 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 18th day of February 2020, and carried by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

ABSTAIN: Commissioners:

RECUSED: Commissioners:

_____

Scott Kolwitz, Secretary

2030 General Plan and Local Coastal Plan Conformity Determination for an Amendment of the City of Oxnard Capital Improvement Program Fiscal Years 2020-2025

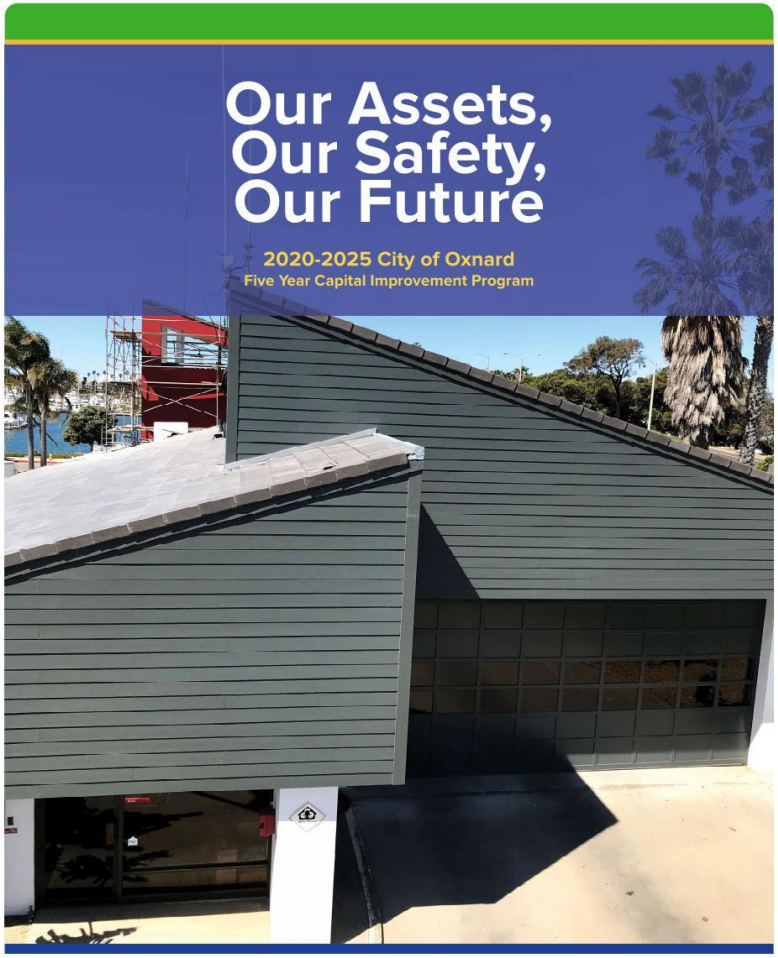
Scott Kolwitz, Planning & Environmental Services Manager
Tatiana Arnaout, City Engineer

Planning Commission
February 18, 2021

CITY OF OXNARD CALIFORNIA

PURPOSE

- Overview of the Capital Improvement Program (CIP)
- 2030 General Plan and Local Coastal Plan Conformity Determination for Fiscal Year (FY) 2020-25 CIP
- Amendment to add three projects to the 2020-25 CIP



CITY OF OXNARD CALIFORNIA

WHAT IS A CAPITAL IMPROVEMENT PROGRAM (CIP)?

The CIP is the City's plan - in this case for 5 years - to build or restore our facilities. The CIP does not address maintenance work. Examples of projects include:

- Construction and major alterations of buildings
- Information technology (IT) hardware
- Pipeline replacement
- Playground structure replacement
- Street rehabilitation
- Traffic signal hardware installation
- Wastewater Treatment Plant electrical work

WHAT PROJECTS QUALIFY?

In order for a project to qualify for the CIP, it must meet the following two criteria:

It consists of construction, erection, alteration, renovation, improvement, demolition or repair work involving any City-owned facility;

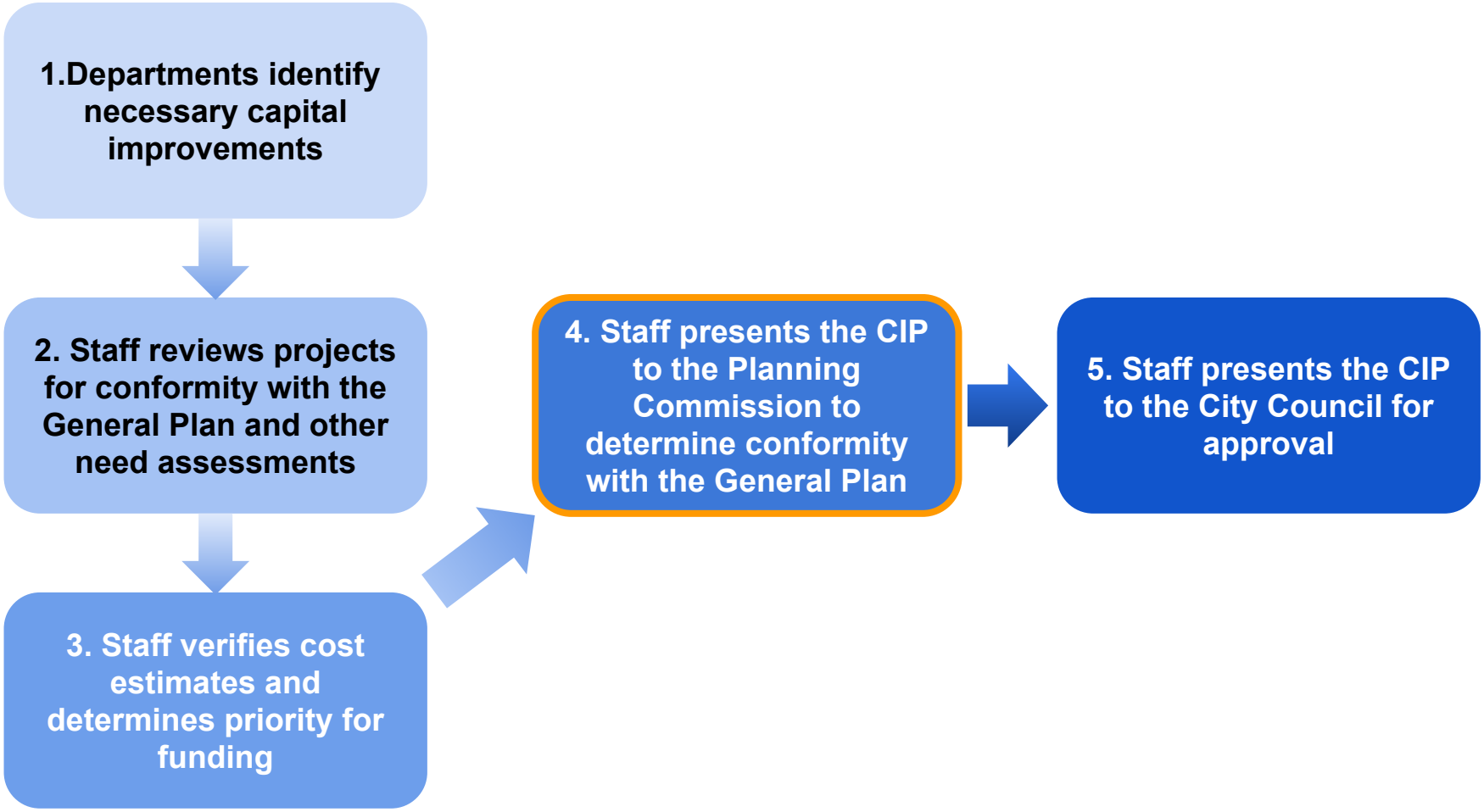
and

It is a project that costs at least $100,000

Note:

Studies and rolling equipment purchases do not qualify under the CIP.

THE CIP PROCESS



PLANNING COMMISSION'S ROLE IN THE CIP PROCESS

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

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

PLANNING COMMISSION'S ROLE IN THE CIP PROCESS

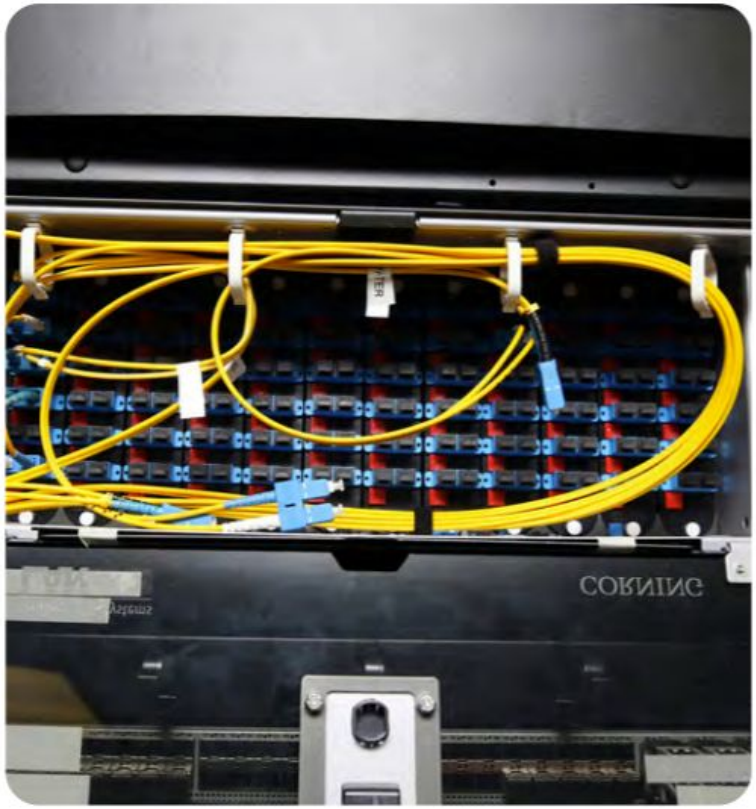
The Planning Commission review and verification is documented through a resolution finding the 2020-2025 CIP is in conformity with the General Plan and Local Coastal Plan.

Following the Planning Commission review and verification, the CIP will be presented at the Public Works and Transportation Committee as well as the City Council for prioritization and final approval.

FY 2020-25 CIP NEW PROJECTS

Plan Category (Goal): Community Development (CD-16)

Plan Description: Coordinated land use and infrastructure decisions with economic development.



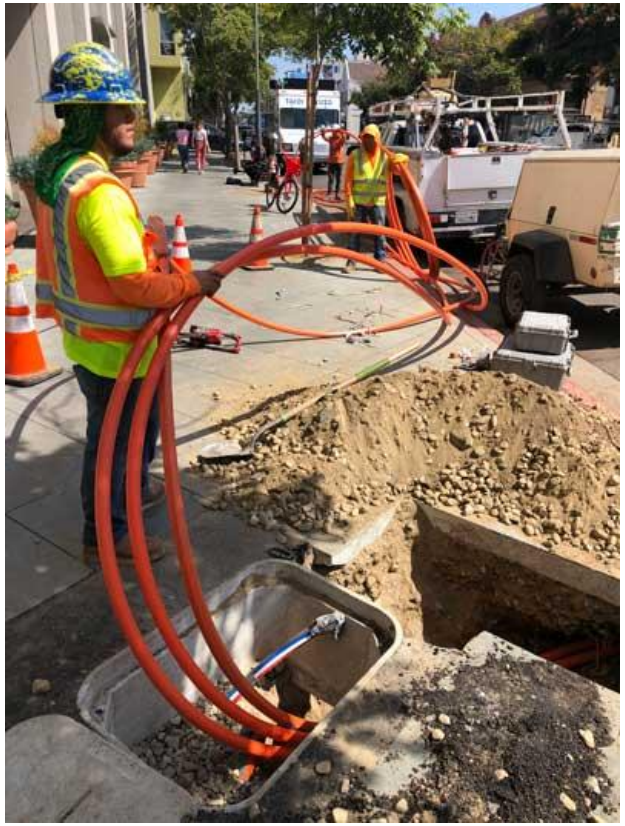
Project Title	2020-25 CIP Page
Ormond Industrial Area Fiber Expansion	71A

FY 2020-25 CIP NEW PROJECTS

Plan Category (Goal): Infrastructure and Community Services (ICS-1)

Plan Description: Provision of adequate facilities and services that maintain service levels with adequate funding.

Project Title	2020-25 CIP Page
Perkins Road Fiber Expansion	71B



FY 2020-25 CIP NEW PROJECTS

Plan Category (Goal): Infrastructure and Community Services (ICS-9)

Plan Description: Adequate parking and loading facilities to support residential and commercial parking needs.



Project Title	2020-25 CIP Page
Perkins Road Parking Lot Improvements	166A

STAFF RECOMMENDATION & ENVIRONMENTAL DETERMINATIONS

Staff Recommendation

Staff recommends that the Planning Commission adopt the Resolution finding that the proposed Amendment of the Capital Improvement Program (CIP) 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.

Environmental Determinations

As required by the California Environmental Quality Act (CEQA), environmental review will be conducted prior to construction of the individual projects identified within this staff report. Any required environmental documents will be prepared pursuant to CEQA as part of project permit processing or at any other point in time as required by CEQA. This CIP General Plan and Coastal Land Use Plan conformity determination report is not a "project" under CEQA.

CITY OF OXNARD CALIFORNIA

DISCUSSION

Planning Commission

Staff Report

PLAN

G-2

PZ 20-535-02

Cypress Place at Garden City



CITY OF OXNARD CALIFORNIA

CITY OF OXNARD CALIFORNIA

PLANNING COMMISSION
STAFF REPORT

TO: Planning Commission

FROM: Juan Martinez, Associate Planner

DATE: February 18, 2021

SUBJECT: **Project Name: Cypress Place at Garden City**; Planning and Zoning Permit No. 20-535-02 (Density Bonus Permit); Development entitlements to construct a 150 dwelling unit apartment complex on 5.22 acres site located 5536 & 5482 Cypress Road (APN 223-0-041-020/APN 223-0-090-015).

1) **Recommendation:** That the Planning Commission ("**Commission**") find the Project to be exempt from the California Environmental Quality Act (CEQA), pursuant to Senate Bill 35 and Government Code Section 65913.4 and adopt Resolution 2021-XX approving Planning and Zoning Permit No. 20-535-02 (Density Bonus Permit), subject to certain findings and conditions.

2) **Project Description and Applicant:** The project applicant is requesting the ministerial approval of a Density Bonus (DB) permit to allow for a 20 percent DB to increase the allowed number of units from 125 to 150 units for an All-Affordable Housing Opportunity Program ("AAHOP") project on two parcels. The ministerial DB includes one concession that would provide relief from Oxnard City Code (OCC) Section 16-362F to eliminate requirements for private balconies, and, pursuant to Government Code Section 65915(p), determine that a total of 212 parking spaces are required while 252 are provided. The project site is located within the Residential Low Medium land use designation and Multiple-Family Affordable Housing (R-2-AH) zoning district.

   For purposes of this staff report, the foregoing Project description shall be referred to as the "**Project**". Filed by Lauren Nichols, Peoples' Self Help, 56 East Main Street, Suite 200, Ventura, California 93001 (the "**Applicant**").

3) **Existing & Surrounding Land Uses:** The Project site is currently vacant with existing infrastructure with two abandoned homes that previously served a commercial greenhouse and nursery. The Project site is located in the 5500 block of Cypress Road, and it is surrounded by newer residential development that includes Garden City Acres Park which were built over the last 10-15 years. The Cypress Neighborhood areas was annexed from the County in the early 70's and prior to some of the newer development, previous uses consisted of larger underutilized lots with single family homes, industrial like and agricultural uses and substandard roadway and drainage conditions.

The following table lists and identifies the General Plan Land Use Designations, Zoning Designations, and existing land uses of the Project site and properties immediately adjacent to the site, which are also illustrated in Attachment A:

LOCATION	ZONING	GENERAL PLAN	EXISTING LAND USE
Project Site	R2-AH Multi-Family Residential - Affordable Housing	RLM Residential Low Medium AAHOP Site B-10 All Affordable Housing Opportunity Program Site B-10	Agricultural - Nursery
North	R-2/C-R Multi-Family Residential/ Community Reserve	RLM/PRK Residential Low Medium/Park	Single Family House/Garden Acres Park
South	R-2-PD-AH Multi-Family Residential Planned Development / Affordable Housing	RLM Residential Low Medium	Garden City Camp (Labor Housing)
East	R-2-PD/M-L Multi-Family Residential Planned Development/Limited Manufacturing	ESM/ILM Easement/Industrial Limited	City Housing/ Railroad/Veh Storage
West	R-2 Multi-Family Residential	RLM Residential Low Medium	Cypress Trailer Park

4) Background Information:

Application Summary

On June 29, 2020, the Applicant filed for a SB 330 Pre-Application Review with the intent to seek ministerial review and approval to construct an all affordable 150 unit apartment complex pursuant to California Senate Bills (SB) 35 and SB 330. The development plans were reviewed by the City's Development Advisory Committee (DAC) and comments were provided to the Applicant on July 22, 2020.

On September 11, 2020, within 180 days from when the SB 330 Pre-Application was submitted to the City, the Development applications were received, and on October 7, 2020, the DAC reviewed and provided comments and identified objective standards which were not yet met. The project was deemed Incomplete on October 9, 2020 as a specific list of project components which were not in compliance with objective standards of the OCC. This meant the project had not yet qualified for expedited processing pursuant to Government Code Section 65913.4. On November 24, 2020, updated project plans and related materials were received, and they were reviewed by the DAC on December 16, 2020. The November 24 submittal was deemed consistent with the City's objective standards, and the project application was deemed Complete, thus initiating a ministerial streamlined 90-day review as

of November 24, 2020, pursuant to California Government Code Section 65913.4, that is to be completed by February 22, 2021.

Community Meeting Summary

City staff worked with the Applicant to the City's required community meeting requirement. On October 19, 2020, the project was presented to the Cypress Neighborhood and on October 21, 2020, the project was presented at the Inner Neighborhood Community Organization (INCO). For community input and more information see Community Input Section 8 of this report.

SB35 Summary

SB35 projects are required to meet development eligibility criteria set forth in the senate bill that includes housing type requirements, site requirements, affordability provision, and labor provision requirements. City Staff has determined that the project qualifies as a Streamlined Infill Project that satisfies all of the objective planning standards and is therefore subject to the streamlined ministerial approval process provided by SB35 (Government Code Sections 65913.4(b) and (c)).

SB35 became effective on January 1, 2018 as part of a 15-bill housing package aimed at addressing the State's housing shortage and high housing costs. The intent of SB35 is to provide reforms and incentives to facilitate and expedite the construction of affordable housing. The State Department of Housing and Community Development ("HCD") issued the Streamlined Ministerial Approval Process Guidelines, dated November 29, 2018, to provide additional guidance on procedures and implementation of SB35 (SB35 Guidelines). The law adds Section 65913.4 to the Government Code requiring those Cities not meeting their State-mandated Regional Housing Need Allocation ("RHNA") goals in certain categories to streamline the approval of qualified housing projects through a ministerial approval process, removing the requirement for CEQA analysis and altering parking requirements. This is the first project in the City of Oxnard invoking SB35 which remains in effect until January 1, 2026.

SB35 projects are required to meet development eligibility criteria set forth in the senate bill that includes housing type requirements, site requirements, affordability provision, and labor provision requirements. City Staff has determined that the project qualifies as a Streamlined Infill Project that satisfies all of the objective planning standards and is therefore subject to the streamlined ministerial approval process provided by SB35 (Government Code Sections 65913.4(b) and (c)).

Pursuant to SB35, a local government must streamline the approval of a Streamlined Infill Project only based on objective zoning and design review standards and the locality's process and application requirements shall not in any way inhibit, chill or preclude the ministerial

approval process. When determining consistency with objective zoning and design review standards, the local government can only use those standards that meet the following definition set forth in SB35:

> *"standards that involve no personal or subjective judgment by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official prior to submittal. These standards may be embodied in alternative objective land use specifications adopted by a city or county, and may include, but are not limited to, housing overlay zones, specific plans, inclusionary zoning ordinances, and density bonus ordinances"*

Pursuant to SB35, the project qualifies as a Streamlined Infill Project ("SIP") that satisfies all of the objective planning standards of California Government Code Section 65913.4(a)(1)-(a)(10), the applicant certifies that they will comply with all wage requirements defined in Government Code Section 65913.4(a)(8), and is therefore subject to the streamlined, ministerial approval process provided by Government Code Section 65913.4(b). In accordance with Government Code Section 65913.4(c), the Community Development Director ("Director") may conduct public oversight of the development within ninety (90) days of submittal of the development to the local government, which shall be objective and be strictly focused on assessing compliance with criteria required for streamlined projects, as well as any reasonable objective design standards published and adopted by ordinance or resolution by a local jurisdiction before submission of a development application.

The Project includes the applicant's request for a DB entitlement that is subject to review and approval by the Planning Commission and requires a public hearing. While SB35 requires a ministerial process for Streamlined Infill Projects, SB35 (Government Code Section 65913.4(c)) allows public oversight to be conducted by a local government's Planning Commission for the DB application.

Development Design Review Permit

On February 3, 2021, pursuant to OCC Section 16-420F(F), the Director held the DDR-AAHOP public hearing and approved DDR-AAHOP permit PZ 20-200-14 and Lot Line Adjustment (PZ 20-310-09) contingent upon approval of this Density Bonus. The DDR-AAHOP hearing was noticed in the same manner as a Planning Commission hearing. At the hearing, Staff made a presentation and the Director took public comments. Approximately, fifthteen members of the public attended the virtual meeting and asked clarification questions or expressed concerns regarding the project. On the day of the hearing, Staff prepared and posted an Errata Memo listing and describing suggested changes to the conditions of approval. The applicant and project representatives attended and contributed to

the discussion points and clarification questions raised. The DDR-AAHOP permit's appeal period ends on February 15, 2021.

The DDR-AAHOP Director's agenda report with attachments and the Errata Memo has been attached as Attachment B. The complete staff report is provided for information to help with project background and comprehensive review of the multi-entitlement project.

5) **Environmental Determination:** Pursuant to SB35, Government Code Section 65913.4 and Public Resources Code Section 21080(b)(1), Streamlined Infill Projects are statutorily exempt from the California Environmental Quality Act (CEQA) as a ministerial project. Development Projects satisfying all of the objective planning standards of Government Code Section 65913.4(a) are subject to the streamlined, ministerial approval process provided by Government Code Section 65913.4(b) and (c).

   The proposed Streamlined Infill Project development satisfies the objective planning standards set forth in SB35 (Government Code Section 65913.4(a)) and the OCC, including the R-2 Multiple-Family Zone (OCC §16-43 to 16-48); the All Affordable Housing Opportunity Program (OCC §16-420A to 16-420H); and the Attached Dwelling Unit Development Standards (OCC §16-360 to §16-363). The proposed project is therefore a ministerial project that is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080(b)(1).

   As a matter of additional disclosure, staff determined that the Project site, as conditioned, will be adequately served by all required utilities and public services. The Project site has no value as habitat for endangered, rare or threatened species. Additionally, this Project will not result in any significant effects relating to traffic, noise, air quality, or water quality. Therefore, staff has determined that there is no substantial evidence that the project will have a significant effect on the environment and recommends that the Planning Commission accept the Notice of Exemption (Attachment C) attached to the staff report.

6) **Density Bonus Analysis:**

   a) ***General Discussion:*** As discussed below, the Project has been found to be consistent with both the 2030 General Plan and the Oxnard City Code.

      Pursuant to §16-420F(F) and (G) of the Oxnard City Code, the approving body for all affordable development projects is the Community Development Director via a Development Design Review Permit (DDR) permit (OCC §16-181) and the Planning Commission for the Density Bonus permit (OCC §16-420F(E)). The Lot Line Adjustment application is an administrative action and, as a condition of approval, a certificate of approval will be required to be recorded prior to issuance of building permits.

b) ***General Plan Consistency:*** The City's 2030 General Plan land use designation for the subject site is Residential Low-Medium (7-12 dwelling units/acre) which allows low-rise residential housing. The AAHOP designation requires that housing units developed on the site be 100% affordable to extremely low, very low-, or low-income households with the exception of a manager's unit. The AAHOP designation for this site allows for a density of 24 dwelling units per acre instead of the 7-12 dwelling units/acre. The DB would allow for an additional 20 percent density calculated based on the allowed AAHOP density of 24 units per acre. With a density of 28.7 units per acre, the 5.24 acre site is allowed 150 residential units. The 150-unit Project is found consistent with the General Plan land use designation with the density allowed by both the AAHOP designation and the State Density Bonus.

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

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

II. Related or Indirect Applicability to the Proposed Project or Program (policy title and an explanation for each or groups of related or indirectly related policies).

III. No or Distant Applicability to the Proposed Project or Program (all policies not listed as Level I and II are assumed to be consistent).

POLICY	LEVEL	POLICY OR TITLE	EXPLANATION
CD-1.5	I	Promote the development of a variety of housing types throughout the City including apartments, condominiums, lofts, townhouses, and attached and detached single-family units.	The Project proposes to construct an all affordable apartment complex that will provide housing within a residentially zoned property that was formerly used for agricultural purposes.
CD-8.1	I	Continue to limit development to those areas that can be served by existing or planned utilities, transportation, and service systems.	The proposed Project is surrounded by urban development, and the existing utilities running Cypress Road adequately serve the proposed Project, as conditioned.
CD-14.1	I	In the evaluation of development proposals, continue to ensure that public and private development Projects comply with City design policies, plans, and guidelines.	The Project includes development and performance conditions recommended by Development Advisory Committee (DAC) to ensure that the Project complies with City permitting expectations and policies.
ISC-1.2	I	Review development proposals for their impacts on infrastructure (e.g., sewer, water, fire stations, libraries, streets) and require appropriate mitigation measures to ensure that proposed developments do not create substantial adverse impacts on	The proposed Development and associated improvements would tie into existing infrastructure, which has the capacity to provide service to the proposed residential dwellings. As conditioned, Water service would be annexed from provided by the Cypress

		existing infrastructure and that the necessary infrastructure will be in place to support the development.	Mutual Water Company.
ER-9.2	I	Enhance neighborhood diversity and reinforce the desirable elements of neighborhood character and quality through incorporation of design guidelines, use of landscape materials, and encouraging new developments to integrate historical and culturally significant elements into proposed Projects.	The three story design adds safety value by incorporating windows overlooking the park. The scale is similar to newer apartment buildings approved within the community.
ICS-8.5		Consider and require where appropriate and feasible the enhancement of the pedestrian environment as part of private development and public works Projects, especially for public sidewalks.	The proposed site design includes pedestrian and bicycle amenities that incorporate coordinated landscaping and pedestrian walkways that connect persons within the complex but also to an adjacent community park, the street and include short term and long term bicycle storage.
CD-3.4 CD-14.1 CD-14.2 CD-14.3 ICS-11.10 ER-9.4 ER-10.1	II	Neighborhood Quality of Life Design Review Process Development Advisory Committee Functions Quality of Design Water Supply Findings for Smaller Projects Human Scale Development Promote Use of Native and Water Wise Plants	The Development Advisory Committee (DAC) review process led to changes in the Project and/or conditions of approval that meet these Level II policies.

c) The All Affordable Housing Opportunity Program (AAHOP) and Density Bonus Permit

On July 16, 2013, the City adopted Ordinance No. (#2870) implementing the AAHOP-program establishing requirements and procedures. At the same time, the project site was one of 36 AAHOP sites designated throughout the City by Ordinance No. 2869. In December of 2016, the City updated and codified (CCC Division 7C, §420A-420H) the AAHOP-program by adopting Ordinance No. 2913 and designated additional AAHOP sites. The 2017 Mid-Cycle 2013-2021 Housing Element Update identifies the project site as AAHOP Site B-10 and analyzes the current and future housing needs within the City.

The AAHOP designation requires that housing units developed on the site be 100% affordable to extremely low, very low-, or low-income households with the exception of a manager's unit. As described above in the General Plan Consistency section, the AAHOP designation for this site allows for a density of 24 dwelling units per acre. The DB would allow for an additional 20 percent density calculated based on the allowed AAHOP density of 24 units per acre. With a density of 28.7 units per acre, the 5.24 acre site is allowed 150 residential units.

The development project is consistent with the AAHOP standards (OCC §16-420A to

16-420H) and parking pursuant to Density Bonus State Law, Government Code Section 65915(p). This Government Code section provides relief and preempts the City's off street parking requirements for bedroom vs number of parking stalls required, garage parking, and visitor parking. The following table provides a tabulation showing how the project compares with the State Density Bonus Law.

PARKING TABLE BREAKDOWN AND DISTRIBUTION PER CALIFORNIA GOVERNMENT CODE SECTION 65915(p)(1)					
BEDROOM COUNT	**# OF UNITS**	**OFF-STREET REQUIRED**	**PARKING**		**NOTE**
			REQUIRED	**PROVIDED**	
1-Bed	27	1 Parking Stall	27	252	Applicant's request included concession for relief of 20 parking stalls; however, pursuant to §65915(p)(1), the project provides 40 more parking stalls than required by Government Code Section 65915
2 to 3 Bedrooms	123	1.5 Parking Per Unit	185		
Visitor Parking		No Visitor Parking Required	0		
		Total:	212	252	

Pursuant to the State Density Bonus Law, the City must grant up to four (4) concessions for this 100% affordable project per Government Code Section 65915. However, the Project is only requesting one concession from Zoning Code 16-362F (Private Balconies for Each Unit). Private balconies have an estimated construction costs of approximately $10,000/unit. Eliminating balconies from this Project would result in actual, identifiable cost reductions of approximately $1,500,000 from the total development costs. Interior closet and storage space has been designed within each unit, as well as ample communal outdoor open space to accommodate residents. The Draft Resolution approving the requested DB permit is included as Attachment E.

Pursuant to Section 16-410F, the DB is non-discretionary and falls under the approving authority of the Planning Commission. The DB (PZ 20-535-02) is a companion permit to the DDR permit and Lot Line Adjustment which were considered and approved by the Community Development Director on February 3, 2021.

d) ***Conformance with Zoning Development Standards:*** The proposed Project is located in the Multi-Family Residential - Affordable Housing (R2-AH) zoning district. In accordance with the City Code, the apartment complex may be approved through a DDR permit provided the Project is found consistent with the applicable development standards and the DB concessions as documented in the Director's staff report and Errata Memo (Attachment B).

7) Development Advisory Committee: The Project was reviewed by the Development Advisory Committee (DAC) on July 22, 2020, October 7, 2020, and December 16, 2020. Conditions of approval from DAC are included in the attached Resolution.

8) **Community Workshop and Public Input:** The project site is located within the Cypress Neighborhood. On October 19, 2020, the project was presented to the public during a Community Workshop meeting. At the time, the City was in a state of quarantine due to COVID 19. In an effort to reach as many residents and property owners from the Cypress Neighborhood, City staff reached out and coordinated meeting details with the Neighborhood Chair and notices were mailed out to property owners and residents of the Cypress Neighborhood. Approximately 1,360 (716 residents/644 owners) meeting notices were mailed by the US Postal service and the Project site was posted with Project details and Community Workshop information. The meeting was attended by 31 members of the public to provide comments regarding the project.

   On October 21, 2020, City Staff attended a virtual meeting where the applicant made a presentation to the Inter-Neighborhood Council Organization (INCO). Representatives from various neighborhoods attended the meeting where the Applicant made a slides presentation and thoroughly described the development proposal while showing details and answering questions. Persons in attendance raised questions and concerns regarding pedestrian crossings, traffic impacts to existing levels of service and compatibility with the existing neighborhood.

   Since the Director's Hearing on February 3, 2021, the City has received two public comments which are attached to this staff report (Attachment D).

9) **Appeal Procedure:** In accordance with Section 16-545 of the City Code, the Planning Commission's action on PZ 02-535-02 (Density Bonus) may be appealed to the Planning Commission within 18 days after the decision date. Appeal forms may be obtained from the City Clerk and must be submitted with the appropriate fees before the end of the appeal period. If an appeal is not filed within 18 working days of the Planning Commission's decision, the decision of the Planning Commission shall be considered final.

Attachments:

A. Maps (Vicinity, General Plan, Zoning, Aerial)
B. Community Development Director Agenda_Staff Report w/ only Attachments (02/03/2021)
C. Notice of Exemption
D. Public Comments - Received
E. Density Bonus Draft Planning Commission Resolution
F. Presentation

ATTACHMENT A

MAPS
(VICINITY, ZONING, GENERAL PLAN MAP, AERIAL)

Vicinity Map



CITY OF OXNARD CALIFORNIA
Oxnard Planning
October 1, 2020

PZ 20-200-14, 20-535-02
Location: 5536, 5482 Cypress Rd
APN: 2230041020, 2230090015
Cypress Place at Garden City

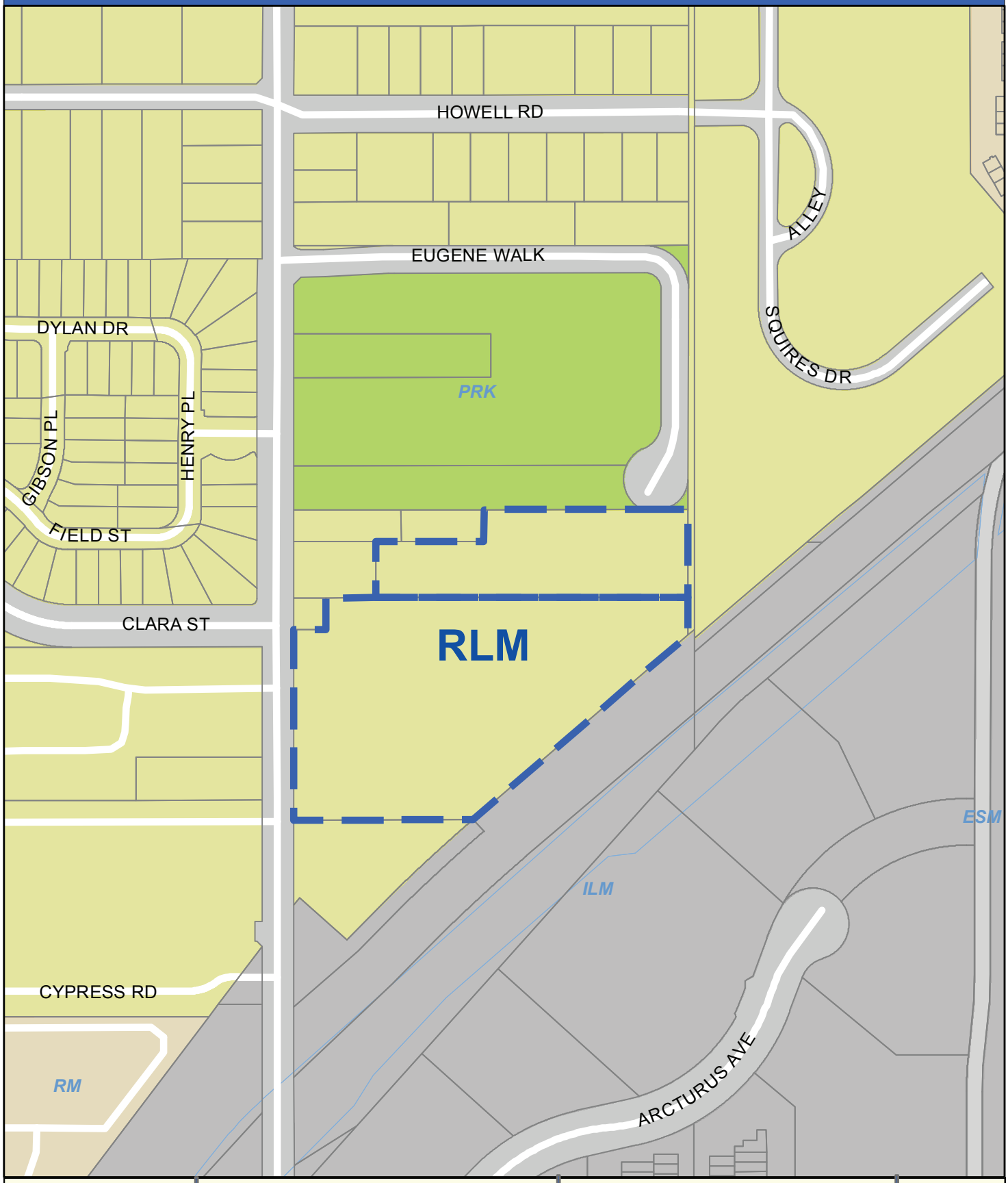
Vicinity Map

0 0.5 1 1.5 2 Miles

N

1:70,000

2030 General Plan Land Use Map



CITY OF OXNARD CALIFORNIA

Oxnard Planning

October 1, 2020

PZ 20-200-14, 20-535-02
Location: 5536, 5482 Cypress Rd
APN: 2230041020, 2230090015
Cypress Place at Garden City

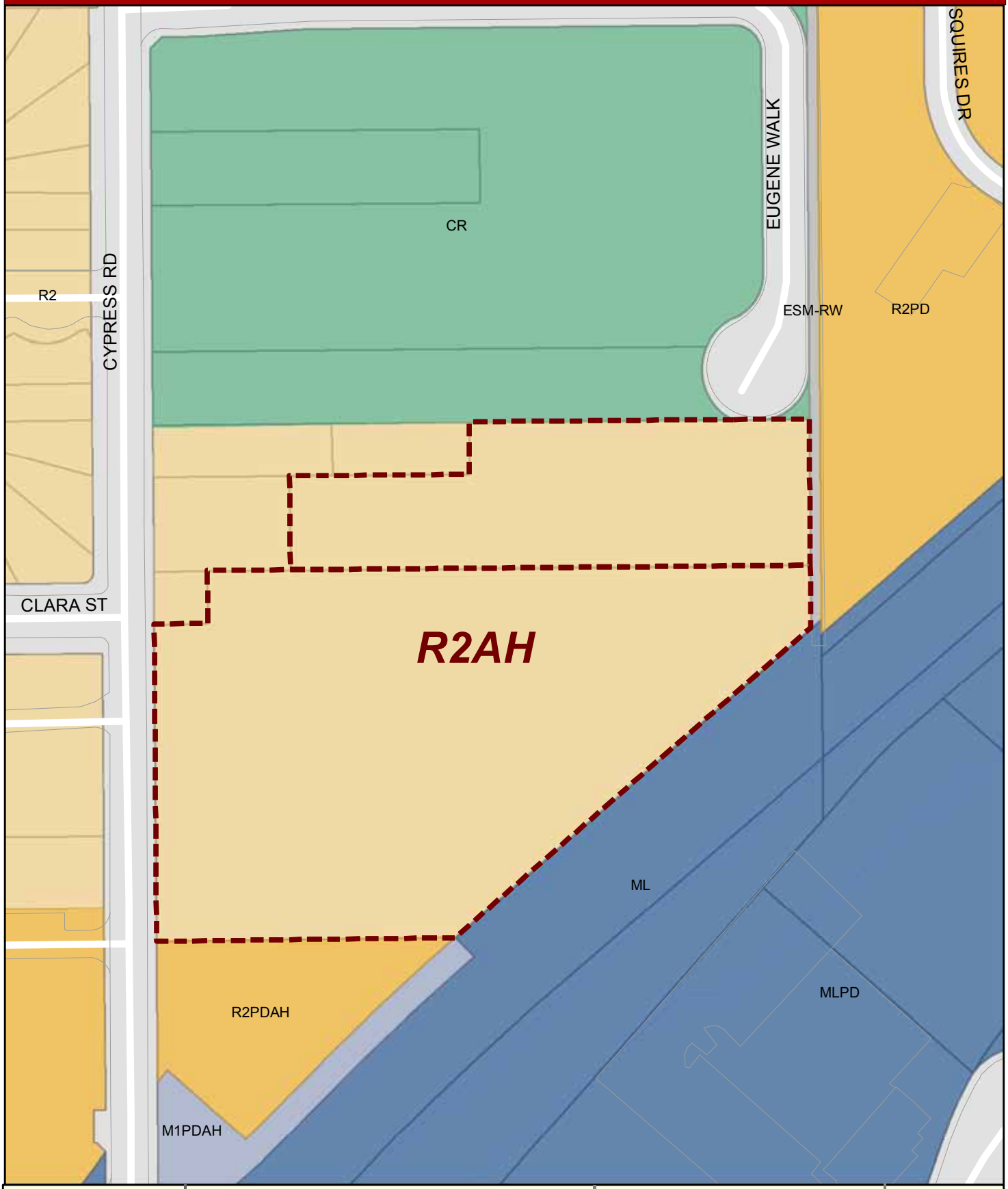
0 125 250 500 Feet

2030 General Plan Land Use Map

N W E S

1:2,500

Zoning/Specific Plan Map



OXNARD

Oxnard Planning

October 1, 2020

PZ 20-200-14, 20-535-02
Location: 5536, 5482 Cypress Rd
APN: 2230041020, 2230090015
Cypress Place at Garden City

0 37.5 75 150 225 300 Feet

Zoning/Specific Plan Map

1:1,500

Aerial Map



OXNARD
CALIFORNIA

Oxnard Planning
October 1, 2020

PZ 20-200-14, 20-535-02
Location: 5536, 5482 Cypress Rd
APN: 2230041020, 2230090015
Cypress Place at Garden City

0 37.5 75 150 225 300 Feet

Aerial Map

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ATTACHMENT B

COMMUNITY DEVELOPMENT DIRECTOR AGENDA, STAFF REPORT AND ATTACHMENTS B (PLANS) AND COMMUNITY DEVELOPMENT DIRECTOR SIGNED RESOLUTION

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.

The public may provide comments to the Director Hearing via email at planning@oxnard.org no later than 2:00 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 2:00 p.m. on the day of the meeting. Call the Planning office at (805) 385-7878, or email your request to planning@oxnard.org. (identify the agenda item in the Subject line).

AMENDED AGENDA - ERRATA MEMO # 1 ADDED TO ITEM F.1

CITY OF OXNARD
DIRECTOR HEARING
AGENDA

REGULAR MEETING
West Conference Room, 214 South C Street
Wednesday, February 3, 2021, 4:00 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 Community Development Director on matters within the jurisdiction of the Community Development Department, including information/consent items and any item not appearing on the agenda. The Director shall limit public comments to three (3) minutes. The Community Development Director 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 Community Development Director Secretary. Persons wishing to speak on public hearing items should do so at the time of the public hearing.

D. CONSENT AGENDA

E. EX PARTE DECLARATIONS FOR PUBLIC HEARING ITEMS

F. PUBLIC HEARING

1. **Project Name: Cypress Place at Garden City** - Planning and Zoning Permit Nos. 20-200-14 (Development Design Review - All Affordable Housing Opportunity Program "AAHOP"); 20-535-02 (Density Bonus Permit); & 20-310-09 (Lot Line Adjustment). The Project proposes to demolish two abandoned residential structures and related structures for an existing commercial agricultural use (nursery); and construct an all affordable 150-unit residential apartment complex with associated site improvements on a 5.24 acre site that consists of two lots that will be adjusted to accommodate new infrastructure. Site improvements will consist of six, three story buildings with one to three bedroom units ranging between 562 and 1012 square feet in size; including a two-story 7,967 square foot learning center/community building with centralized laundry room and community kitchen. Additional onsite amenities include outdoor recreational areas for residents. The Project is

requesting two concessions that would provide relief from City City Code Sections 16-362F to eliminate requirements for private balconies and Section 16-322 for reduction of 21 parking spaces from 273 to 252. The project site is located within the Residential low Medium land use designation and Multiple-Family Affordable Housing (R-2-AH) zoning district. Filed by Lauren Nichols, Peoples' Self Help, 56 East Main Street, Suite 200, Ventura, California 93001.
Project Planners: Juan Martinez, Associate Planner

Recommendation:
That the Community Development Director find the Project to be exempt from the California Environmental Quality Act (CEQA), pursuant to Senate Bill 35 and Government Code Section 65913.4, and adopt Resolutions 20-200-14 (Development Design Review - All Affordable Housing Opportunity Program "AAHOP"); 20-535-02 (Density Bonus Permit); & 20-310-09 (Lot Line Adjustment), subject to certain findings and conditions.

G. STUDY SESSION/REPORTS

H. COMMUNITY DEVELOPMENT STAFF UPDATES

I. ADJOURNMENT

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 Community Development Director 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.

PLANNING DIVISION
214 SOUTH C STREET
OXNARD, CALIFORNIA 93030

MEMORANDUM

Agenda Item: 1

CDD Hearing Date: 02/03/2021

To: Development Services Director

From: Juan Martinez, Associate Planner

Subject: **Errata Memo No. 1 to Project Name: Cypress Place at Garden City** - Planning and Zoning Permit Nos. 20-200-14 (Development Design Review - All Affordable Housing Opportunity Program "AAHOP"); 20-535-02 (Density Bonus Permit); & 20-310-09 (Lot Line Adjustment). The Project proposes to demolish two abandoned residential structures and related structures for an existing commercial agricultural use (nursery); and construct an all affordable 150-unit residential apartment complex with associated site improvements on a 5.24 acre site that consists of two lots that will be adjusted to accommodate new infrastructure. Site improvements will consist of six, three story buildings with one to three bedroom units ranging between 562 and 1012 square feet in size; including a two-story 7,967 square foot learning center/community building with centralized laundry room and community kitchen. Additional onsite amenities include outdoor recreational areas for residents. The Project is requesting two concessions that would provide relief from City City Code Sections 16-362F to eliminate requirements for private balconies and Section 16-322 for reduction of 21 parking spaces from 273 to 252. The project site is located within the Residential low Medium land use designation and Multiple-Family Affordable Housing (R-2-AH) zoning district. Filed by Lauren Nichols, Peoples' Self Help, 56 East Main Street, Suite 200, Ventura, California 93001.

Subsequent to the release of the staff report and the agenda review items for the Community Development Director hearing of February 3, 2021, the following items were noted and/or Staff determined that the following draft conditions of approval will need to be revise.

Staff Report Review Comments

1. The staff report and draft resolutions describe that the project is seeking a reduction of 21 parking spaces from 273 to 252. However, the project is only required to

provide 212 off-street parking spaces pursuant to Government Code Section 65915(p) while the project is providing a total of 252 off-street parking spaces. Consequently, the applicant requested parking Density Bonus Concession is not necessary; however, the Planning Commission will still need to process a Density Bonus to grant the 20% Density Bonus request to increase the number of units from 125 to 150 units, to grant the requested concession to eliminate requirements for private balconies, and to acknowledge the Density Bonus eligible vehicle parking ratios for projects which meet the criteria of Government Code Section 65915(b) and (c).

Staff report paragraph four in Section 6c states that "*Density Bonus State Law, Government Code Section 65915(p). Government section provides relief and preempts the City's off street parking requirements for bedroom vs number of parking stalls required, garage parking, and visitor parking.*" That paragraph remains as written, but the following table is updated to indicate the following:

- CA Gov Code Section 65915(p)(1)
  Except as provided in paragraphs (2), (3), and (4), upon the request of the developer, a city, county, or city and county shall not require a vehicular parking ratio, inclusive of parking for persons with a disability and guests, of a development meeting the criteria of subdivisions (b) and (c), that exceeds the following ratios:
  (A) Zero to one bedroom: one onsite parking space.
  (B) Two to three bedrooms: one and one-half onsite parking spaces.

Table on page 11. Updated to be consistent with the table in Section 6(c).

PARKING TABLE BREAKDOWN AND DISTRIBUTION PER CALIFORNIA GOVERNMENT CODE SECTION 65915(p)					
BEDROOM COUNT	**# OF UNITS**	**OFF-STREET REQUIRED**	**PARKING**		**NOTE**
			REQUIRED	**PROVIDED**	
1-Bed	27	1 Parking Stall	27	252	~~Applicant is seeking a concession for relief on 20 parking stalls~~The project provides 40 more parking spaces than required by Government Code Section 65915
2 to 3 Bedrooms	123	1.5 Parking Per Unit	185		
Visitor Parking		No Visitor Parking Required	0		
		Total:	212	252	

2. The Appeal procedures in Section 9 of the staff report indicates that the Community Development Director's action may be appealed to the Planning Commission within 10 days after the decision date. In order for the City to be in compliance with SB 35, any appeals must be dealt with within the 90 day approval period. In the event that

the Director's decision is appealed, the City would need to resolve the Appeal by February 22, 2021.

Revisions or deletion to Conditions of Approval

3. Modify COA #3. This condition is being modified to be in compliance with Government Code 65913.
    a. This permit shall automatically become null and void 36 ~~24~~ months from the date of its issuance, unless the Developer has diligently developed the proposed project, as shown by the issuance of a grading, foundation, or building permit and the construction of substantial improvements. If Developer has not met the 36-month deadline, Developer may seek a further extension of the deadline based upon providing proof of compliance with Government Code 65913.4. ~~Applicant obtains a zone clearance and business license for the proposed use~~ (PL, G-3)

4. Delete COA #59. The development will demolish all existing structures and will involve new development with water conservation fixtures to comply with current CA Plumbing Code. Consequently, there are no water fixtures to retrofit.
    a. ~~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)~~

5. Delete COA #70. This condition applies to non-residential construction and does not apply to residential construction. Residential construction visual concerns are covered by COA #64, which is being retained in the Resolution.
    a. ~~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)~~

6. Modify COA #84. Pursuant to COA #83, a Phase I Cultural Resources Survey of the project site prior to issuance of any grading permits consistent with General Plan Policy ER-11.1. The Phase I Cultural Resources Survey is to determine if significant cultural resources have been identified or are expected to occur, and, if so, a Native American monitor shall be required at the onset of ground disturbance activities.
    a. If a Native American monitor is required by the Phase I Cultural Resources Survey recommendations, t~~T~~he Developer shall contract with a Native American monitor to be present during all subsurface grading, trenching or construction activities on the project site. The monitor shall

provide a weekly report to the Planning Division summarizing the activities during the reporting period. A copy of the contract for these services shall be submitted to the Planning Division Manager for review and approval prior to issuance of any grading permits. The monitoring report(s) shall be provided to the Planning Division prior to approval of final building permit signature. (MND, E-2)

7. Modify COA #86. This condition is being modified to clarify a 2 manager unit exemption and to make it consistent with COA #87.
    a. All Affordable Housing Opportunity Program (AAHOP) requirements are applicable to this property, requiring 100% of residential units to be affordable (2 additional manager's units exempt from affordability requirements). (AH)

8. Modify COA #89. This condition is being modified to include text to allow the Developer to comply with state and federal laws.
    a. To the extent allowed by state and federal fair housing laws, AAHOP covenants for each phase of the project must identify the number of affordable units by number of bedrooms and level of affordability, set aside for Transitional Age Youth (TAY), Agricultural workers, and income-eligible families and individuals. Convents must identify the method of determining eligibility for TAY, Agricultural workers, and eligible families and individuals. TAY residents must meet the definition for eligible youths as defined by the Department of Housing and Urban Development's (HUD) Family Unification Program. Agricultural workers must meet the California Code of Regulations Labor Code definition for agricultural employee. (Subdivision (b) of Labor Code Section 1140.4).

9. Modify COA#115. This condition is being modified to clarify the intent of this condition is to provide perimeter access control and access to common facilities.
    a. The site shall be equipped with an access control system that shall restrict human and vehicle access to semi-public areas of the site. The areas considered "semi-public" shall include: perimeter access to parking areas restricted to residents and guests~~, shared hallways~~, and common laundry rooms~~,~~ and activity rooms. The property management shall have the capability to restrict tenant access control "keys" (cards, fobs, etc.) so that access to specific facilities such as laundry rooms and activity rooms can be turned on and off. (PD)

10. Modify COA #136. This condition is being modified to be consistent with State law. Pursuant to SB 330, the Developer is subject to those development standards and fees that were in place at the time the Pre-Application was filed with the City. The SB 330 Pre-application was received on June 29, 2020.
    a. 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. Pursuant to SB 330, development fees are subject to those fees that were in place at time that Pre-Application (SB 330) was filed (06/29/2020) with the City. (DS-1)

11. Modify COA #153. The condition is being modified to clarify the response to graffiti clean up is intended to occur during weekdays when the project's non-emergency maintenance team is expected to be onsite.
    a. Developer shall remove graffiti from the project, including graffiti on offsite public infrastructure under construction by Developer, within 24 hours on weekdays and if graffiti occurs on weekends, graffiti shall be cleaned up within 24 hours from Monday.~~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)

12. Modify COA #158. This condition is being modified to be consistent with State law. Pursuant to SB 330 and SB 35, the Developer is subject to those objective development standards and fees that were in place at the time the Pre-Application was filed with the City. The SB 330 Pre-application was received on June 29, 2020.
    a. "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. Pursuant to SB 330 and SB 35, Development Standards are subject to those standards that were in place at time that Pre-Application (SB 330) was filed (06/29/2020) with the City and are objective design standards as articulated within SB 35. (DS-27)

13. Modify COA #180. This condition is being modified to specify fiber optic infrastructure is to be included in the master utility plan. Within the public right-of-way, the fiber optic infrastructure is to only be installed along the project's frontage.
    a. 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, and fiber optics lines) in accordance with City standard plans. (DS-61)

14. Modify COA #184. This condition is being modified to be consistent with State law. Pursuant to SB 330 and SB 35, the Developer is subject to those objective development standards and fees that were in place at the time the Pre-Application was filed with the City. The SB 330 Pre-application was received on June 29, 2020. The developer has stated they intend to exceed the 4'6" minimum recognizing the 15-foot dimension is intended to minimize long term maintenance.
    a. Developer shall construct a concrete apron along the length of the trash enclosure opening that extends a minimum of 4'6" consistent with City design guideline from Plate No. 103 ~~15 feet~~ from the face of the enclosure. Pursuant to SB 330 and SB 35, Development Standard are subject to those objective design standards and fees that were in place at time that Pre-Application (SB330) was filed (06/29/2020) with the City. (DS-69)

15. Modify COA #194. This condition is being modified to be consistent with State law. Pursuant to SB 330 and SB 35, the Developer is subject to those objective development standards and fees that were in place at the time the Pre-Application was filed with the City. The SB 330 Pre-application was received on June 29, 2020. The developer has stated they recognize the importance for onsite traffic calming features and intend to implement them as the budget allows.
    a. It is recommended that the d~~D~~eveloper should ~~shall~~ construct proposed walkways that cross vehicular drive aisles of colored enhanced concrete. The concrete color shall contrast with the parking lot paving material to clearly identify pedestrian areas. Pursuant to SB 330 and SB 35, Development Standards are subject to those standards that were in place at time that Pre-Application (SB 330) was filed (06/29/2020) with the City and are objective design standards as articulated within SB 35. (DS-101)

16. Modify COA #199. This condition is being modified to clarify which ramps and associated crosswalk improvements are to be installed / upgraded.
    a. The frontage improvements shall include a crosswalk and Americans with Disabilities Act (ADA) curb ramps at East Clara Street. The ~~All~~ existing ramp~~s~~ at the northwest corner of East Clara Street and Cypress Road intersection shall be brought up to ADA Standards. (DS)

17. Modify COA #221. This condition is being modified to be consistent with State law. Pursuant to SB 330 and SB 35, the Developer is subject to those objective development standards and fees that were in place at the time the Pre-Application was filed with the City. The SB 330 Pre-application was received on June 29, 2020. The developer has stated they recognize the importance for onsite traffic calming features and intend to implement them as the budget allows.
    a. It is recommended that the d~~D~~eveloper should ~~shall~~ incorporate, design and construct traffic calming features (i.e. pavement contrasting color, etc) along all ~~the~~ proposed drive aisles within the development to address potential speeds of travel. Final locations and design shall be coordinated with and approved by the City Traffic Engineer. Development Standards are subject to those standards that were in place at time that Pre-Application (SB 330) was filed (06/29/2020) with the City and are objective design standards as articulated within SB 35. (TR)

18. Modify COA #223. This condition is being modified to confirm types of turnarounds that may be installed. The applicant is aware that the City's Environmental Resources Division seeks design solutions which do not require their trucks to drive in reverse.
    a. Developer shall design and construct a turnaround (i.e. hammerhead or cul-de-sac) at the end of Phase 1 proposed northerly drive aisle to accommodate Environmental Resources trucks turning. Final design shall be approved by the City Traffic Engineer and the Environmental Resources Division. (TR)

City staff will update the approval document to reflect any changes the Planning Commission has authorized at the public hearing.

COMMUNITY DEVELOPMENT DIRECTOR
STAFF REPORT

TO: Jeff Pengilley, Interim Community Development Director

FROM: Juan Martinez, Associate Planner

DATE: February 3, 2021

SUBJECT: **Project Name: Cypress Place at Garden City**; Planning and Zoning Permit Nos. 20-200-14 (Development Design Review - All Affordable Housing Opportunity Program "AAHOP"); 20-535-02 (Density Bonus Permit); & 20-310-09 (Lot Line Adjustment); Development entitlements to construct a 150 dwelling unit apartment complex on 5.22 acres site located 5536 & 5482 Cypress Road (APN 223-0-041-020/APN 223-0-090-015).

1) **Recommendation:** That the Community Development Director ("**Director**") finds the Project to be exempt from the California Environmental Quality Act (CEQA), pursuant to Senate Bill 35 and Government Code Section 65913.4, adopt a Resolution approving Planning and Zoning Permit Nos. 20-200-14 (Development Design Review Permit) and 20-310-09 (Lot Line Adjustment), subject to certain findings and conditions.

2) **Project Description and Applicant:** A request for a Development Design Review (DDR) permit to demolish two abandoned existing residential structures and accessory structures relating to a former commercial agricultural use (nursery); and construct an all affordable 150-unit residential apartment complex with associated site improvements on a 5.24 acre project site that consists of two lots. The Project site is zoned for Multi-Family Residential (R-2-AH) with AAHOP overlay and is located at 5536 & 5482 Cypress Road within the Residential Low Medium land use designation and the Cypress Neighborhood (Attachment A).

   Site improvements will consist of six, three story buildings with 27 one bedroom units, 75 two bedroom units, and 48 three bedroom units ranging between 562 and 1,012 square feet in size; including a two-story 7,967 square foot common learning center/community building with centralized laundry room and community kitchen. Additional onsite amenities include outdoor recreational areas for residents.

   The site's Affordable Housing (AH) zoning overlay establishes a density at 24 units per acre for development projects proposing all affordable housing developments pursuant to the All-Affordable Housing Opportunity Program (AAHOP). In addition to the AH overlay, the project includes a 20% Density Bonus request to increase the density unit count from 125 units to 150 total units that includes two onsite manager units.

The ministerial Density Bonus request includes two concessions that would provide relief from Oxnard City Code (OCC) Sections 16-362F to eliminate requirements for private balconies and Section 16-622 for reduction of 21 parking spaces from 273 to 252. The Density Bonus Permit is requesting ministerial review to allow for a reduction of parking standards pursuant to State Density Bonus Law and OCC Section 16-410P, and is subject to the approval of the Planning Commission. Therefore, the Density Bonus Permit is not under consideration by the Community Development Director and a separate notice and report will be prepared for that hearing. The Density Bonus Permit is scheduled for the Planning Commission hearing of February 18, 2021.

The Project also includes an application for a Lot Line Adjustment to the lots associated with the Project site. The site will remain bisected with the property line located between buildings with one lot (Phase 1) adjusted to an area of 3.23 acres in size and the second lot (Phase 2) to 2.01 acres in size. The project includes a special condition of approval, requiring that a Certificate of Approval for Lot Line Adjustment (PZ 20-310-09) be filed for technical review by the City Surveyor and to be recorded with the County prior to issuance of building permits for the Project. Sheet EA.4 of the architectural plans (Attachment B) delineates where the existing and the proposed new property line will bisect the Project site. The project project's compliance review is based on the proposed property line.

For purposes of this staff report, the foregoing Project description shall be referred to as the "**Project**". Filed by Lauren Nichols, Peoples' Self Help, 56 East Main Street, Suite 200, Ventura, California 93001 (the "**Applicant**").

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

3) **Existing & Surrounding Land Uses:** The Project site is currently vacant with existing infrastructure with two abandoned homes that previously served a commercial greenhouse and nursery. The Project site is located in the 5500 block of Cypress Road, and it is surrounded by newer residential development that includes Garden City Acres Park which were built over the last 10-15 years. The Cypress Neighborhood areas was annexed from the County in the early 70's and prior to some of the newer development, previous uses consisted of larger underutilized lots with single family homes, industrial like and agricultural uses and substandard roadway and drainage conditions.

The following table lists and identifies the General Plan Land Use Designations, Zoning Designations, and existing land uses of the Project site and properties immediately adjacent to the site, which are also illustrated in Attachment A:

LOCATION	ZONING	GENERAL PLAN	EXISTING LAND USE
Project Site	R2-AH Multi-Family Residential - Affordable Housing	RLM Residential Low Medium AAHOP Site B-10 All Affordable Housing Opportunity Program Site B-10	Agricultural - Nursery
North	R-2/C-R Multi-Family Residential/ Community Reserve	RLM/PRK Residential Low Medium/Park	Single Family House/Garden Acres Park
South	R-2-PD-AH Multi-Family Residential Planned Development / Affordable Housing	RLM Residential Low Medium	Garden City Camp (Labor Housing)
East	R-2-PD/M-L Multi-Family Residential Planned Development/Limited Manufacturing	ESM/ILM Easement/Industrial Limited	City Housing/ Railroad/Veh Storage
West	R-2 Multi-Family Residential	RLM Residential Low Medium	Cypress Trailer Park

4) Background Information:

Application Summary

On June 29, 2020, the Applicant filed for a SB 330 Pre-Application Review with the intent to seek ministerial review and approval of the subject AAHOPP development Project pursuant to California Senate Bills (SB) 35 and SB 330. The development plans were reviewed by the City's Development Advisory Committee (DAC) and comments were provided to the Applicant on July 22, 2020.

On September 11, 2020, within 180 days from when the SB 330 Pre-Application was submitted to the City, the subject entitlement applications were received, and on October 7, 2020, the DAC reviewed and provided comments and identified objective standards which were not yet met. The project was deemed Incomplete on October 9, 2020 as a specific list of project components which were not in compliance with objective standards of the OCC. This meant the project had not yet qualified for expedited processing pursuant to Government Code Section 65913.4. On November 24, 2020, updated project plans and related materials were received, and they were reviewed by the DAC on December 16, 2020. The November 24 submittal was deemed consistent with the City's objective standards, and the project application was deemed Complete, thus initiating a ministerial streamlined 90-day review as of November 24, 2020, pursuant to California Government Code Section 65913.4, that is to be completed by February 22, 2021.

Community Meeting Summary

City staff worked with the Applicant to the City's required community meeting requirement. On October 19, 2020, the project was presented to the Cypress Neighborhood and on October

21, 2020, the project was presented at the Inner Neighborhood Community Organization (INCO). For community input and more information see Community Input Section 8 of this report.

SB 35 Summary

SB 35 projects are required to meet development eligibility criteria set forth in the senate bill that includes housing type requirements, site requirements, affordability provision, and labor provision requirements. City Staff has determined that the project qualifies as a Streamlined Infill Project that satisfies all of the objective planning standards and is therefore subject to the streamlined ministerial approval process provided by SB 35 (Government Code Sections 65913.4(b) and (c)).

California Senate Bill 35 became effective on January 1, 2018 as part of a 15-bill housing package aimed at addressing the State's housing shortage and high housing costs. The intent of SB 35 is to provide reforms and incentives to facilitate and expedite the construction of affordable housing. The State Department of Housing and Community Development ("HCD") issued the Streamlined Ministerial Approval Process Guidelines dated November 29, 2018 to provide additional guidance on procedures and implementation of SB 35 (SB 35 Guidelines). The law adds Section 65913.4 to the Government Code requiring those Cities not meeting their State-mandated Regional Housing Need Allocation ("RHNA") goals in certain categories to streamline the approval of qualified housing projects through a ministerial approval process, removing the requirement for CEQA analysis and altering parking requirements. This is the first project in the City of Oxnard invoking SB 35 which remains in effect until January 1, 2026.

SB 35 projects are required to meet development eligibility criteria set forth in the senate bill that includes housing type requirements, site requirements, affordability provision, and labor provision requirements. City Staff has determined that the project qualifies as a Streamlined Infill Project that satisfies all of the objective planning standards and is therefore subject to the streamlined ministerial approval process provided by SB 35 (Government Code Sections 65913.4(b) and (c)).

Pursuant to SB 35, a local government must streamline the approval of a Streamlined Infill Project only based on objective zoning and design review standards and the locality's process and application requirements shall not in any way inhibit, chill or preclude the ministerial approval process. When determining consistency with objective zoning and design review standards, the local government can only use those standards that meet the following definition set forth in SB 35:

> *"standards that involve no personal or subjective judgment by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent*

> *and the public official prior to submittal. These standards may be embodied in alternative objective land use specifications adopted by a city or county, and may include, but are not limited to, housing overlay zones, specific plans, inclusionary zoning ordinances, and density bonus ordinances"*

Pursuant to SB 35, the project qualifies as a Streamlined Infill Project ("SIP") that satisfies all of the objective planning standards of California Government Code Section 65913.4(a)(1)-(a)(10), the applicant certifies that they will comply with all wage requirements defined in Government Code Section 65913.4(a)(8), and is therefore subject to the streamlined, ministerial approval process provided by Government Code Section 65913.4(b). In accordance with Government Code Section 65913.4(c), the Community Development Director may conduct public oversight of the development within ninety (90) days of submittal of the development to the local government, which shall be objective and be strictly focused on assessing compliance with criteria required for streamlined projects, as well as any reasonable objective design standards published and adopted by ordinance or resolution by a local jurisdiction before submission of a development application.

The Project includes applicant requests a Density Bonus entitlement that is subject to review and approval by the Planning Commission and requires a public hearing. While SB 35 requires a ministerial process for Streamlined Infill Projects, SB 35 (Government Code Section 65913.4(c)) allows public oversight to be conducted by a local government's Planning Commission for the Density Bonus application.

5) **Environmental Determination:** Pursuant to Senate Bill 35, Government Code Section 65913.4 and Public Resources Code Section 21080(b)(1), Streamlined Infill Projects are statutorily exempt from the California Environmental Quality Act (CEQA) as a ministerial project. Development Projects satisfying all of the objective planning standards of Government Code Section 65913.4(a) are subject to the streamlined, ministerial approval process provided by Government Code Section 65913.4(b) and (c).

   The proposed Streamlined Infill Project development satisfies the objective planning standards set forth in SB 35 (Government Code Section 65913.4(a)) and the Oxnard City Code, including the R-2 Multiple-Family Zone (OCC §16-43 to 16-48); the All Affordable Housing Opportunity Program (OCC §16-420A to 16-420H); and the Attached Dwelling Unit Development Standards (OCC §16-360 to §16-363). The proposed project is therefore a ministerial project that is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080(b)(1).

   As a matter of additional disclosure, staff determined that the Project site, as conditioned, will be adequately served by all required utilities and public services. The Project site has no value as habitat for endangered, rare or threatened species. Additionally, this Project will not result in any significant effects relating to traffic, noise, air quality, or water quality. Therefore, staff has determined that there is no substantial evidence that the project will have

a significant effect on the environment and recommends that the Community Development Director accept the Notice of Exemption (Attachment C) attached to the staff report.

6) Analysis:

a) ***General Discussion:*** As discussed below, the Project has been found to be consistent with both the 2030 General Plan and the Oxnard City Code. Pursuant to §16-420F(F) and (G) of the Oxnard City Code, the approving body for all affordable development projects is the Community Development Director via a Development Design Review Permit (DDR) permit (OCC §16-181) and the Planning Commission for the Density Bonus permit (OCC §16-420F(E)). The Lot Line Adjustment application is an administrative action and, as a condition of approval, a certificate of approval will be required to be recorded prior to issuance of building permits.

b) ***General Plan Consistency:*** The City's 2030 General Plan land use designation for the subject site is Residential Low-Medium (7-12 dwelling units/acre) which allows low-rise residential housing. The AAHOP designation requires that housing units developed on the site be 100% affordable to extremely low, very low-, or low-income households with the exception of a manager's unit. The AAHOP designation for this site allows for a density of 24 dwelling units per acre instead of the 7-12 dwelling units/acre. The Density Bonus permit would allow for an additional 20 percent density calculated based on the allowed AAHOP density of 24 units per acre. With a density of 28.7 units per acre, the 5.24 acre site is allowed 150 residential units. The 150-unit Project is found consistent with the General Plan land use designation with the density allowed by both the AAHOP designation and the State Density Bonus.

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

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

II. Related or Indirect Applicability to the Proposed Project or Program (policy title and an explanation for each or groups of related or indirectly related policies).

III. No or Distant Applicability to the Proposed Project or Program (all policies not listed as Level I and II are assumed to be consistent).

POLICY	LEVEL	POLICY OR TITLE	EXPLANATION
CD-1.5	I	Promote the development of a variety of housing types throughout the City including apartments, condominiums, lofts, townhouses, and attached and detached single-family units.	The Project proposes to construct an all affordable apartment complex that will provide housing within a residentially zoned property that was formerly used for agricultural purposes.

CD-8.1	I	Continue to limit development to those areas that can be served by existing or planned utilities, transportation, and service systems.	The proposed Project is surrounded by urban development, and the existing utilities running Cypress Road adequately serve the proposed Project, as conditioned.
CD-14.1	I	In the evaluation of development proposals, continue to ensure that public and private development Projects comply with City design policies, plans, and guidelines.	The Project includes development and performance conditions recommended by Development Advisory Committee (DAC) to ensure that the Project complies with City permitting expectations and policies.
ISC-1.2	I	Review development proposals for their impacts on infrastructure (e.g., sewer, water, fire stations, libraries, streets) and require appropriate mitigation measures to ensure that proposed developments do not create substantial adverse impacts on existing infrastructure and that the necessary infrastructure will be in place to support the development.	The proposed Development and associated improvements would tie into existing infrastructure, which has the capacity to provide service to the proposed residential dwellings. As conditioned, Water service would be annexed from provided by the Cypress Mutual Water Company.
ER-9.2	I	Enhance neighborhood diversity and reinforce the desirable elements of neighborhood character and quality through incorporation of design guidelines, use of landscape materials, and encouraging new developments to integrate historical and culturally significant elements into proposed Projects.	The three story design adds safety value by incorporating windows overlooking the park. The scale is similar to newer apartment buildings approved within the community.
ICS-8.5		Consider and require where appropriate and feasible the enhancement of the pedestrian environment as part of private development and public works Projects, especially for public sidewalks.	The proposed site design includes pedestrian and bicycle amenities that incorporate coordinated landscaping and pedestrian walkways that connect persons within the complex but also to an adjacent community park, the street and include short term and long term bicycle storage.
CD-3.4 CD-14.1 CD-14.2 CD-14.3 ICS-11.10 ER-9.4 ER-10.1	II	Neighborhood Quality of Life Design Review Process Development Advisory Committee Functions Quality of Design Water Supply Findings for Smaller Projects Human Scale Development Promote Use of Native and Water Wise Plants	The Development Advisory Committee (DAC) review process led to changes in the Project and/or conditions of approval that meet these Level II policies.

c) The All Affordable Housing Opportunity Program (AAHOP) and Density Bonus Permit

On July 16, 2013, the City adopted Ordinance No. (#2870) implementing the AAHOP-program establishing requirements and procedures. At the same time, the project site was one of 36 AAHOP sites designated throughout the City by Ordinance No. 2869. In December of 2016, the City updated and codified (CCC Division 7C, §420A-420H) the AAHOP-program by adopting Ordinance No. 2913 and designated additional AAHOP sites. The 2017 Mid-Cycle 2013-2021 Housing Element Update

identifies the project site as AAHOP Site B-10 and analyzes the current and future housing needs within the City.

The AAHOP designation requires that housing units developed on the site be 100% affordable to extremely low, very low-, or low-income households with the exception of a manager's unit. As described above in the General Plan Consistency section, the AAHOP designation for this site allows for a density of 24 dwelling units per acre. The Density Bonus permit would allow for an additional 20 percent density calculated based on the allowed AAHOP density of 24 units per acre. With a density of 28.7 units per acre, the 5.24 acre site is allowed 150 residential units.

Except as described in this section and as detailed in the Zoning Consistency section below, the project is consistent with the AAHOP standards (OCC §16-420A to 16-420H). In accordance with AHHOP, the Applicant is requesting parking relief per Density Bonus State Law, Government Code Section 65915(p). Government section provides relief and preempts the City's off street parking requirements for bedroom vs number of parking stalls required, garage parking, and visitor parking. The following table provides a tabulation showing how the project compares with the City Code and Density Bonus Law.

PARKING TABLE BREAKDOWN AND DISTRIBUTION PER CALIFORNIA GOVERNMENT CODE SECTION 65915(p)

BEDROOM COUNT	# OF UNITS	OFF-STREET REQUIRED	PARKING		NOTE
			REQUIRED	PROVIDED	
1-Bed	27	1 Parking Stall	27	252	Applicant is seeking a concession for relief on 20 parking stalls
2 to 3 Bedrooms	123	1.5 Parking Per Unit	185		
Visitor Parking		No Visitor Parking Required	0		
		Total:	272	252	

In accordance with the AHHOP and Density Bonus Sections of the City Code, the Applicant is requesting parking relief in accordance with State Density Bonus Law, Government Code Section 65915(p) which does not require covered parking or enclosed garages for the residences and does not require on-site guest parking. Based on the bedroom distribution and parking breakdown table below, the Project is required to provide a total of 272 parking spaces. However, the applicant is seeking a concession for relief on 210 parking stalls.

Pursuant to the State Density Bonus Law, the City must grant up to four (4) concessions for this 100% affordable project per Government Code Section 65915. However, the applicant only requests two (2) concessions and provides justifications:

1. Concession from Zoning Code 16-362F: Private Balcony.
    a. Eliminate the requirement to provide private balconies. Private balconies have an estimated construction costs of approximately $10,000/unit. Eliminating balconies from this Project would result in actual, identifiable cost reductions of approximately $1,500,000 from the total development costs. Interior closet and storage space has been designed within each unit, as well as ample communal outdoor open space to accommodate residents.
2. Concession from Zoning Code 16-622: Total Required Parking.
    a. The AAHOP zoning code requires 273 total parking spaces, which is consistent with State Density Bonus Law. This project is proposing a reduction of 21 spaces to 252 total parking spaces, which equates to 1 stall per 1 bedroom units, 1.5 stalls per 2 bedroom units, and 2 stalls per 3 bedroom units. The reduced parking results in actual, identifiable cost reductions by reducing the costs associated with providing 21 additional parking spaces. It also reduces the cost per square foot of developing residential units, because the reduction allows for the accommodation of more units onsite without increasing land costs. The applicant's Property Management team has verified that the proposed parking ratio meets the long-term needs of the development and is consistent with other applicant projects.

Pursuant to Section 16-410F, the Density Bonus permit is non-discretionary and falls under the approving authority of the Planning Commission. The Density Bonus (PZ 20-535-02) is a companion permit that is tentatively scheduled for a Planning Commission hearing on February 18, 2021.

d) ***Conformance with Zoning Development Standards:*** The proposed Project is located in the Multi-Family Residential - Affordable Housing (R2-AH) zoning district. In accordance with the City Code, the apartment complex may be approved through a Development Design Review Permit provided the Project is found consistent with the applicable development standards, including density bonus concessions, reductions, or applicable waivers.

The following table illustrates and compares the development Project against the City's required standard and identifies when concessions, reductions, or applicable modification waivers have been applied.

R-2 (MULTI-FAMILY RESIDENTIAL) OXNARD MUNICIPAL CODE SECTIONS 16-40 THROUGH 16-50			
DEVELOPMENT STANDARD	**REQUIREMENT**	**PROPOSED/PROVIDED**	**COMPLIES ?**
Max. building height §16-43 AAHOP §16-420F	2 stories not to exceed 25 feet from top of curb Maximum six-stories	3 stories 37-feet - 6-inch from first floor finish floor to the top of parapet wall*	YES AAHOP 16-420F(B)
Density §16-44

	garage.	**Phase 1** - 25-feet, 9-inches **Phase 2** - 97-feet, 6-inches	
Side yard §16-46	10% of lot width but not less than 3' or more than 5'. Reverse corner lots shall have a street side yard that is 50% of the front yard.	**Phase 1** - 11-feet, 8-inches **Phase 2** - 6-feet, 6-inches	YES
Rear yard §16-43	25% of lot depth but not > 25-feet	Dimensions needed. . . **Phase 1** - 54-feet, 4-inches **Phase 2** - 89-feet, 4-inches	YES
Interior yard space §16-48	30% of lot area, with min. dimension of 15-feet x 15-feet. May not include vehicle parking or circulation areas.		N/A Per Attached Dwelling Unit Develop Standards 16-362(C) & (D)
Accessory Building §16-49	May be located in rear yard setback if bldg is 6' from nearest part of main bldg, is one story in height.	None	YES
Fences/hedges - front yard §16-308	Must be at least 50% open, and may not exceed 42 inches. Or if solid wall, then may not exceed 18 inches.	Fencing and plant material will be reviewed at time of plan check review for compliance with this development standards	YES with Condition of Approval
Fences/hedges - side & rear yards §16-309	Not to exceed 7 feet in height.	Fencing and plant material will be reviewed at time of plan check review for compliance with this development standards	YES with Condition of Approval
Parking spaces Multi-family cluster development §16-622	1 space in a garage for each 1-bedroom unit, and 2 spaces in a garage for each unit with 2 -5 bedrooms. <u>Required</u> 27 - 1 Bed Units <u>246 - 2-3 Bed Units</u> 273 Garage Parking Spaces	Garage parking not required for affordable housing projects seeking density bonus permit Parking open to the sky - 252 Parking stalls provided based on Density Bonus allowance 1 Bed Unit (27) - - - - 27 Parking Stalls 2-3 Bed Units (123) -<u>246 Parking Stalls</u> 273 Parking Stalls	YES Density Bonus Concession

Parking spaces Visitor §16-622	For 1st 30 units, 1 visitor space for each unit, and 0.5 visitor spaces per unit thereafter. 30 - Spaces 62 - Spaces 90 Visitor Parking Spaces	*No visitor parking required for affordable housing projects seeking density bonus permit*	YES
Bicycle Parking Table A-4: Master Bicycle & Ped Plan Appendices Multi-Family Residential (without private garage for each unit)	0.05 space for each bedroom (2 spaces minimum) **Short term Bicycle Parking** 27 (1 Bed) - - 1.35 75 (2 Bed) - - 3.9 48 (3 Bed) - - 2.4 7.65 Bicycle Spaces 0.15 space for each bedroom (2 spaces minimum) **Long-Term Bicycle Parking** 27 (1 Bed) - - 4.05 78 (2 Bed) - - 11.7 48 (3 Bed) - - 7.2 22.95 Bicycle Spaces	**Short term Bicycle Parking** 16 Bicycle Spaces **Long-Term Bicycle Parking** 48 Bicycle	YES
Fences/hedges - front yard §16-308	Must be at least 50% open, and may not exceed 42 inches. Or if solid wall, then may not exceed 18 inches.	Fences/hedges in front yard will be reviewed at time of plan check review for compliance with this development standards	YES
Fences/hedges - side & rear yards §16-309	Not to exceed 7 feet in height.	Fences/hedges in front yard will be reviewed at time of plan check review for compliance with this development standards	YES

DIVISION 2. ATTACHED DWELLING STANDARDS OXNARD MUNICIPAL CODE SECTIONS 16-360 THROUGH 16-363 AND AAHOP SECTIONS 16-420F			
DEVELOPMENT STANDARD	**REQUIREMENT**	**PROPOSED**	**COMPLIES ?**
Minimum dwelling size §16-362(A)	- 1 bedroom: 450 square feet - 2 or more bedrooms: 800 SF	**Phase 1** (15) 1 bed/1 bath: 572 SF (48) 2 bed/1 bath: 800 SF (27) 3 bed/2 bath:1,012 SF 90 Total units **Phase 2** 572 SF to 1012 SF (12) 1 bed/ 1 bath: 572 SF (27) 2 bed/ 1 bath: 822 SF (21) 3 bed/ 2 bath:1,012 SF 60 total units	YES

Building Separation §16-362(B)	Equal to half of the height of the taller structure unless otherwise determined by H&S requirements during DAC review process	Building separations were reviewed during DAC. At time of planning check, construction plans will be reviewed for structural, fire access, suppression, and other California Fire and Building Code requirements	YES
Recreation Facilities §16-362(C)	Provide common recreational facilities w/ interior yard space to include 1 or more of the following: Swimming pool, spa, tennis/basketball/volleyball courts, BBQ/picnic, rec bldg., exercise courses or children play equipment, etc.	- Community Building (7,262 SF) - Open play area - equipment details needed - Tot lot area show - Pedestrian connection access to Garden Acres Park	YES
Open Area §16-362(D)	Provide lawn area of 2,500 sf. & minimum 35' x 35	Two lawn areas shown on plan for Phase I and Phase II	YES
Distance from Garage to Dwelling §16-362(E)	75' from garage to dwelling entry	Design proposes surface parking and no garage parking is proposed	YES
Balcony or patio §16-362(F)	One balcony or patio, with minimum dimension 10 ft.	NONE	YES Density Bonus Concession
Balcony enclosures §16-362(G)	Railings/ walls to provide 50% enclosure	NONE	YES Density Bonus Concession
Storage Areas §16-362(H)	Each unit to have 225 cubic feet	Storage closet areas proposed within each dwelling unit	YES
Garages §16-362(I)	Shall have automatic garage door openers	No Garages Proposed	N/A
Utility Meters §16-362(J)	Wall-mounted utility meters shall be screened or integrated into the building design.	Utility plan will be reviewed at time of plan check review for compliance with this standard	YES with COA
Refuse Enclosures §16-362(J)	Enclosure shall be designed to reflect major design elements or details and access shall be provided separate from refused vehicle access.	Refuse enclosure shall be subject to the City's design standard.	YES

e) ***Site Design:*** The Project site is irregular in shape with remaining structures and outdoor uses (greenhouses, storage structures, and a residence) from agricultural uses that have existed from as early as 1961. The Project proposes six, three story residential buildings with interior corridors.

The buildings will be situated to create garden paseos with connecting meandering

walkways between buildings. The site will include recreational areas project amenities primarily tucked in between the two complexes. Additionally, the site design incorporates a direct connection to Garden City Acres Park.

f) ***Circulation and Parking:*** The proposed Project fronts Cypress Road, and its design incorporates pedestrian and two vehicular drive connections off of Cypress Road. The project is designed with two-way directional drive that loops around the buildings and connects with the opposite vehicular entrance. The site is designed with perpendicular surface parking stalls throughout the project. Pursuant to the City's parking standards, the parking areas incorporate landscape planter areas that incorporate trees, perimeter landscaping, lighting, ADA parking, and is designed to accommodate delivery, emergency and City service vehicles to maneuver through the site.

g) ***Building Design:*** The proposed project includes the construction of six, three story buildings to accommodate the construction of a 150 unit apartment complex. The proposed buildings are designed with simple building envelopes, stacking units of consistent widths. Two-story building elements are placed along Cypress Road to diminish the project scale on the streetscape. The placement of the buildings creates protected courtyards and provides sound attenuation from the railroad. The single shed roof configuration allows for optimal solar orientation, and the roof overhang to the south provides for shading, while the parapet to the north allows sunlight into the courtyard. The buildings use a contemporary architectural vocabulary, and a purposefully limited range of materials (a stucco base, brick and wood accents, aluminium doors). Additionally, the project purposefully includes the following green features to make the project energy efficient by design: lighter exterior color for solar reflectivity, open air hallways cooled by air from unit heat pumps and cool roof with solar panels.

h) ***Landscaping and Open Space:*** The project site includes landscaping in the parkway along the both frontages (facing West Second Street and South B Street) and partially along the east side (facing the alleyway). The parkway on the front includes eight new street trees that will provide canopy and shading to be consistent with the Oxnard Downtown Code.

The project includes private open space with play areas. Common areas will be landscaped with fruitless olive trees, shrubs, and ground cover. The common area includes bench seating, tables, decorative hardscape, and a community garden area.

7) Development Advisory Committee: The Project was reviewed by the Development Advisory Committee (DAC) on July 22, 2020, October 7, 2020, and December 16, 2020. Conditions of approval from DAC are included in the attached Resolution.

8) Community Workshop and Public Input: The project site is located within the Cypress Neighborhood. On October 19, 2020, the project was presented to the public during a

Community Workshop meeting. At the time, the City was in a state of quarantine due to COVID 19. In an effort to reach as many residents and property owners from the Cypress Neighborhood, City staff reached out and coordinated meeting details with the Neighborhood Chair and notices were mailed out to property owners and residents of the Cypress Neighborhood. Approximately 1,360 (716 residents/644 owners) meeting notices were mailed by the US Postal service and the Project site was posted with Project details and Community Workshop information. The meeting was attended by 31 members of the public to provide comments regarding the project.

On October 21, 2015, City Staff attended a virtual meeting where the applicant made a presentation to the Inter-Neighborhood Council Organization (INCO). Representatives from various neighborhoods attended the meeting where the Applicant made a slides presentation and thoroughly described the development proposal while showing details and answering questions. Persons in attendance raised questions and concerns regarding pedestrian crossing, traffic impacts to existing levels of service and compatibility with existing neighborhood.

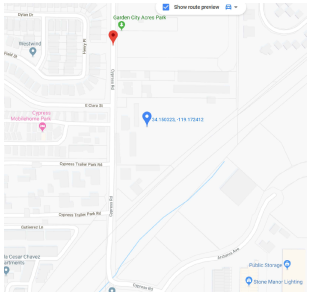
9) **Appeal Procedure:** In accordance with Section 16-525 of the City Code, the Community Development Director's action may be appealed to the Planning Commission within 10 days after the decision date. Appeal forms may be obtained from the City Clerk and must be submitted with the appropriate fees before the end of the appeal period. If an appeal to the Planning Commission is not filed within 10 working days of the Community Development Director's decision, the decision of the Community Development Director shall be considered final.

Attachments:

A. Maps (Vicinity, General Plan, Zoning, Aerial)
B. Reduced Project Plans
C. Notice of Exemption
D. Community Development Director Draft Resolution

ATTACHMENT B

PROJECT PLANS



VICINITY MAP

NOTES

(5) An easement for INGRESS AND EGRESS AND PUBLIC UTILITIES and incidental purposes, recorded November 09, 1951 as INSTRUMENT NO. 24015 IN BOOK 1032, PAGE 376 of Official Records.
In Favor of: TONY REYES, ET. AL.
Affects: AS DESCRIBED THEREIN

7. THE RIGHT TO GO UPON SAID LAND FOR THE PURPOSE OF OPERATING THE WELL AND WATER SYSTEM SERVING GARDEN CITY ACRES AND TAKING WATER THEREFROM, AS GRANTED IN DEED RECORDED FEBRUARY 1, 1938 IN BOOK 550, PAGE 302 OF OFFICIAL RECORDS, AND OTHER DEEDS OF RECORD. Not Plottable.

NOTICE OF FLOOD HAZARD
The property has been mapped in a Federal Emergency Management Agency (FEMA) Special Flood Hazard Area known as 'Zone X' floodplain as shown in the City of Oxnard of the Ventura County Flood Insurance Rate Map (FIRM)
06111C0918E, Panel 0937 of 1275, dated January 20, 2010.
All persons interested in this property are hereby notified that this property is located in a 0.2% annual chance floodplain and that a Floodplain Development Permit may be required prior to the issuance of a Building Permit, Grading Permit, and other City of Oxnard permits.

Zoning= R-2-AH

Parking: Not Applicable/ Not commercial

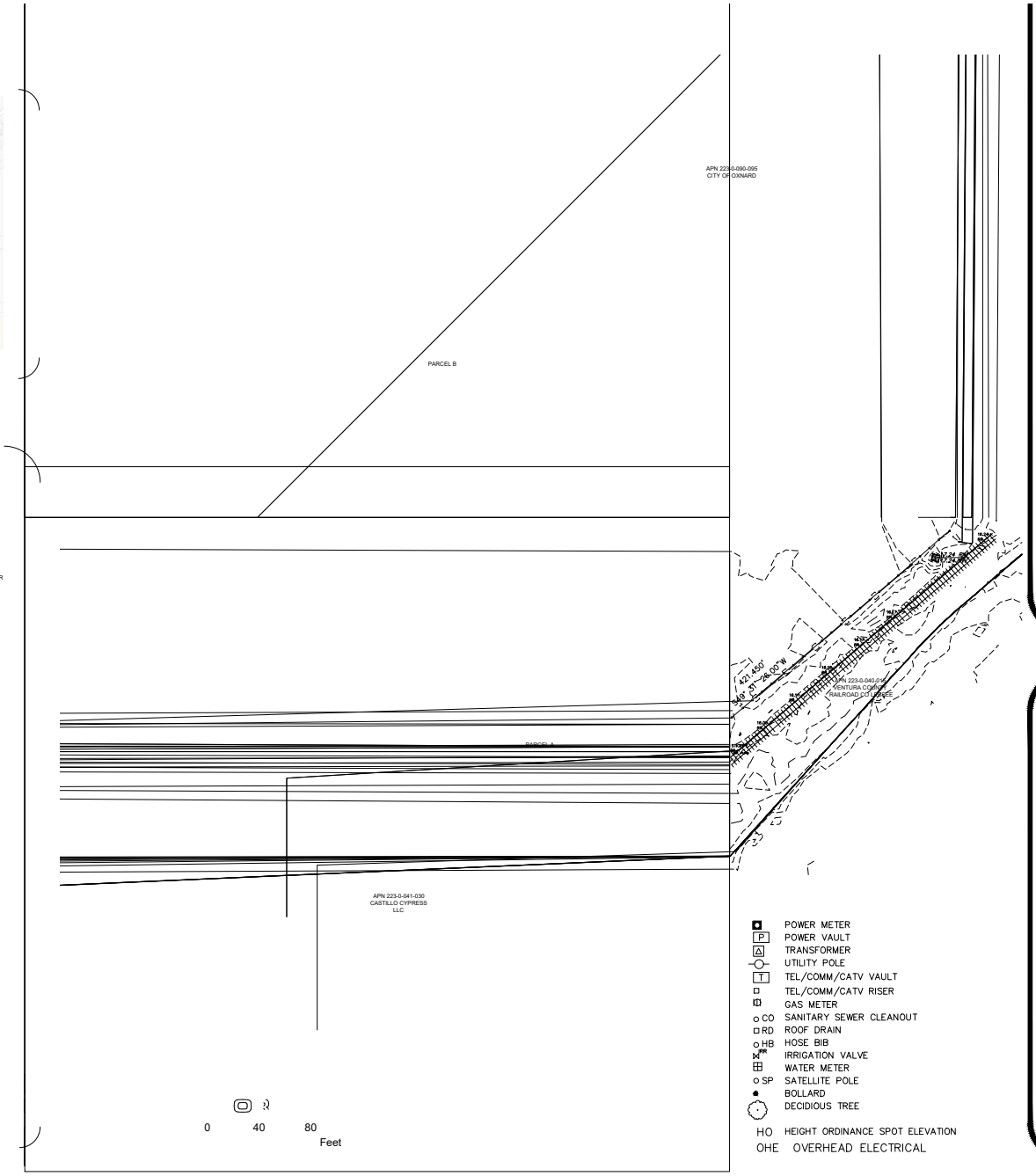
Total Land Area = 5.23 Acres

Total Area of Buildings at Ground Level
Residence 1 = 2684 Sq. Feet
Residence 2 = 616 Sq. Feet
Shop = 491 Sq. Feet

No observable evidence of earth moving work, building construction, or building additions within recent months.

No observable evidence of recent street or sidewalk construction or repairs.

No observable evidence of site us as a solid waste dump, sump, or sanitary landfill.



- POWER METER
- P POWER VAULT
- TRANSFORMER
- UTILITY POLE
- T TEL/COMM/CATV VAULT
- TEL/COMM/CATV RISER
- GAS METER
- CO SANITARY SEWER CLEANOUT
- RD ROOF DRAIN
- HB HOSE BIB
- IRRIGATION VALVE
- WATER METER
- SP SATELLITE POLE
- BOLLARD
- DECIDIOUS TREE
- HO HEIGHT ORDINANCE SPOT ELEVATION
- OHE OVERHEAD ELECTRICAL

LEGAL DESCRIPTION

PARCEL A:

IN BOOK 11 PAGE 105 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
EXCEPT THE EAST 170 FEET OF THE SOUTH 8 FEET THEREOF.

ALTA/ACSM LAND TITLE SURVEY

To Peoples' Self-Help Housing Corporation, First American Title Company:

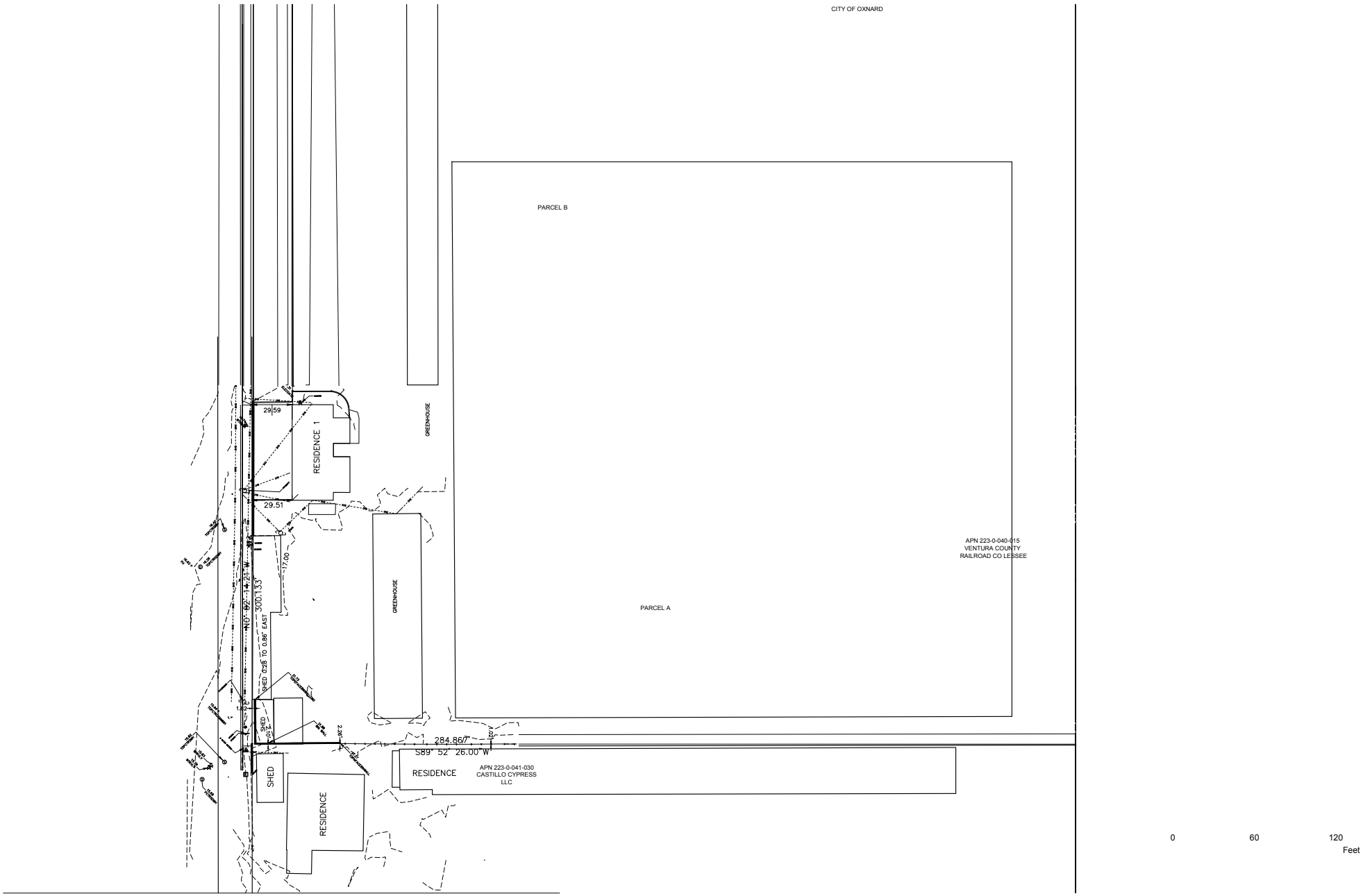
This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements items 2, 3, 4, 5, 6, 7a, 7b1, 8, 9, 10, 11, 12, 13, 14, 16, 17, 18, 19 and 20 per ALTA/ACSM Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items of Table A thereof. The field work was completed on.
11/25/2019

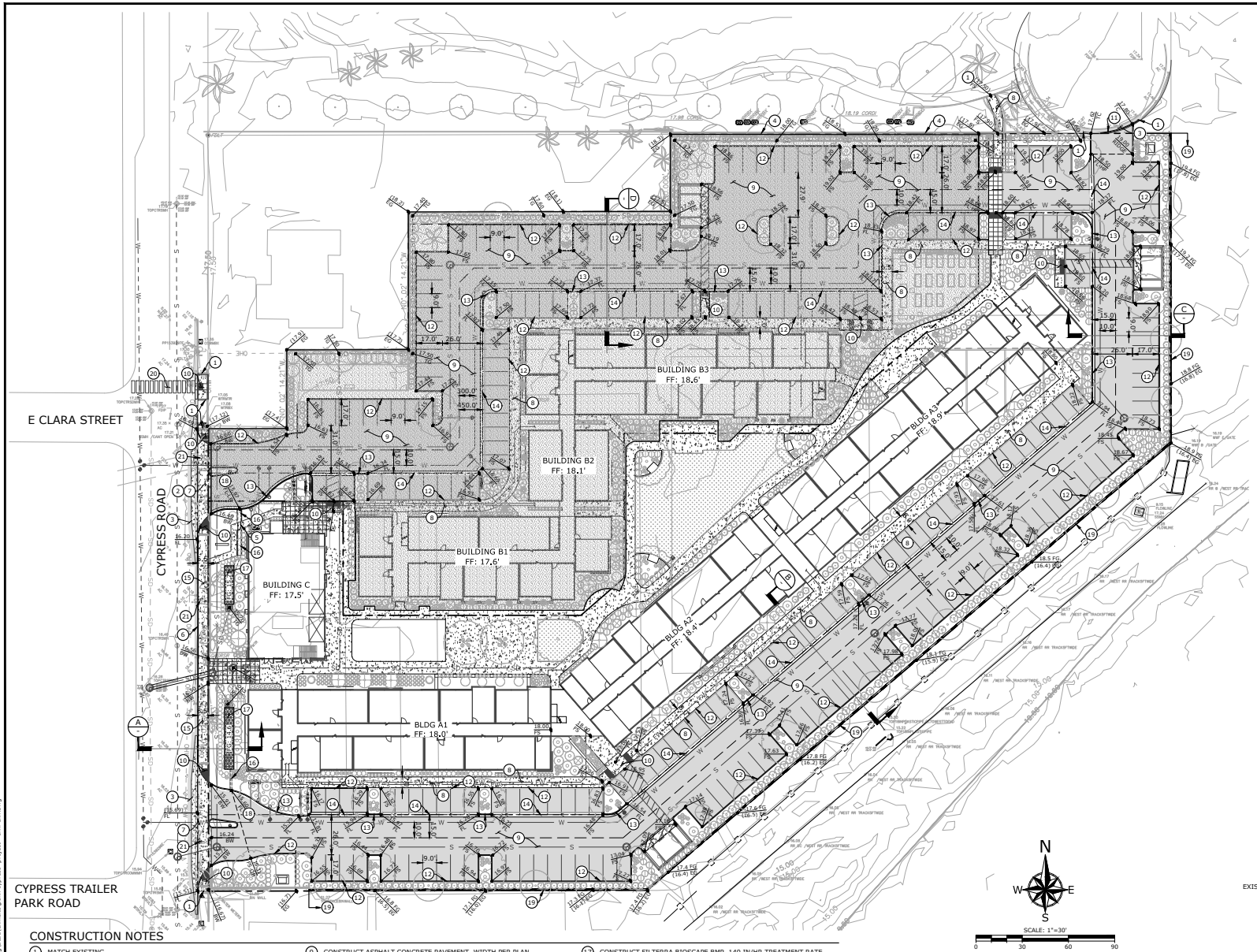
Date: 01/08/2019

William L. Meagher
Licensed Land Surveyor No. 5948
State of California (Expires 12/31/2020)
2747 Sherwin Ave. #12, Ventura, CA 93003
Phone (805) 677-4850 / Fax (805) 677-4853

LICENSED LAND SURVEYOR WILLIAM L. MEAGHER No. 5948 LICENSE 12-31-20 STATE OF CALIFORNIA

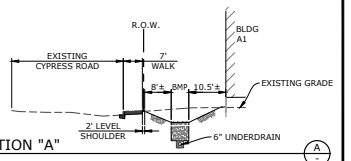
Date of Last Revision: 01/10/2020


CITY OF OXNARD
PARCEL B
PARCEL A
APN 223-0-040-015
VENTURA COUNTY
RAILROAD CO LESSEE
APN 223-0-041-030
CASTILLO CYPRESS
LLC
RESIDENCE 1
RESIDENCE
SHED
GREENHOUSE
GREENHOUSE
29.59
29.51
17.00
N 10° 02' 14.21" W
300.133'
SHED 0.28' TO 0.86' EAST
284.86'
S89° 52' 26.00" W
0
60
120
Feet

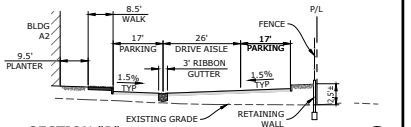


LEGEND

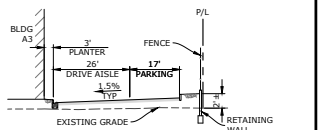
- PROPOSED SANITARY SEWER LINE
- PROPOSED DOMESTIC WATER LINE
- PROPOSED STORM DRAIN LINE
- PROPOSED PERIMETER WALL
- PROPERTY LINE
- EASEMENT LINE
- EXISTING SANITARY SEWER LINE
- EXISTING STORM DRAIN LINE
- EXISTING DOMESTIC WATER LINE
- PROPOSED STORMWATER BMP (FILTERRA BIOSCAPE)
- PROPOSED PHASE 2 CONSTRUCTION



SECTION "A"
N.T.S.



SECTION "B"
N.T.S.



SECTION "C"
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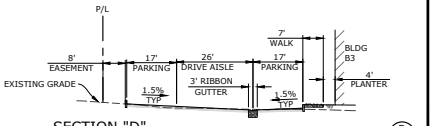

SECTION "D"
N.T.S.

CONSTRUCTION NOTES

1. MATCH EXISTING.
2. REMOVE EXISTING DRIVEWAY.
3. REMOVE AND REPLACE 24" OF EXISTING ASPHALT CONCRETE PAVEMENT.
4. PROTECT EXISTING WALL/FENCE.
5. CONSTRUCT 2' WIDE PARKWAY DRAIN PER COX STD. PLATE 124.
6. PROTECTING EXISTING CURB AND GUTTER.
7. CONSTRUCT DRIVEWAY PER COX STD. PLATE 116.
8. CONSTRUCT CONCRETE WALKWAY. WIDTH PER PLAN.
9. CONSTRUCT ASPHALT CONCRETE PAVEMENT. WIDTH PER PLAN.
10. CONSTRUCT CURB RAMP PER COX STD. PLATE 110.
11. CONSTRUCT MOUNTABLE CURB PER SPPWC STD PLAN 121-2.
12. CONSTRUCT CURB PER COX STD. PLATE 111, TYPE A1-6.
13. CONSTRUCT CURB & GUTTER PER COX STD. PLATE 111, TYPE A2-6.
14. CONSTRUCT RIBBON GUTTER PER COX STD. PLATE 117, MODIFIED TO 3'.
15. CONSTRUCT CONCRETE SIDEWALK PER COX STD. PLATES 112 AND 113.
16. CONSTRUCT 2' WIDE CONCRETE U-CHANNEL.
17. CONSTRUCT FILTERRA BIOSCAPE BMP, 140 IN/HR TREATMENT RATE.
18. CONSTRUCT 18" CURB CUT.
19. CONSTRUCT RETAINING WALL ALONG PERIMETER FENCE.
20. CONSTRUCT CROSSWALK STRIPING.
21. EXISTING POWER POLES AND OVERHEAD WIRES ALONG FULL PROPERTY FRONTAGE TO BE RELOCATED UNDERGROUND. COORDINATE RELOCATION WITH SOUTHERN CALIFORNIA EDISON.

REVISIONS

MARK	DATE	DESCRIPTION	BY

REVIEWED BY:
DATE
DATE

REGISTERED PROFESSIONAL ENGINEER — TRISTAN J. SANTOS — NO 71473 — CIVIL — STATE OF CALIFORNIA

ECG
Engineering Consultants Group
333 ½ LANTANA ST, SUITE 287, CAMARILLO, CA 93010
PHONE: 805.322.4443 WEBSITE: WWW.ECGCIVIL.COM
TRISTAN J. SANTOS DATE: 01/15/2021
PROJECT ENGINEER
R.C.E. 71473

CYPRESS COMMUNITY HOUSING
PEOPLES' SELF-HELP HOUSING
GRADING AND DRAINAGE EXHIBIT
5536 / 5482 CYPRESS ROAD, CITY OF OXNARD

SCALE: HORIZ. 1 = 30' VERT.
WORK ORDER 0467
DRAWN BY:
CHECKED BY:
SHEET NO. 1 OF 4

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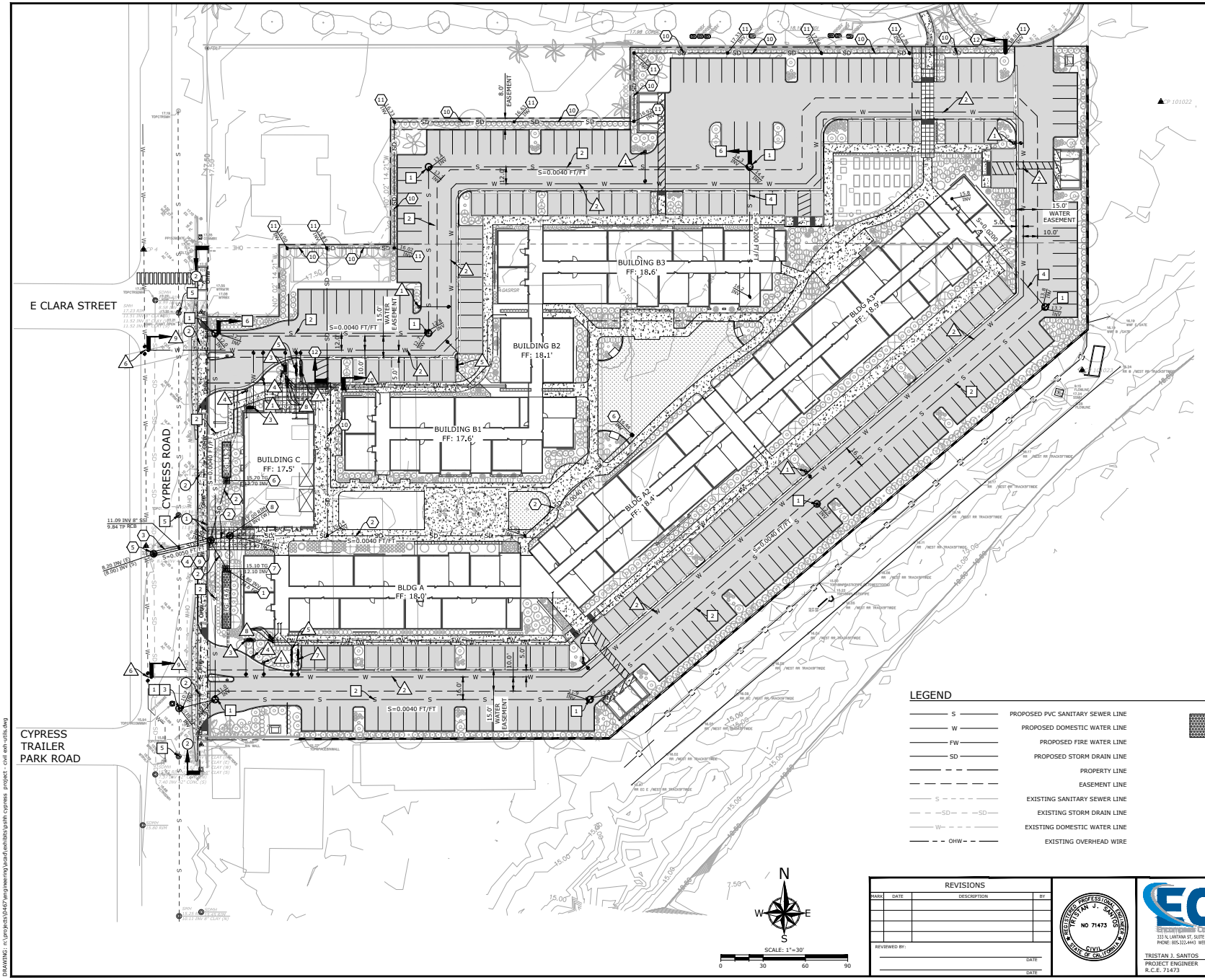

WATER CONSTRUCTION NOTES

1. CONSTRUCT FIRE HYDRANT PER COX STD. PLATE 300. REMOVE EXISTING WATER SERVICE LATERAL.
2. CONSTRUCT 8" PVC WATER LINE PER COX STD. PLATE 602.
3. CONSTRUCT FIRE WATER LINE INSTALLATION PER COX STD. PLATE 311, WITH FIRE DEPARTMENT CONNECTION.
4. CONSTRUCT FIRE DEPARTMENT CONNECTION.
5. CONSTRUCT DOMESTIC WATER SERVICE AND METER INSTALLATION PER COX STD. PLATE 310.
6. CONNECT TO EXISTING WATER LINE.
7. CONSTRUCT 2" IRRIGATION SERVICE WITH BACKFLOW PREVENTER PER COOX STD. PLATE 309.
8. CONSTRUCT POST INDICATOR VALVES (3 TYPICAL).
9. CONSTRUCT BACKBONE WATERLINE LOOP SYSTEM IN PHASE 1.
10. CONSTRUCT WATER LINE CONTINUATION IN PHASE 2.

SEWER CONSTRUCTION NOTES

1. CONSTRUCT SANITARY SEWER MANHOLE PER CITY OF OXNARD STD PLATE 400.
2. CONSTRUCT 8" PVC SDR 35 SEWER PER CITY OF OXNARD STANDARDS. TRENCH AND BACKFILL PER COOX STD. PLATE 602.
3. CONNECT TO EXISTING SEWER LINE.
4. CONSTRUCT SANITARY SEWER HOUSE CONNECTION PER COX STD. PLATE 405 (6" & BELOW).
5. PROTECT EXISTING SEWER MANHOLE.
6. CONSTRUCT SEWER LINE CONTINUATION IN PHASE 2.

STORM DRAIN CONSTRUCTION NOTES

1. CONSTRUCT 10" PVC STORM DRAIN LINE.
2. CONSTRUCT 12" PVC STORM DRAIN LINE.
3. 12"H X 36"W RCB.
4. CONSTRUCT STORM DRAIN MANHOLE No. 1 PER CITY OF OXNARD STD PLATE 513.
5. RECONSTRUCT EXISTING MANHOLE No.1 AND JOIN RCB.
6. 24" x 24" CATCH BASIN INLET.
7. 36" x 36" CATCH BASIN OVERFLOW.
8. CONSTRUCT TREATMENT FLOW DIVERSION STRUCTURE.
9. CONNECTOR PIPE SCREEN - FLEXSTORM OR APPROVED EQUAL.
10. CONSTRUCT 6" PVC STORM DRAIN LINE.
11. CONSTRUCT AREA DRAIN.
12. CONSTRUCT STORM DRAIN LINE CONTINUATION IN PHASE 2.

DRY UTILITY CONSTRUCTION NOTES

1. PROTECT EXISTING GAS LINE AND APPURTENANCES.
2. EXISTING POWER POLES AND OVERHEAD WIRES ALONG FULL PROPERTY FRONTAGE TO BE RELOCATED UNDERGROUND. COORDINATE RELOCATION WITH SOUTHERN CALIFORNIA EDISON.

LEGEND

- S — PROPOSED PVC SANITARY SEWER LINE
- W — PROPOSED DOMESTIC WATER LINE
- FW — PROPOSED FIRE WATER LINE
- SD — PROPOSED STORM DRAIN LINE
- PROPERTY LINE
- EASEMENT LINE
- S — EXISTING SANITARY SEWER LINE
- SD — EXISTING STORM DRAIN LINE
- W — EXISTING DOMESTIC WATER LINE
- OHW — EXISTING OVERHEAD WIRE
- PROPOSED STORMWATER BMP (FILTERRA BIOSCAPE)
- LANDSCAPING PLANTING (REFER TO LANDSCAPE PLANS)

REVISIONS

MARK	DATE	DESCRIPTION	BY

REVIEWED BY: _____ DATE _____

_____ DATE _____

REGISTERED PROFESSIONAL ENGINEER — TRISTAN J. SANTOS — NO 71473 — CIVIL — STATE OF CALIFORNIA

ECG Engineering Group
333 N. LANTANA ST, SUITE 287, CAMARILLO, CA 93010
PHONE: 805.322.4443 WEBSITE: WWW.ECGCIVIL.COM

TRISTAN J. SANTOS DATE: 01/15/2021
PROJECT ENGINEER
R.C.E. 71473

CYPRESS COMMUNITY HOUSING PEOPLES' SELF-HELP HOUSING UTILITIES EXHIBIT

5536 / 5482 CYPRESS ROAD, CITY OF OXNARD

SCALE: HORIZ. 1 = 30' VERT. _____

WORK ORDER 0467

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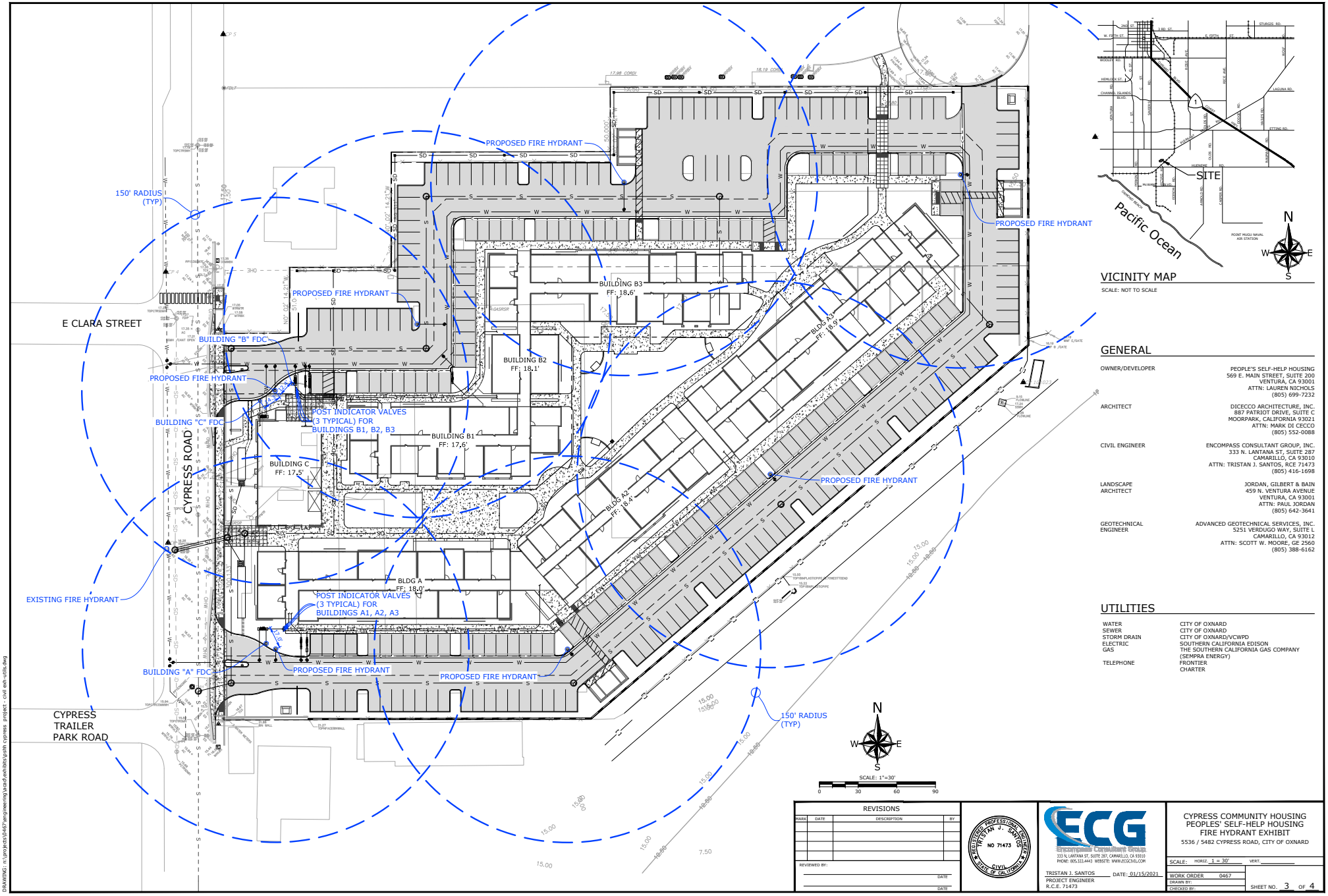

VICINITY MAP

SCALE: NOT TO SCALE

GENERAL

OWNER/DEVELOPER	PEOPLE'S SELF-HELP HOUSING 569 E. MAIN STREET, SUITE 200 VENTURA, CA 93001 ATTN: LAUREN NICHOLS (805) 699-7232
ARCHITECT	DICECCO ARCHITECTURE, INC. 887 PATRIOT DRIVE, SUITE C MOORPARK, CALIFORNIA 93021 ATTN: MARK DI CECCO (805) 552-0088
CIVIL ENGINEER	ENCOMPASS CONSULTANT GROUP, INC. 333 N. LANTANA ST, SUITE 287 CAMARILLO, CA 93010 ATTN: TRISTAN J. SANTOS, RCE 71473 (805) 416-1698
LANDSCAPE ARCHITECT	JORDAN, GILBERT & BAIN 459 N. VENTURA AVENUE VENTURA, CA 93001 ATTN: PAUL JORDAN (805) 642-3641
GEOTECHNICAL ENGINEER	ADVANCED GEOTECHNICAL SERVICES, INC. 5251 VERDUGO WAY, SUITE L CAMARILLO, CA 93012 ATTN: SCOTT W. MOORE, GE 2560 (805) 388-6162

UTILITIES

WATER	CITY OF OXNARD
SEWER	CITY OF OXNARD
STORM DRAIN	CITY OF OXNARD/VCWPD
ELECTRIC	SOUTHERN CALIFORNIA EDISON
GAS	THE SOUTHERN CALIFORNIA GAS COMPANY (SEMPRA ENERGY)
TELEPHONE	FRONTIER CHARTER

REVISIONS

MARK	DATE	DESCRIPTION	BY

REVIEWED BY: _____ DATE _____

_____ DATE _____

REGISTERED PROFESSIONAL ENGINEER TRISTAN J. SANTOS NO 71473 CIVIL STATE OF CALIFORNIA

ECG Encompass Consultant Group
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PHONE: 805.322.4443 WEBSITE: WWW.ECGCIVIL.COM

TRISTAN J. SANTOS DATE: 01/15/2021
PROJECT ENGINEER
R.C.E. 71473

CYPRESS COMMUNITY HOUSING
PEOPLES' SELF-HELP HOUSING
FIRE HYDRANT EXHIBIT

5536 / 5482 CYPRESS ROAD, CITY OF OXNARD

SCALE: HORIZ. 1 = 30' VERT. _____

WORK ORDER 0467

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SHEET NO. 3 OF 4

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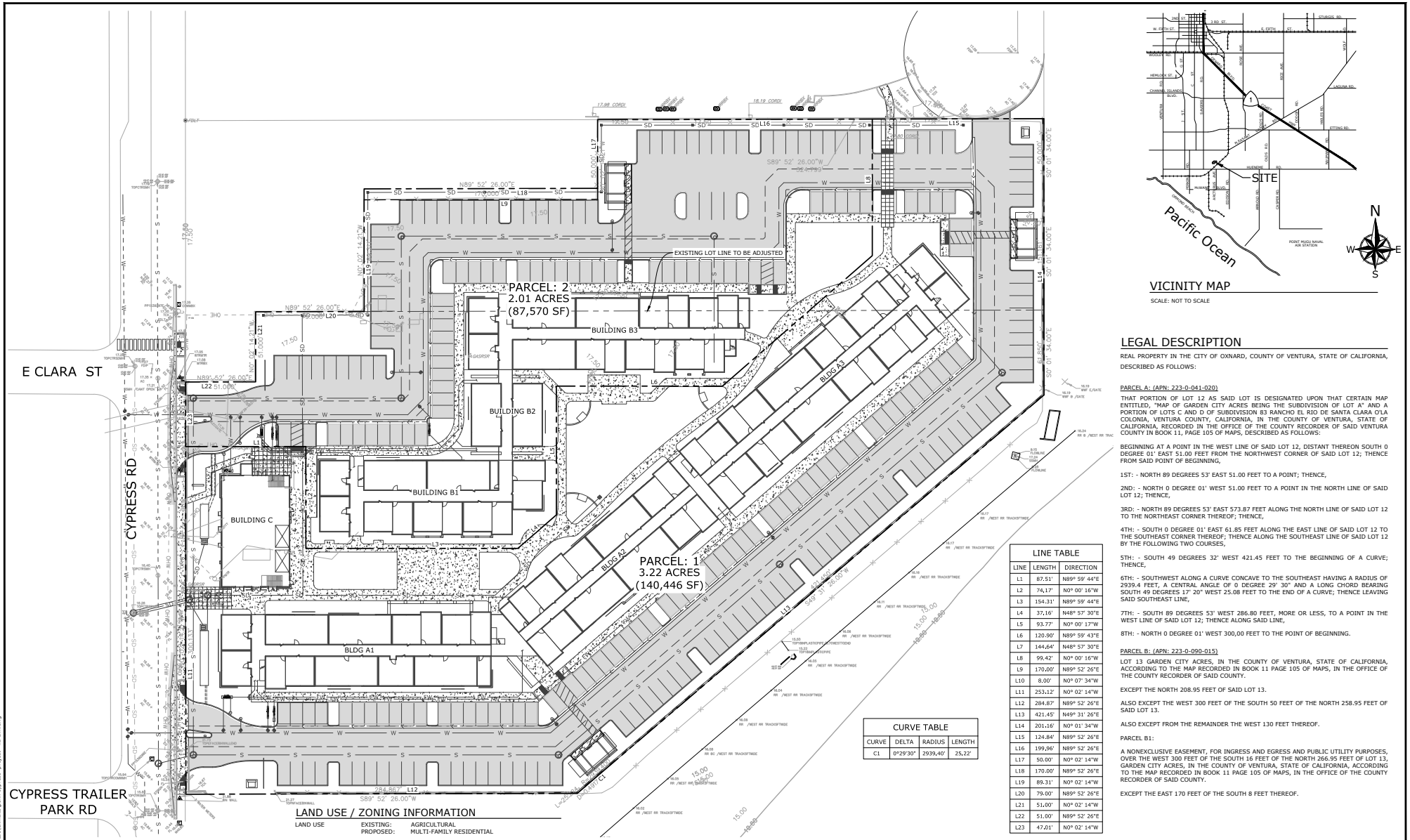

VICINITY MAP

SCALE: NOT TO SCALE

LEGAL DESCRIPTION

REAL PROPERTY IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL A: (APN: 223-0-041-020)

THAT PORTION OF LOT 12 AS SAID LOT IS DESIGNATED UPON THAT CERTAIN MAP ENTITLED, "MAP OF GARDEN CITY ACRES BEING THE SUBDIVISION OF LOT A" AND A PORTION OF LOTS C AND D OF SUBDIVISION 83 RANCHO EL RIO DE SANTA CLARA O'LA COLONIA, VENTURA COUNTY, CALIFORNIA, IN THE COUNTY OF VENTURA, STATE OF CALIFORNIA, RECORDED IN THE OFFICE OF THE COUNTY RECORDER OF SAID VENTURA COUNTY IN BOOK 11, PAGE 105 OF MAPS, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE WEST LINE OF SAID LOT 12, DISTANT THEREON SOUTH 0 DEGREE 01' EAST 51.00 FEET FROM THE NORTHWEST CORNER OF SAID LOT 12; THENCE FROM SAID POINT OF BEGINNING,

1ST: - NORTH 89 DEGREES 53' EAST 51.00 FEET TO A POINT; THENCE,

2ND: - NORTH 0 DEGREE 01' WEST 51.00 FEET TO A POINT IN THE NORTH LINE OF SAID LOT 12; THENCE,

3RD: - NORTH 89 DEGREES 53' EAST 573.87 FEET ALONG THE NORTH LINE OF SAID LOT 12 TO THE NORTHEAST CORNER THEREOF; THENCE,

4TH: - SOUTH 0 DEGREE 01' EAST 61.85 FEET ALONG THE EAST LINE OF SAID LOT 12 TO THE SOUTHEAST CORNER THEREOF; THENCE ALONG THE SOUTHEAST LINE OF SAID LOT 12 BY THE FOLLOWING TWO COURSES,

5TH: - SOUTH 49 DEGREES 32' WEST 421.45 FEET TO THE BEGINNING OF A CURVE; THENCE,

6TH: - SOUTHWEST ALONG A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 2939.4 FEET, A CENTRAL ANGLE OF 0 DEGREE 29' 30" AND A LONG CHORD BEARING SOUTH 49 DEGREES 17' 20" WEST 25.08 FEET TO THE END OF A CURVE; THENCE LEAVING SAID SOUTHEAST LINE,

7TH: - SOUTH 89 DEGREES 53' WEST 286.80 FEET, MORE OR LESS, TO A POINT IN THE WEST LINE OF SAID LOT 12; THENCE ALONG SAID LINE,

8TH: - NORTH 0 DEGREE 01' WEST 300,00 FEET TO THE POINT OF BEGINNING.

PARCEL B: (APN: 223-0-090-015)

LOT 13 GARDEN CITY ACRES, IN THE COUNTY OF VENTURA, STATE OF CALIFORNIA, ACCORDING TO THE MAP RECORDED IN BOOK 11 PAGE 105 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THE NORTH 208.95 FEET OF SAID LOT 13.

ALSO EXCEPT THE WEST 300 FEET OF THE SOUTH 50 FEET OF THE NORTH 258.95 FEET OF SAID LOT 13.

ALSO EXCEPT FROM THE REMAINDER THE WEST 130 FEET THEREOF.

PARCEL B1:

A NONEXCLUSIVE EASEMENT, FOR INGRESS AND EGRESS AND PUBLIC UTILITY PURPOSES, OVER THE WEST 300 FEET OF THE SOUTH 16 FEET OF THE NORTH 266.95 FEET OF LOT 13, GARDEN CITY ACRES, IN THE COUNTY OF VENTURA, STATE OF CALIFORNIA, ACCORDING TO THE MAP RECORDED IN BOOK 11 PAGE 105 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THE EAST 170 FEET OF THE SOUTH 8 FEET THEREOF.

LINE TABLE		
LINE	LENGTH	DIRECTION
L1	87.51'	N89° 59' 44"E
L2	74,17'	N0° 00' 16"W
L3	154.31'	N89° 59' 44"E
L4	37,16'	N48° 57' 30"E
L5	93.77'	N0° 00' 17"W
L6	120.90'	N89° 59' 43"E
L7	144,64'	N48° 57' 30"E
L8	99.42'	N0° 00' 16"W
L9	170.00'	N89° 52' 26"E
L10	8.00'	N0° 07' 34"W
L11	253,12'	N0° 02' 14"W
L12	284.87'	N89° 52' 26"E
L13	421.45'	N49° 31' 26"E
L14	201,16'	N0° 01' 34"W
L15	124.84'	N89° 52' 26"E
L16	199,96'	N89° 52' 26"E
L17	50.00'	N0° 02' 14"W
L18	170.00'	N89° 52' 26"E
L19	89.31'	N0° 02' 14"W
L20	79.00'	N89° 52' 26"E
L21	51.00'	N0° 02' 14"W
L22	51.00'	N89° 52' 26"E
L23	47,01'	N0° 02' 14"W

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C1	0°29'30"	2939,40'	25,22'

GENERAL

OWNER / DEVELOPER	PEOPLES' SELF-HELP HOUSING 56 E. MAIN STREET, SUITE 200 VENTURA, CA 93001 ATTN: LAUREN NICHOLS (805) 699-7232
ARCHITECT	DI CECCO ARCHITECTURE INCORPORATED 887 PATRIOT DRIVE, SUITE C MOORPARK, CALIFORNIA 93021 ATTN: MARK DI CECCO (805) 552-0088

LAND USE / ZONING INFORMATION

LAND USE	EXISTING: PROPOSED:	AGRICULTURAL MULTI-FAMILY RESIDENTIAL
ZONING	EXISTING:	R2-PD (AAHOP SITE B-10)
AREA	GROSS AREA:	5.24 ACRES (APN: 223-0-041-020; 223-0-090-015)
FLOOD ZONE		ZONE X (SCREENED): 0.2% ANNUAL CHANCE FLOOD HAZARD, AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTH LESS THAN ONE FOOT OR DRAINAGE AREAS OF LESS THAN ONE SQUARE MILE.
PARCELS		PARCEL A = 3.85 ACRES (EXISTING) PARCEL B = 1.39 ACRES (EXISTING) PARCEL 1 = 3.23 ACRES (DEVELOPED) PARCEL 2 = 2.01 ACRES (DEVELOPED)

N
W E
S
SCALE: 1"=30'
0 30 60 90

REVISIONS

MARK	DATE	DESCRIPTION	BY

REVIEWED BY:
DATE
DATE

REGISTERED PROFESSIONAL ENGINEER — TRISTAN J. SANTOS — NO 71473 — CIVIL — STATE OF CALIFORNIA

ECG
Engineering Consultant Group
333 N. LANTANA ST. SUITE 287, CAMARILLO, CA 93010
PHONE: 805.322.4443 WEBSITE: WWW.ECGCIVIL.COM

TRISTAN J. SANTOS DATE: 01/15/2021
PROJECT ENGINEER
R.C.E. 71473

CYPRESS COMMUNITY HOUSING
PEOPLES' SELF-HELP HOUSING
LOT LINE ADJUSTMENT EXHIBIT

5536 / 5482 CYPRESS ROAD, CITY OF OXNARD

SCALE: HORIZ. 1 = 30' VERT.
WORK ORDER 0467
DRAWN BY:
CHECKED BY:
SHEET NO. 4 OF 4

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lot/phasing data:

	Phase 1	%	Phase 2	%	Total	%
Land						
Lot size	140544	62%	87510	38%	228054	100%
Lot acreage	3.23		2.01		5.24	
Coverage:						
Building	38081	27%	21764	25%	59845	26%
Parking	47540	34%	38577	44%	86117	38%
Landscaping	54923	39%	38662	44%	93585	41%
Parking						
required (city) NA						
per DB	165		108		273	
PSHH standard	141		95		236	
provided standard	138		100		238	
provided disabled	4		4		8	
provided total	142		104		246	
bicycle ST	9.6		6.5		16	
bicycle LT	28.8		19.4		48	
Building						
residential	75489	71%	50334	79%	125823	74%
circulation	22217	21%	13214	21%	35431	21%
common bldg	7,967	8%			7967	5%
total building s.f.	105673	62%	63548	38%	169221	100%
Units						
one bedroom	15	17%	12	20%	27	18%
two bedroom	48	53%	27	45%	75	50%
three bedroom	27	30%	21	35%	48	32%
total	90		60		150	
Setbacks Required						
front	25'		25'			
side	5'		5'			
rear	25'		25'			
Setbacks Provided						
front	25'9"		97'6"			
side	154"		6'6"			
rear	54'		89'4"			

Improvements per phase

Phase 1	Phase 2
mass grading of site	
retaining wall at RR PL	
backbone water, hydrants, backflows	
utility undergrounding	
in street sewer	
street curb/gutter/sidewalk	
driveway approaches	
buildings A and C	building B
south & east PL fence/wall	north & west PL fence/wall
storm drain w/ BMPs	sewer connection
south driveway and parking to park	north drive and parking
north driveway to ADA stall only	
landscape/hardscape	landscape/hardscape
play equipment	dog park/community garden
trash enclosures (2)	trash enclosure (1)
drive gates (2)	drive gate (1)

***refer to Sheet EA.5 for Phasing Diagram**

Sheet Index

architecture:
EA.1 Cover
EA.2 Image Keyplan
EA.3 Existing Site Images
EA.4 Site Plan
EA.5 Phasing Diagram
EA.6 Firetruck Access South
EA.7 Firetruck Access North
EA.8 Overall Ground Floor
EA.9 Overall Second Floor
EA.10 Overall Third Floor
EA.11 Overall Roof Plan
EA.12 Unit Plans
EA.13 Building A1 Plans
EA.14 Building A2 Plans
EA.15 Building A3 Plans
EA.16 Building B First Floor Plans
EA.17 Building B 2nd & 3rd Floor
EA.18 Building C / Trash Enclosure
EA.19 Overall Site Massing
EA.20 North & West Massing
EA.21 South Massing
EA.22 Entry/Drive/East Massing
EA.23 Courtyard/Entry Massing
EA.24 Efficiency Measures
EA.25 Material Board
EA.26 Building A Elevations
EA.27 Building A Elevations
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EA.32 Bldg A Color Diagram
EA.33 Bldg A Color Diagram
EA.34 Bldg A Color Diagram
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EA.37 Bldg C Color Diagram
EA.38 Photometric Plan
EA.39 Lighting Specs
EA.40 Rendered Images
EA.41 Rendered Images

civil engineering:
1 Grading and Drainage Exhibit
2 Fire Hydrant Exhibit
3 Utilities Exhibit
4 Lot Line Adjustment Exhibit

landscape architecture:
L-1 Preliminary Landscape Plan
L-2 Landscape Site Amenities
L-3 Play Area Design
L-4 Plant Material Images

Cypress Place at Garden City

5536 / 5482 Cypress Road
City of Oxnard, California

PZ-20-200-14 (DDR, SB330, SB35)
PZ-20-535-02 (DB)
20-310-09 (LLA)

owner:
People's Self Help Housing
56 E. Main Street, Suite 200
Ventura, CA 93001
contact: Lauren Nichols (805) 252-8706

site information:
APN: 223-0-041-020, 223-0-090--15
5.22 acres
General Plan: Residential Medium
Current Zoning: R2-PD
AAHOP site B-10
Density (allowable): 24 du.ac

proposed development:
150 Affordable Apartments
28.7 du/ac
three-story walkup, stacked flat apartments
two-story common building w/ learning center & laundry
trash enclosures
common green spaces w/ play lots & access to adjacent city park

Consultants

architecture:
DiCecco Architecture Inc.
887 Patriot Drive, Suite C
Moorpark, CA 93021
805.552.0088
contact: Mark Di Cecco AIA

civil engineering:
Encompass Consulting Group
533 N. Lantana Street, Suite 130
Camarillo, CA 93010
805.322.4443
contact: Tristan J. Santos, PE

landscape architecture:
Jordan, Gilbert, & Bain Landscape Architects, Inc.
459 N. Ventura Avenue
Ventura, CA 93001
805.642.3641
contact: Paul Jordan

photometric engineer:
Thoma Electric
3562 Empleo Street
San Luis Obispo, CA 93401
805.548.2124
contact: Anthony Zepeda



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887 Patriot Drive, Suite C
Moorpark, California 93021
805.552.0088
www.dicecoarch.com
dicecco architecture incorporated

Peoples' Self-Help Housing

Cypress Place at Garden City
a new affordable housing development in Oxnard, California

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Cover/Site Context
EA.1
1/14/21


gate entrance 1


greenhouse 2


greenhouses 3


Sasaki Nursery building 4


existing house 5


existing house 6


Sasaki Nursery building & greenhouses 7


existing house 8


existing house 9


greenhouses 10


open structure 11


parking spaces 12


parking spaces 13


fence along railroad 14


greenhouse rear 15


greenhouse 16


shed 17


sheds 18


existing house 19


adjacent property across Cypress Rd. 20


adjacent property across Cypress Rd. 21


gate at park 22


adjacent park 23


adjacent park 24


playground at adjacent park 25


adjacent property across Cypress Rd. 26


intersection Cypress Rd. & Clara St. 27


adjacent property across Cypress Rd. at corner of Clara St 28

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887 Patriot Drive, Suite C
Moorpark, California 93021
805.552.0088
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Peoples' Self-Help Housing

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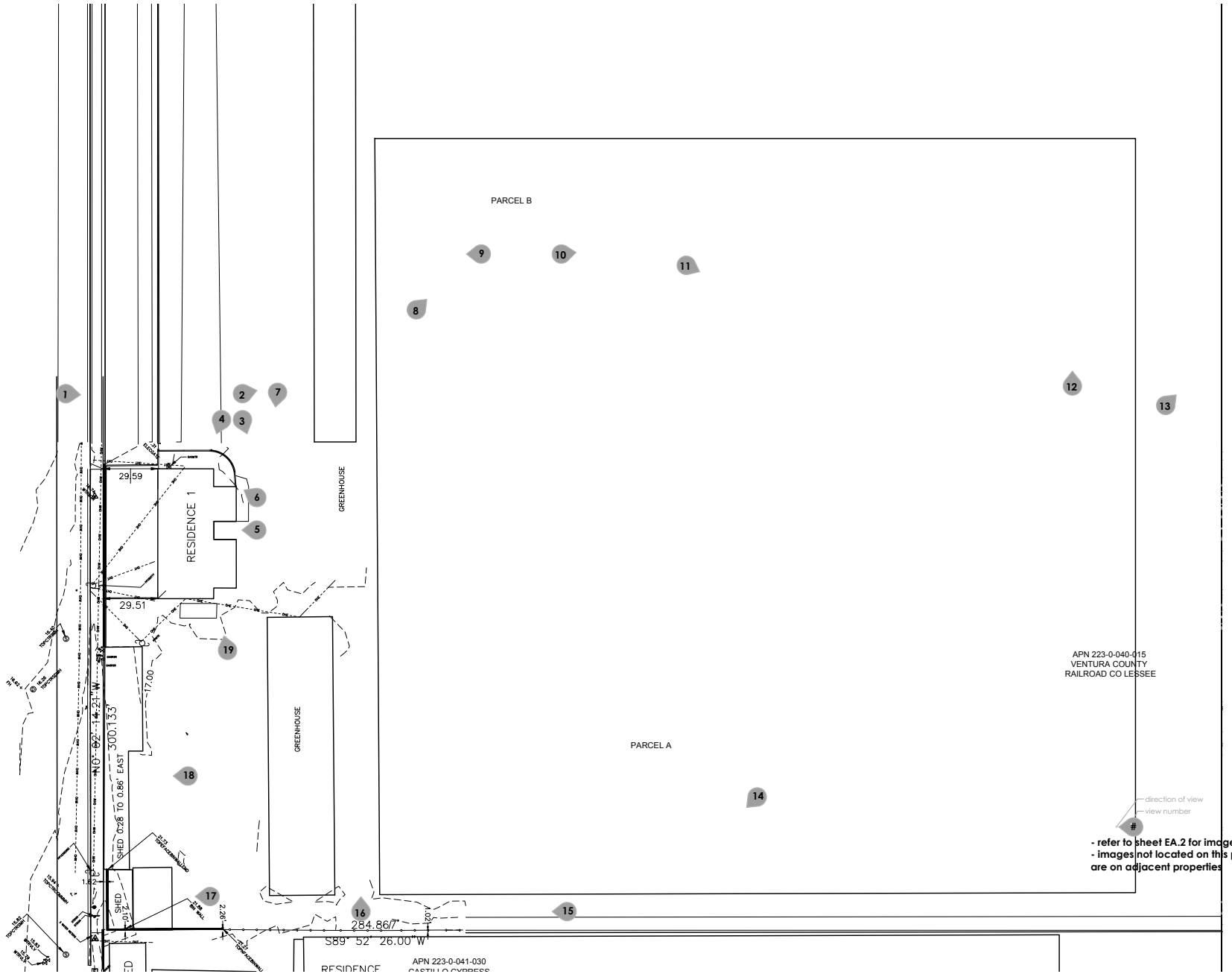
Existing Site Images
EA.2
1/14/21



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Peoples' Self-Help Housing

Cypress Place at Garden City

a new affordable housing development in Oxnard, California

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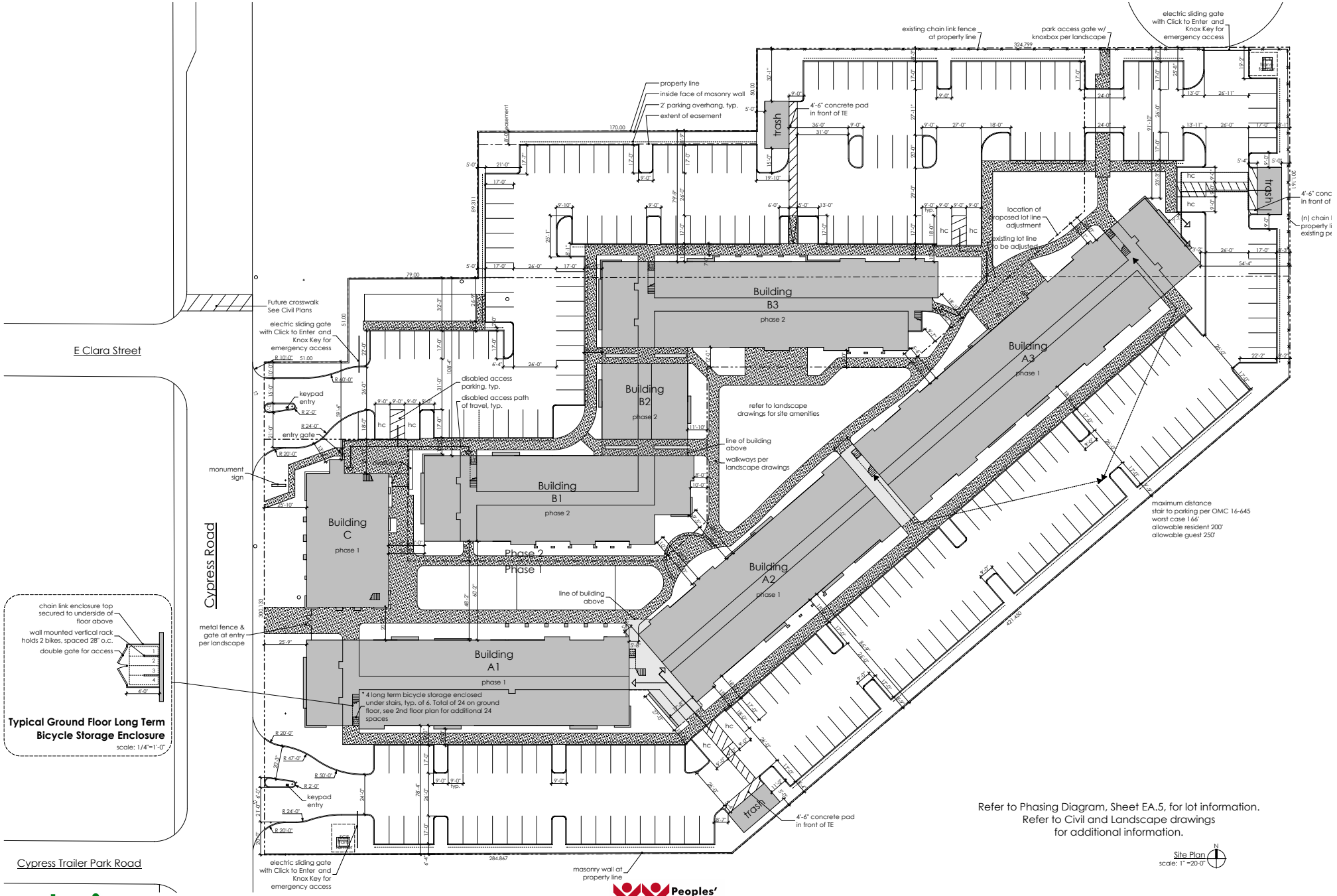
Existing Site Image Keyplan

EA.3

1/14/21



Refer to Phasing Diagram, Sheet EA.5, for lot information.
Refer to Civil and Landscape drawings for additional information.

Site Plan
scale: 1" =20-0"

dai
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Peoples' Self-Help Housing

Cypress Place at Garden City

a new affordable housing development in Oxnard, California

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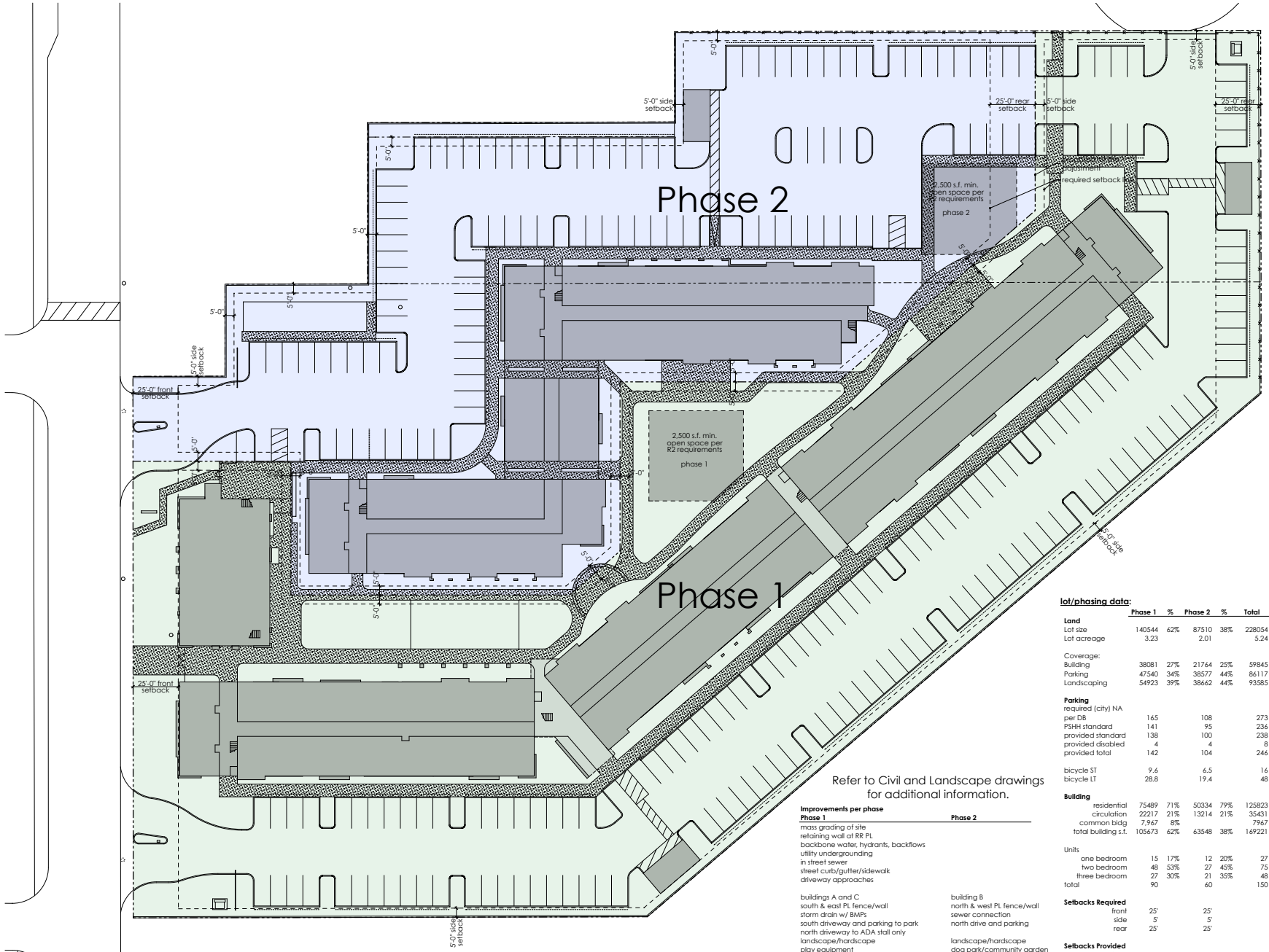
Site Plan
EA.4
1/14/21



Refer to Civil and Landscape drawings for additional information.

Improvements per phase

Phase 1	Phase 2
mass grading of site	
retaining wall at RR PL	
backbone water, hydrants, backflows	
utility undergrounding	
in street sewer	
street curb/gutter/sidewalk	
driveway approaches	
buildings A and C	building B
south & east PL fence/wall	north & west PL fence/wall
storm drain w/ BMPs	sewer connection
south driveway and parking to park	north drive and parking
north driveway to ADA stall only	
landscape/hardscape	landscape/hardscape
play equipment	dog park/community garden
trash enclosures (2)	trash enclosure (1)
drive gates (2)	drive gate (1)

lot/phasing data:

	Phase 1	%	Phase 2	%	Total	%
Land						
Lot size	140544	62%	87510	38%	228054	100%
Lot acreage	3.23		2.01		5.24	
Coverage:						
Building	38081	27%	21764	25%	59845	26%
Parking	47540	34%	38577	44%	86117	38%
Landscaping	54923	39%	38662	44%	93585	41%
Parking						
required (city) NA						
per DB	165		108		273	
PSHH standard	141		95		236	
provided standard	138		100		238	
provided disabled	4		4		8	
provided total	142		104		246	
bicycle ST	9.6		6.5		16	
bicycle LT	28.8		19.4		48	
Building						
residential	75489	71%	50334	79%	125823	74%
circulation	22217	21%	13214	21%	35431	21%
common bldg	7,967	8%			7967	5%
total building s.f.	105673	62%	63548	38%	169221	100%
Units						
one bedroom	15	17%	12	20%	27	18%
two bedroom	48	53%	27	45%	75	50%
three bedroom	27	30%	21	35%	48	32%
total	90		60		150	
Setbacks Required						
front	25'		25'			
side	5'		5'			
rear	25'		25'			
Setbacks Provided						
front	25'9"		97'6"			
side	15'4"		6'6"			
rear	54'		89'4"			

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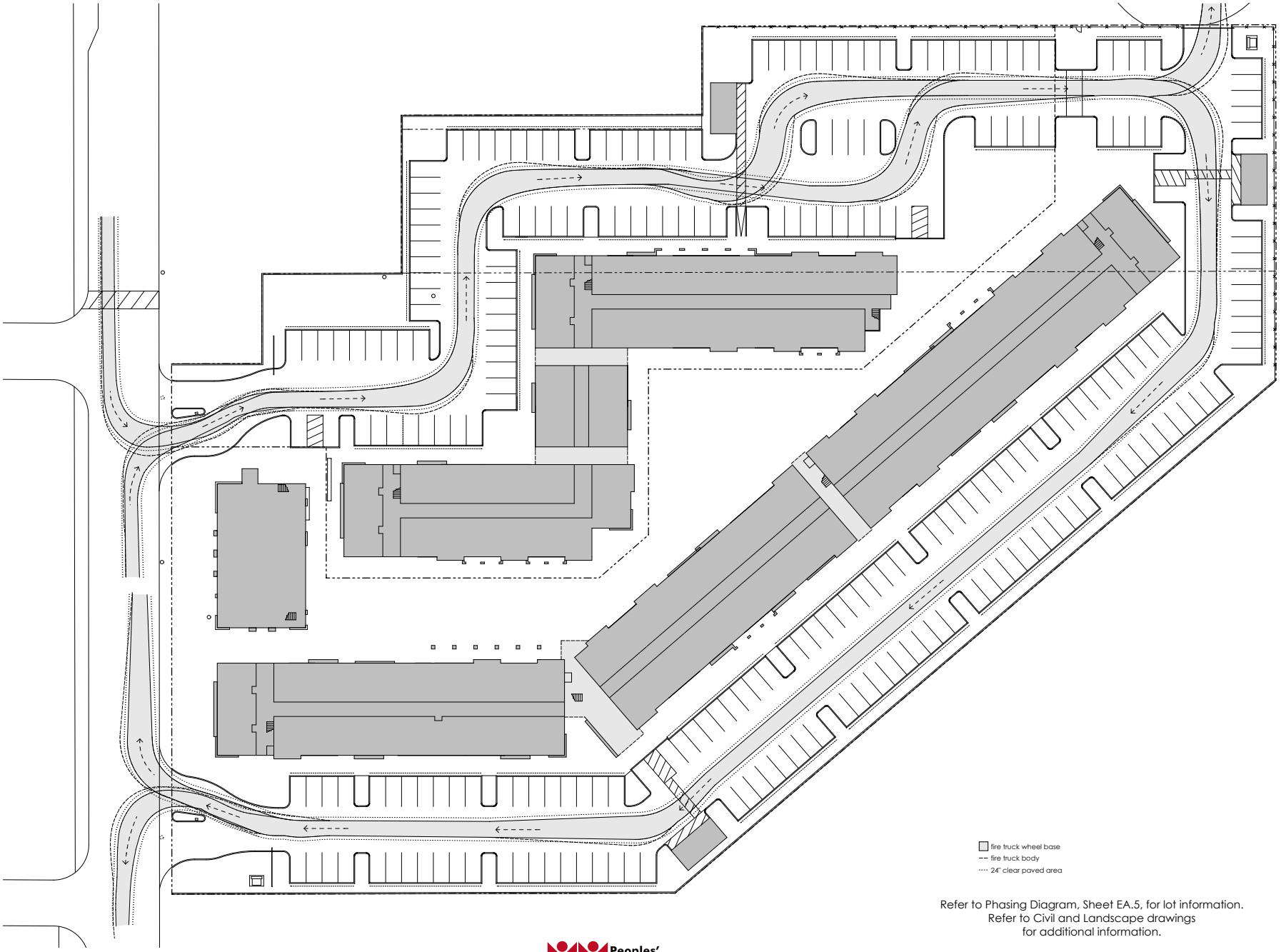
Phasing Diagram

EA.5

1/14/21



Refer to Phasing Diagram, Sheet EA.5, for lot information.
Refer to Civil and Landscape drawings
for additional information.

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Firetruck /Solid Waste Access
North Entrance Heading South

EA.6

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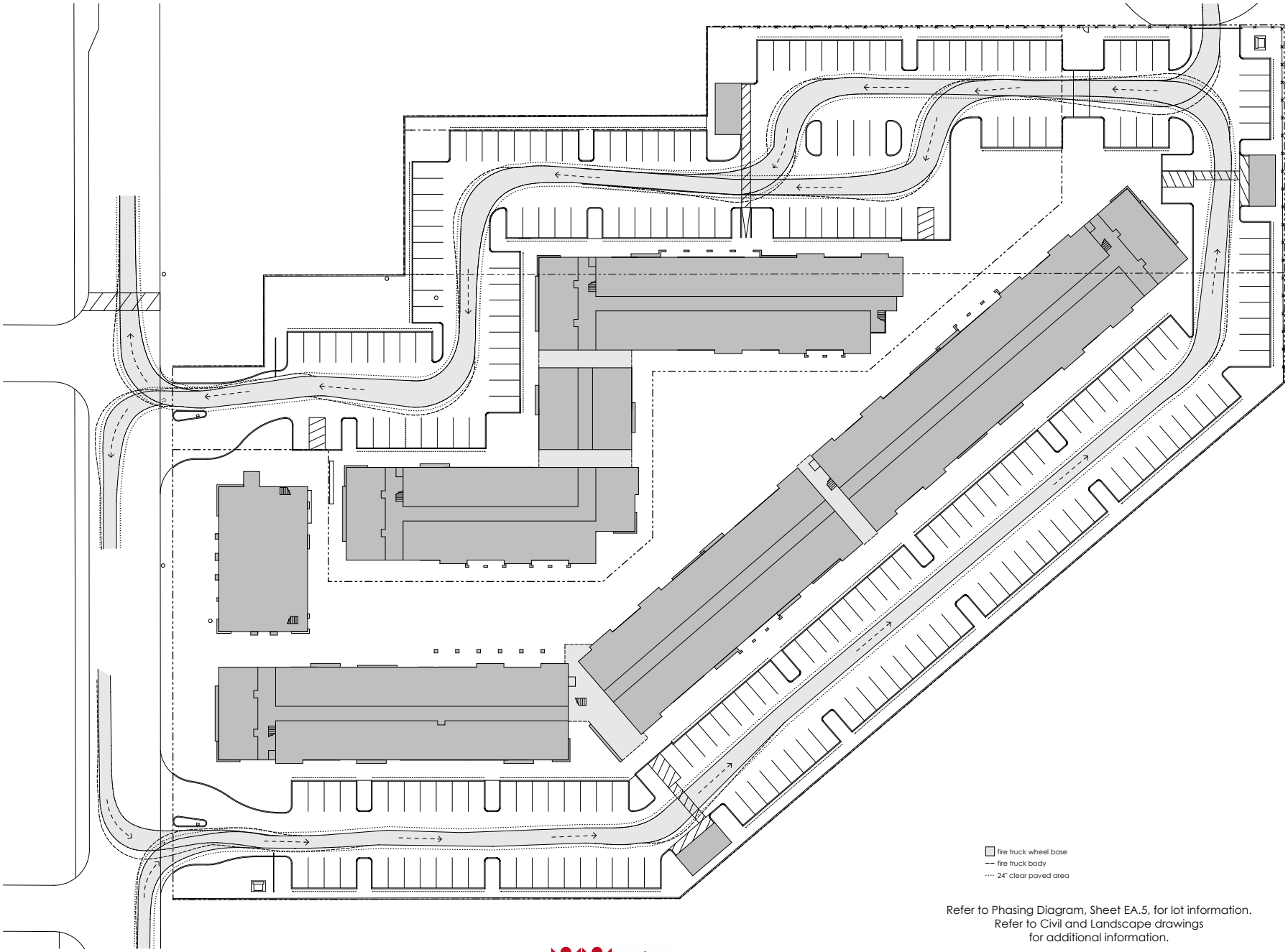

Refer to Phasing Diagram, Sheet EA.5, for lot information.
Refer to Civil and Landscape drawings
for additional information.

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Firetruck / Solid Waste Access
South Entrance Heading North

EA.7

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Ground Floor Plan
scale: 1/16"=1'-0"

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Overall Ground Floor

EA.8

1/14/21



Second Floor Plan
scale: 1/16"=1'-0"

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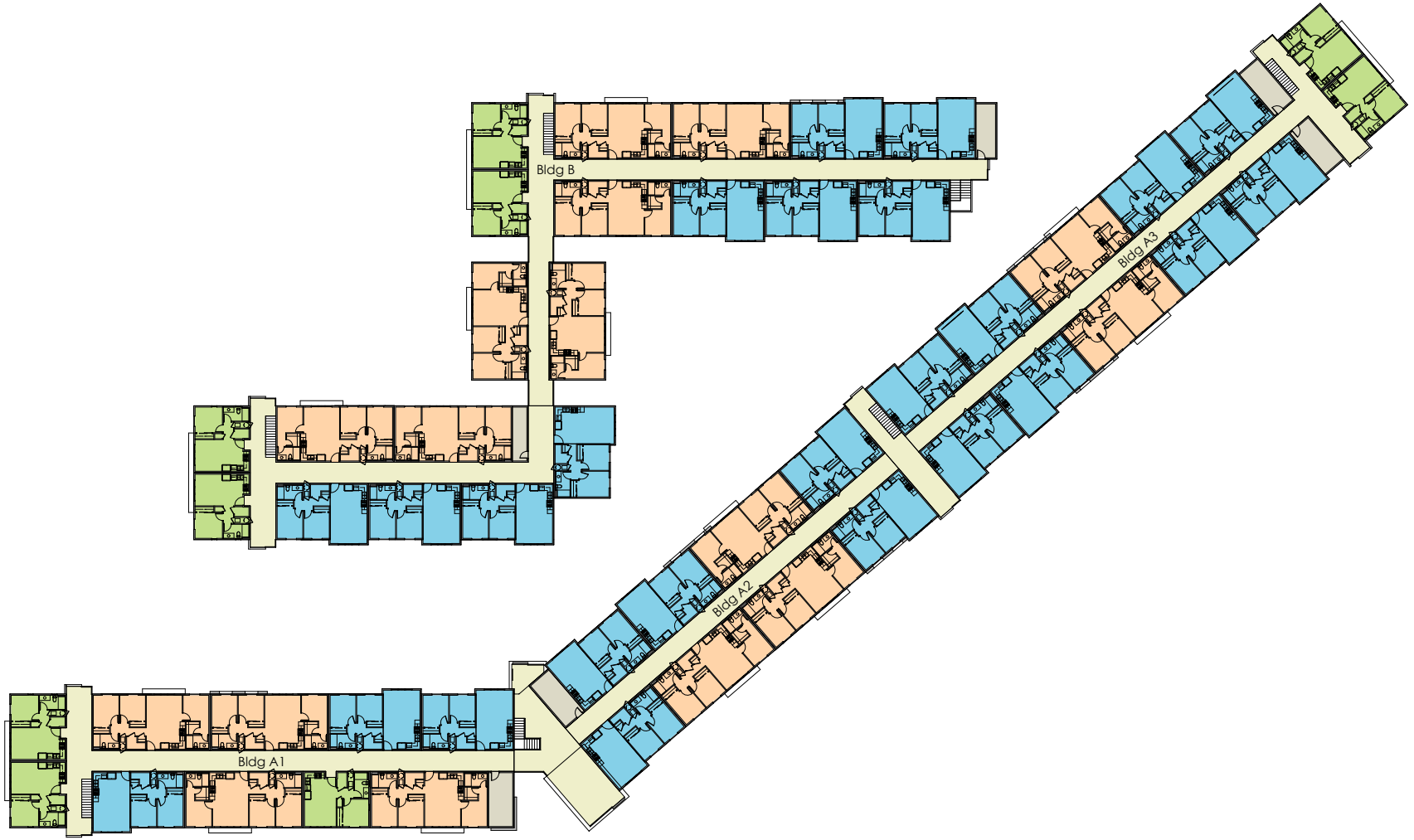
Overall Second Floor

EA.9

1/14/21



Third Floor Plan
scale: 1/16"=1'-0"

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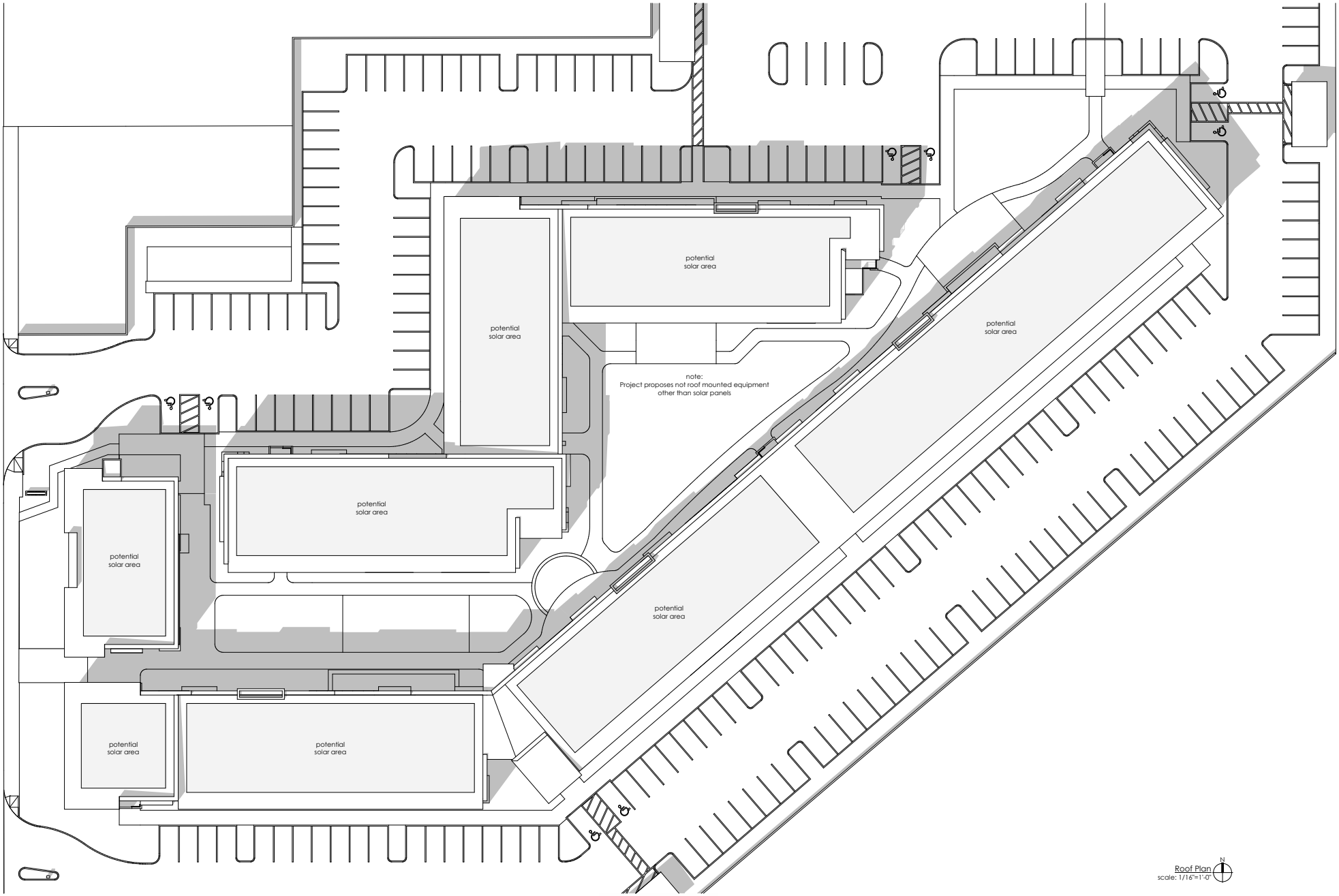
Overall Third Floor

EA.10

1/14/21



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Overall Roof Plan

EA.11

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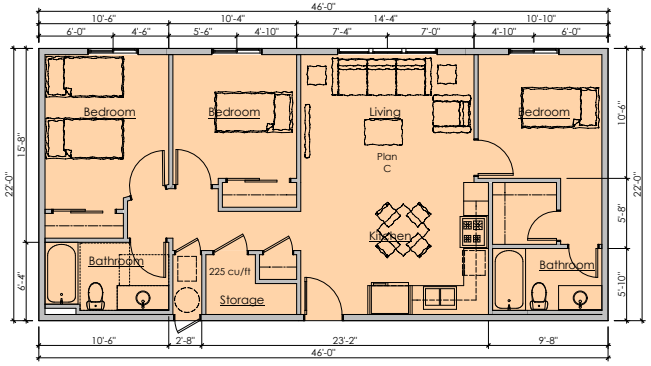
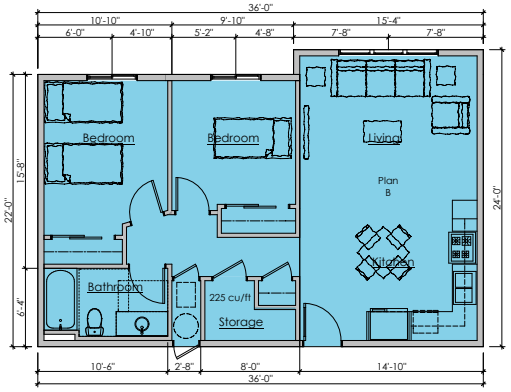
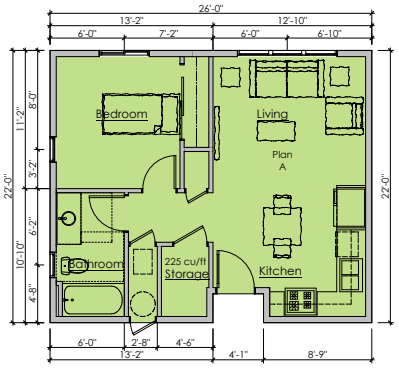


Plan C
Three Bedroom Unit
1012 s.f.
scale: 1/4"=1'-0"



Plan B
Two Bedroom Unit
822 s.f.
scale: 1/4"=1'-0"



Plan A
One Bedroom Unit
562 s.f.
scale: 1/4"=1'-0"

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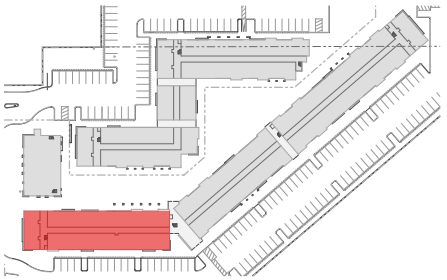
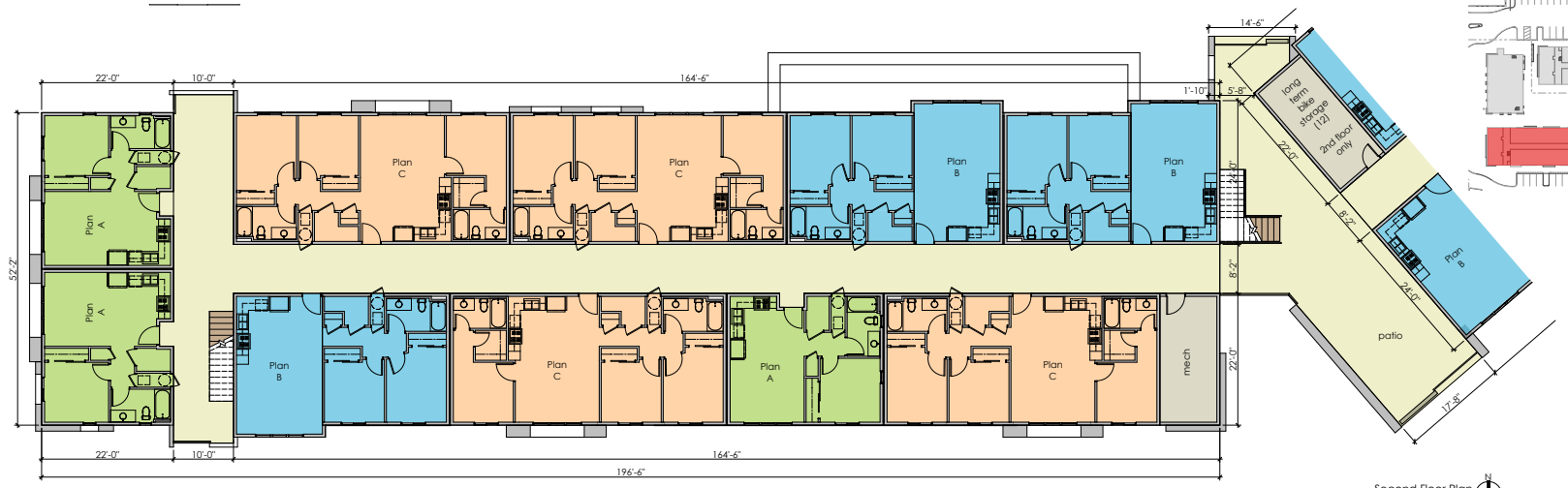


Key Plan



Second Floor Plan
scale: 1/8"=1'-0"
(similar @ third floor)



Ground Floor Plan
scale: 1/8"=1'-0"

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Bldg A1 Plans

EA.13

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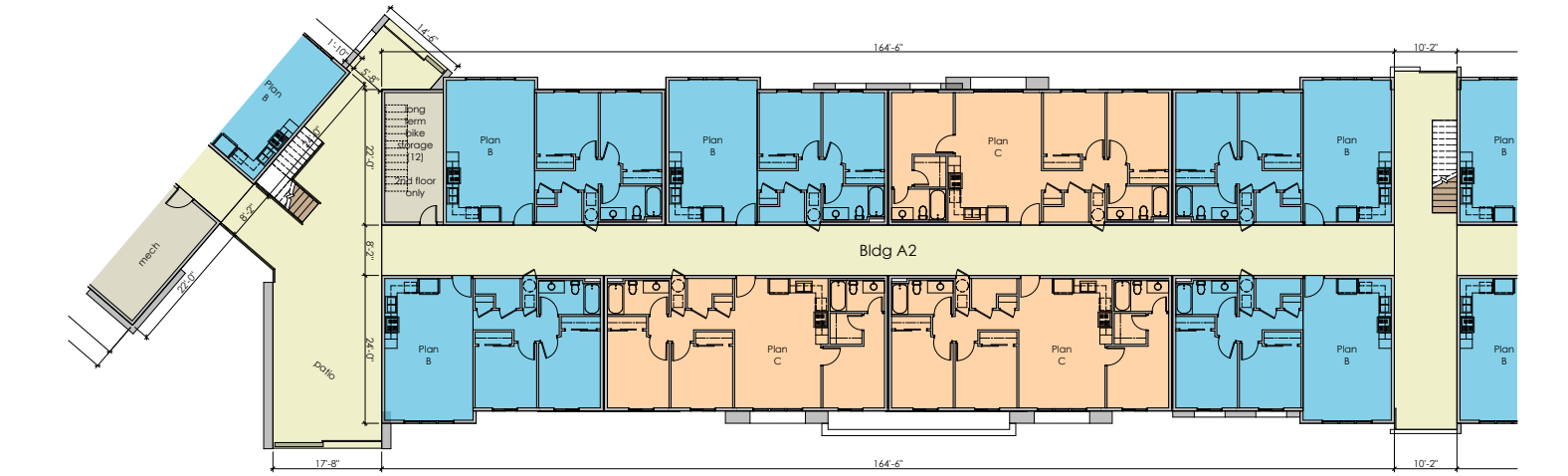
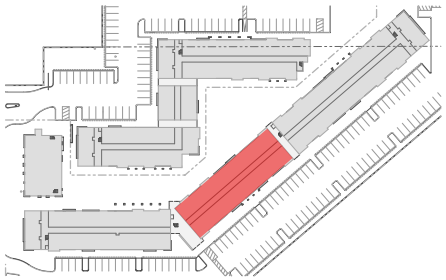


Second Floor Plan
scale: 1/8"=1'-0"
(similar @ third floor)



Ground Floor Plan
scale: 1/8"=1'-0"



Key Plan

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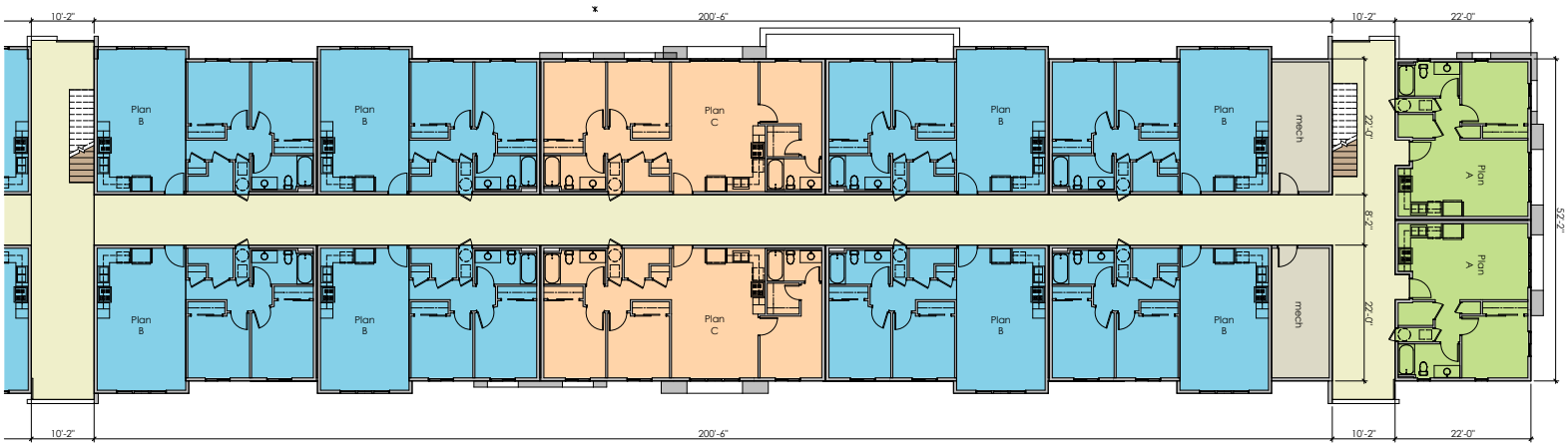
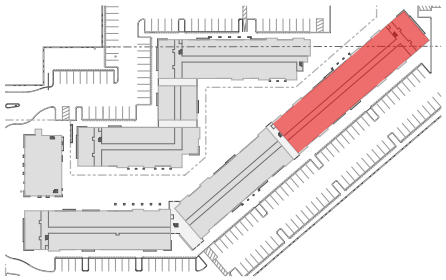
Bldg A2 Plans
EA.14
1/14/21





Key Plan

Second Floor Plan
scale: 1/8"=1'-0"
(similar @ third floor)



Ground Floor Plan
scale: 1/8"=1'-0"

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Bldg A3 Plans

EA.15

1/14/21



Key Plan

Ground Floor Plan
scale: 1/8"=1'-0"

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Bldg B First Floor Plan

EA.16

1/14/21



Key Plan

Second Floor Plan
scale: 1/8"=1'-0"
(similar @ third floor)

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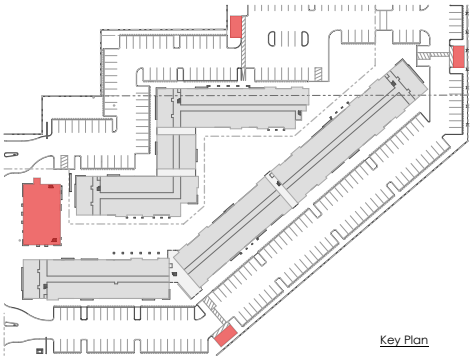
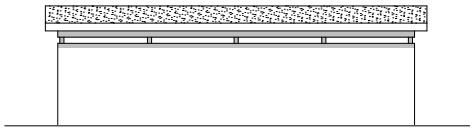
Bldg B Second Floor

EA.17

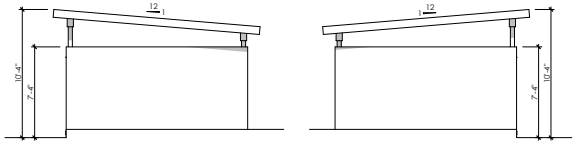
1/14/21



Key Plan

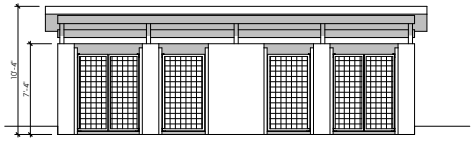


Trash Enclosure Rear Elevation
scale: 1/4"=1'-0"

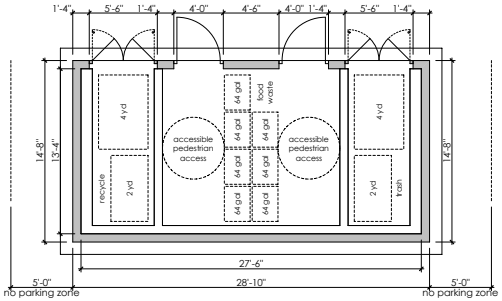


Trash Enclosure Right Elevation
scale: 1/4"=1'-0"

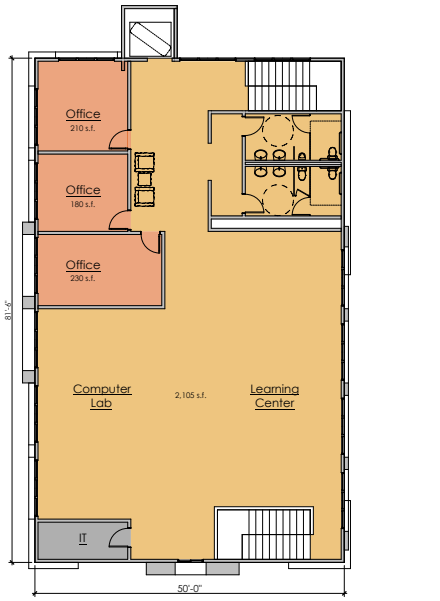
Trash Enclosure Left Elevation
scale: 1/4"=1'-0"



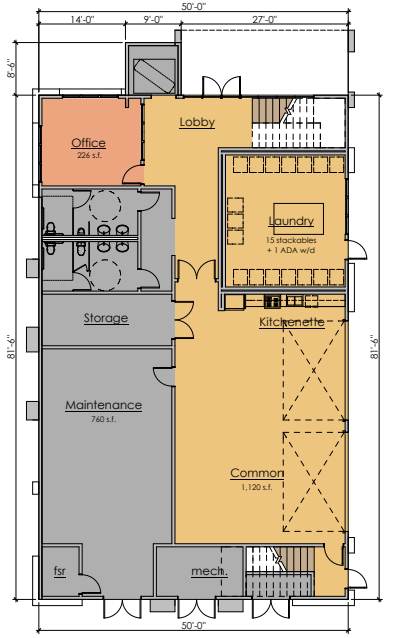
Trash Enclosure Front Elevation
scale: 1/4"=1'-0"



Trash Enclosure Plan
scale: 1/4"=1'-0"



Second Floor Plan
scale: 1/8"=1'-0"



Ground Floor Plan
scale: 1/8"=1'-0"

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Building C / Trash Enclosure

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Overall Site Massing

EA.19

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North & West Massing
EA.20
1/14/21





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South Massing
EA.21
1/14/21









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Entry/Drive/East Massing

EA.22

1/14/21









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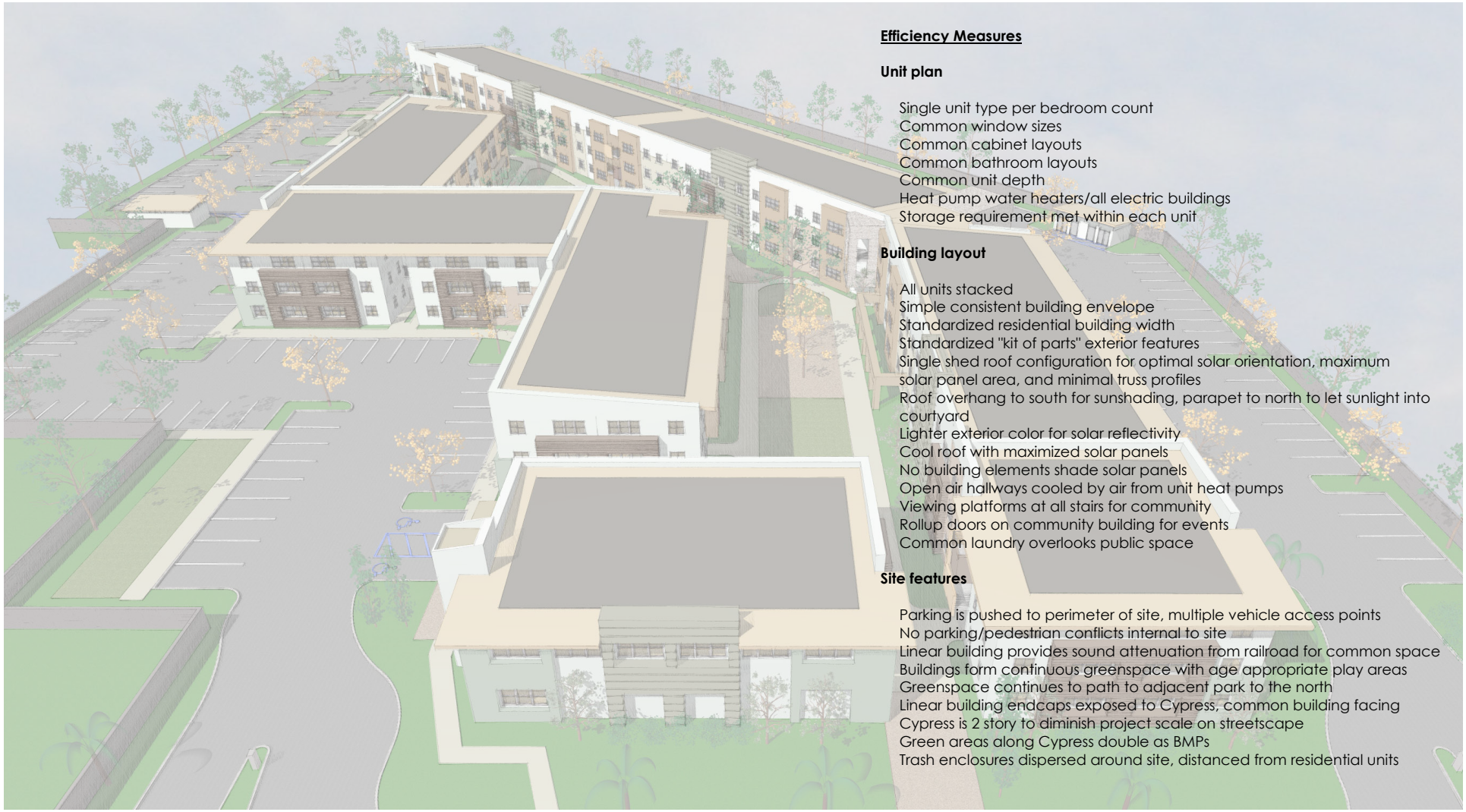
Courtyard/Entry Massing

EA.23

1/14/21



Efficiency Measures

Unit plan

Single unit type per bedroom count
Common window sizes
Common cabinet layouts
Common bathroom layouts
Common unit depth
Heat pump water heaters/all electric buildings
Storage requirement met within each unit

Building layout

All units stacked
Simple consistent building envelope
Standardized residential building width
Standardized "kit of parts" exterior features
Single shed roof configuration for optimal solar orientation, maximum solar panel area, and minimal truss profiles
Roof overhang to south for sunshading, parapet to north to let sunlight into courtyard
Lighter exterior color for solar reflectivity
Cool roof with maximized solar panels
No building elements shade solar panels
Open air hallways cooled by air from unit heat pumps
Viewing platforms at all stairs for community
Rollup doors on community building for events
Common laundry overlooks public space

Site features

Parking is pushed to perimeter of site, multiple vehicle access points
No parking/pedestrian conflicts internal to site
Linear building provides sound attenuation from railroad for common space
Buildings form continuous greenspace with age appropriate play areas
Greenspace continues to path to adjacent park to the north
Linear building endcaps exposed to Cypress, common building facing Cypress is 2 story to diminish project scale on streetscape
Green areas along Cypress double as BMPs
Trash enclosures dispersed around site, distanced from residential units

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stucco body
Merlex Glacier White
p-100

siding A
Dunn Edwards
DE5494 Even Growth

siding B
Dunn Edwards
DET683 Wild Horses

stucco accent color
Dunn Edwards
DE6160 Fall Harvest

stucco accent color
Dunn Edwards
DE6185 Light Aspiration

windows
Milgard Styleline
Tan Stock Color

roofing
Certainteed Rolled Cap Sheet
Resawn Shake

stucco accent color
Dunn Edwards
DE5332 Burmese Tan

stucco accent color
Dunn Edwards
DE5648 Vineyard

stucco accent color
Dunn Edwards
DE5265 Brown Eyes

brick
El Dorado Stone
Latigo Brick

roll up doors
US aluminum
PPG black

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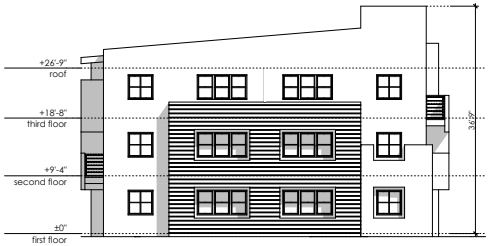
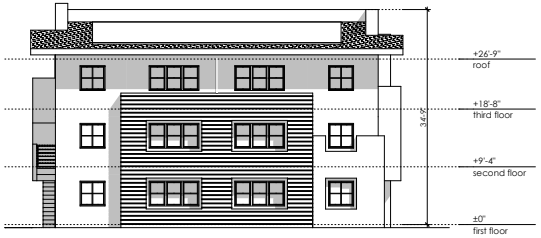
Material Board
EA.25
1/14/21



East Elevation A3
scale: 1/8"=1'-0"



West Elevation A1
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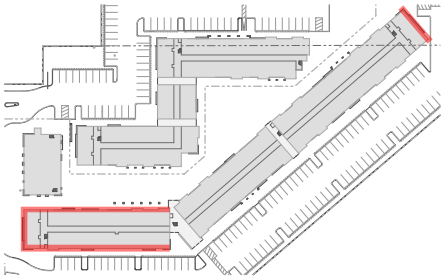
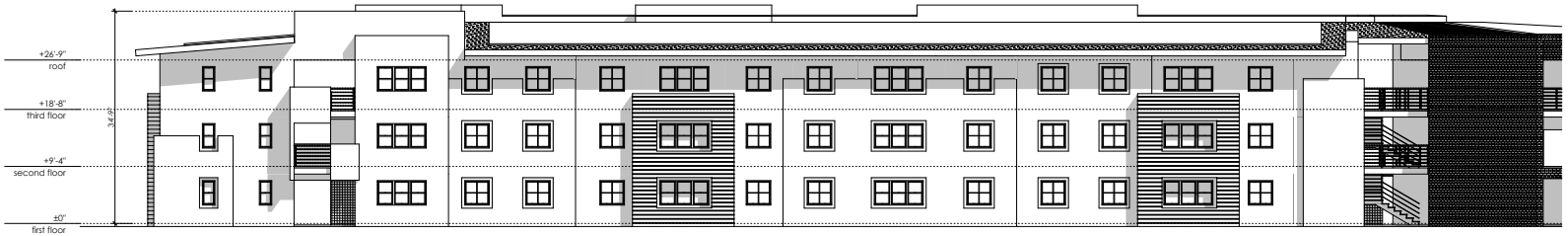


Key Plan



South Elevation A1
scale: 1/8"=1'-0"



North Elevation (Courtyard) A1
scale: 1/8"=1'-0"

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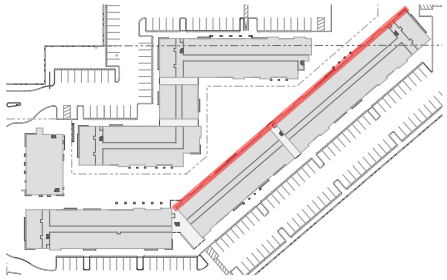
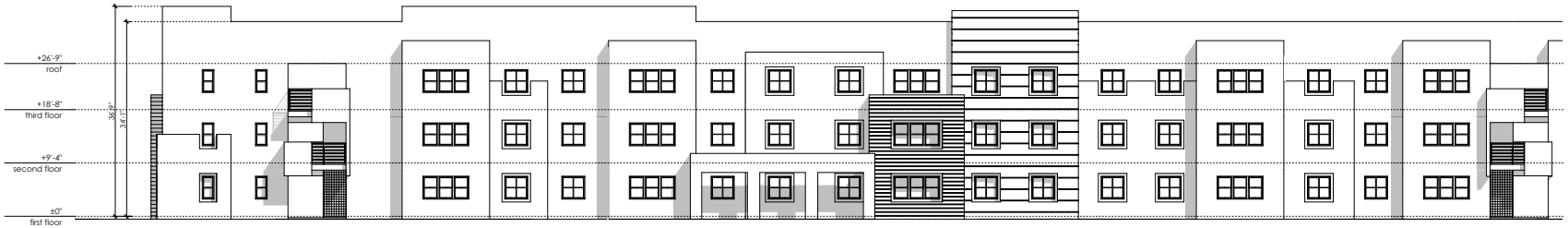
Bldg A Elevations
EA.26
1/14/21



Key Plan



North Elevation (Courtyard) A3
scale: 1/8"=1'-0"



North Elevation (Courtyard) A2
scale: 1/8"=1'-0"

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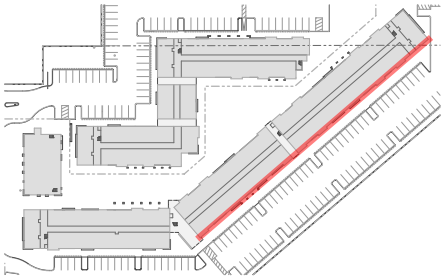
Bldg A Elevations
EA.27
1/14/21



Key Plan



South Elevation A3
scale: 1/8"=1'-0"



South Elevation A2
scale: 1/8"=1'-0"

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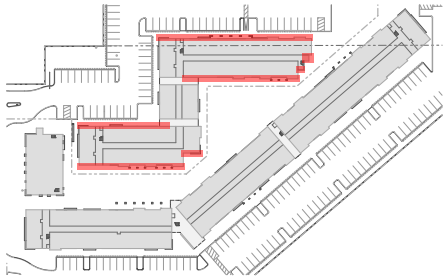
Bldg A Elevations
EA.28
1/14/21



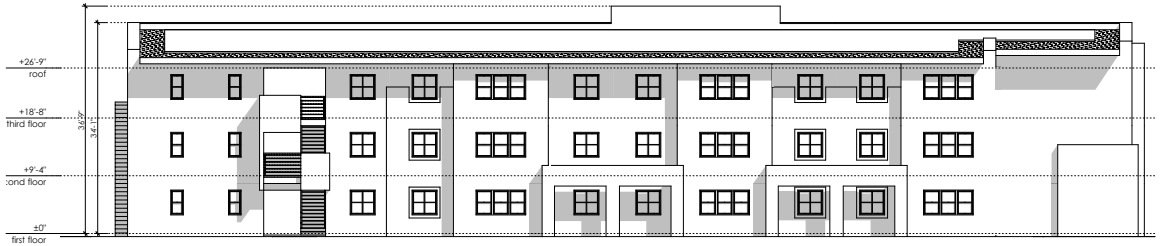
Key Plan



South Elevation (Courtyard) B3
scale: 1/8"=1'-0"



North Elevation B3
scale: 1/8"=1'-0"



South Elevation (Courtyard) B1
scale: 1/8"=1'-0"



North Elevation B1
scale: 1/8"=1'-0"

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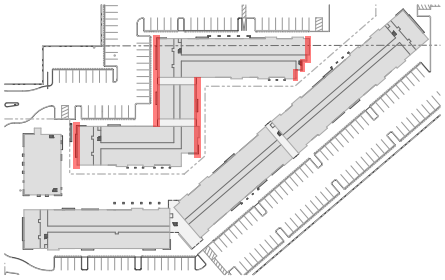
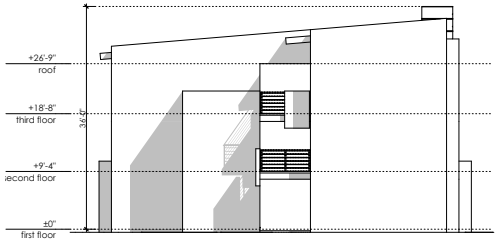
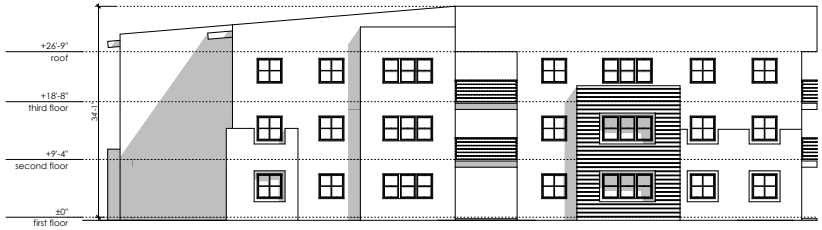
Bldg B Elevations
EA.29
1/14/21



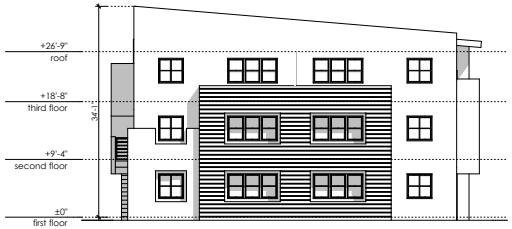
Key Plan



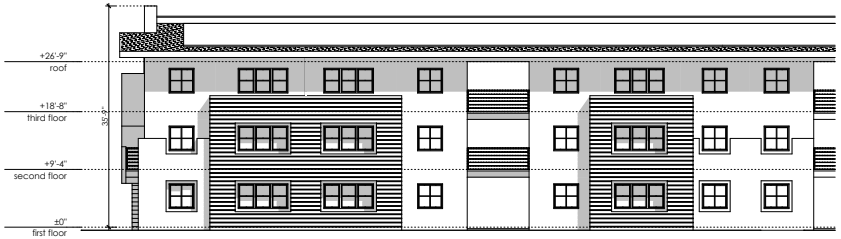
East Elevation B3
scale: 1/16"=1'-0"



East Elevation (Courtyard) B1 & B2
scale: 1/16"=1'-0"



West Elevation B1
scale: 1/16"=1'-0"



West Elevation B2 & B3
scale: 1/16"=1'-0"

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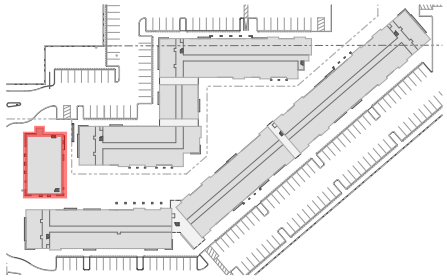
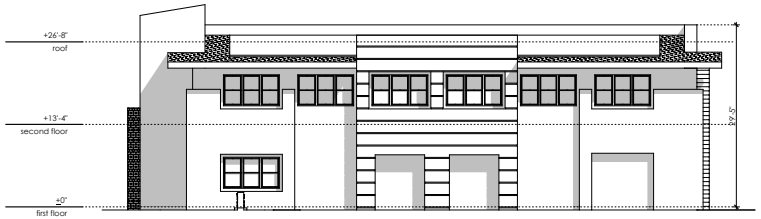
Bldg B Elevations
EA.30
1/14/21



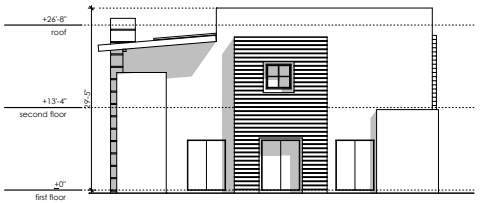
Key Plan



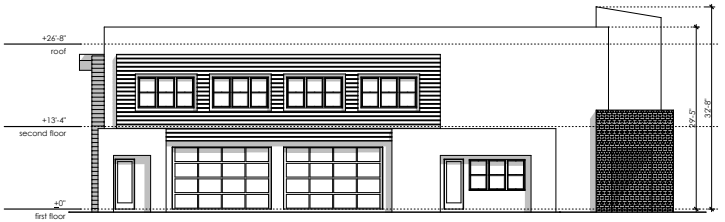
North Elevation
scale: 1/8"=1'-0"



West Elevation
scale: 1/8"=1'-0"



South Elevation
scale: 1/8"=1'-0"



East Elevation
scale: 1/8"=1'-0"

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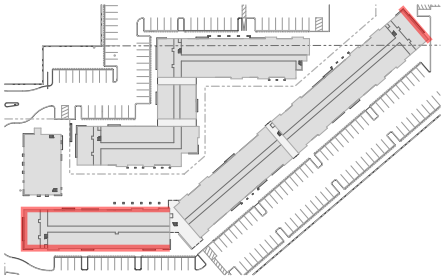
East Elevation A3
scale: 1/8"=1'-0"



West Elevation A1
scale: 1/8"=1'-0"



Key Plan



South Elevation A1
scale: 1/8"=1'-0"



North Elevation (Courtyard) A1
scale: 1/8"=1'-0"

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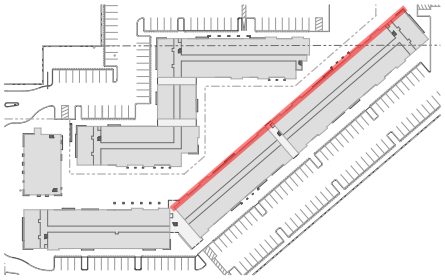
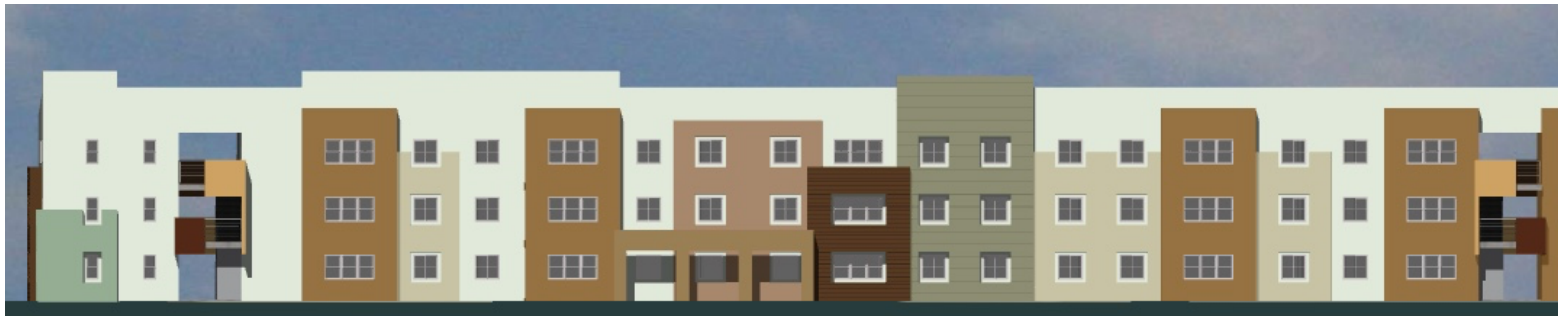
Bldg A Color Diagram
EA.32
1/14/21



Key Plan



North Elevation (Courtyard) A3
scale: 1/8"=1'-0"



North Elevation (Courtyard) A2
scale: 1/8"=1'-0"

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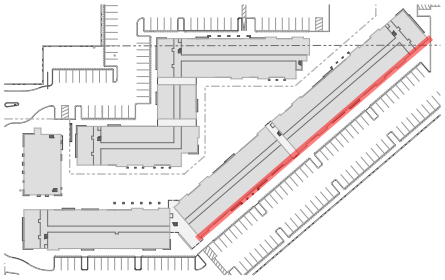
Bldg A Color Diagram
EA.33
1/14/21



Key Plan



South Elevation A3
scale: 1/8"=1'-0"



South Elevation A2
scale: 1/8"=1'-0"

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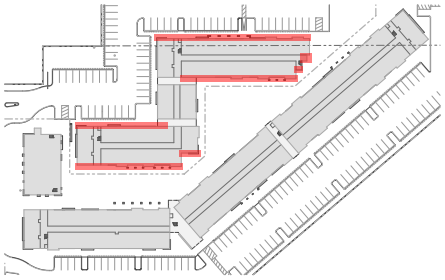
Bldg A Color Diagram
EA.34
1/14/21



South Elevation (Courtyard) B3
scale: 1/8"=1'-0"



Key Plan



North Elevation B3
scale: 1/8"=1'-0"



South Elevation (Courtyard) B1
scale: 1/8"=1'-0"



North Elevation B1
scale: 1/8"=1'-0"

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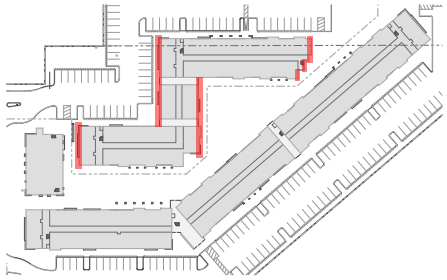
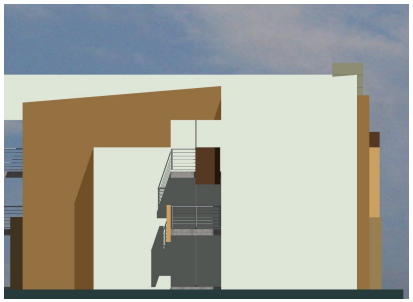
Bldg B Color Diagram
EA.35
1/14/21



Key Plan



East Elevation B3
scale: 1/16"=1'-0"



East Elevation (Courtyard) B1 & B2
scale: 1/16"=1'-0"



West Elevation B1
scale: 1/16"=1'-0"



West Elevation B2 & B3
scale: 1/16"=1'-0"

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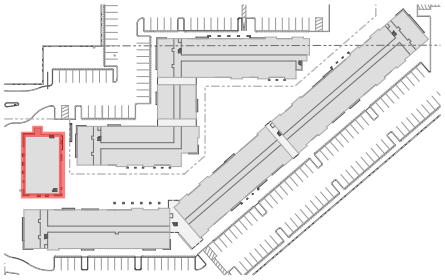
Bldg B Color Diagram
EA.36
1/14/21



Key Plan



North Elevation
scale: 1/8"=1'-0"



West Elevation
scale: 1/8"=1'-0"



South Elevation
scale: 1/8"=1'-0"



East Elevation
scale: 1/8"=1'-0"

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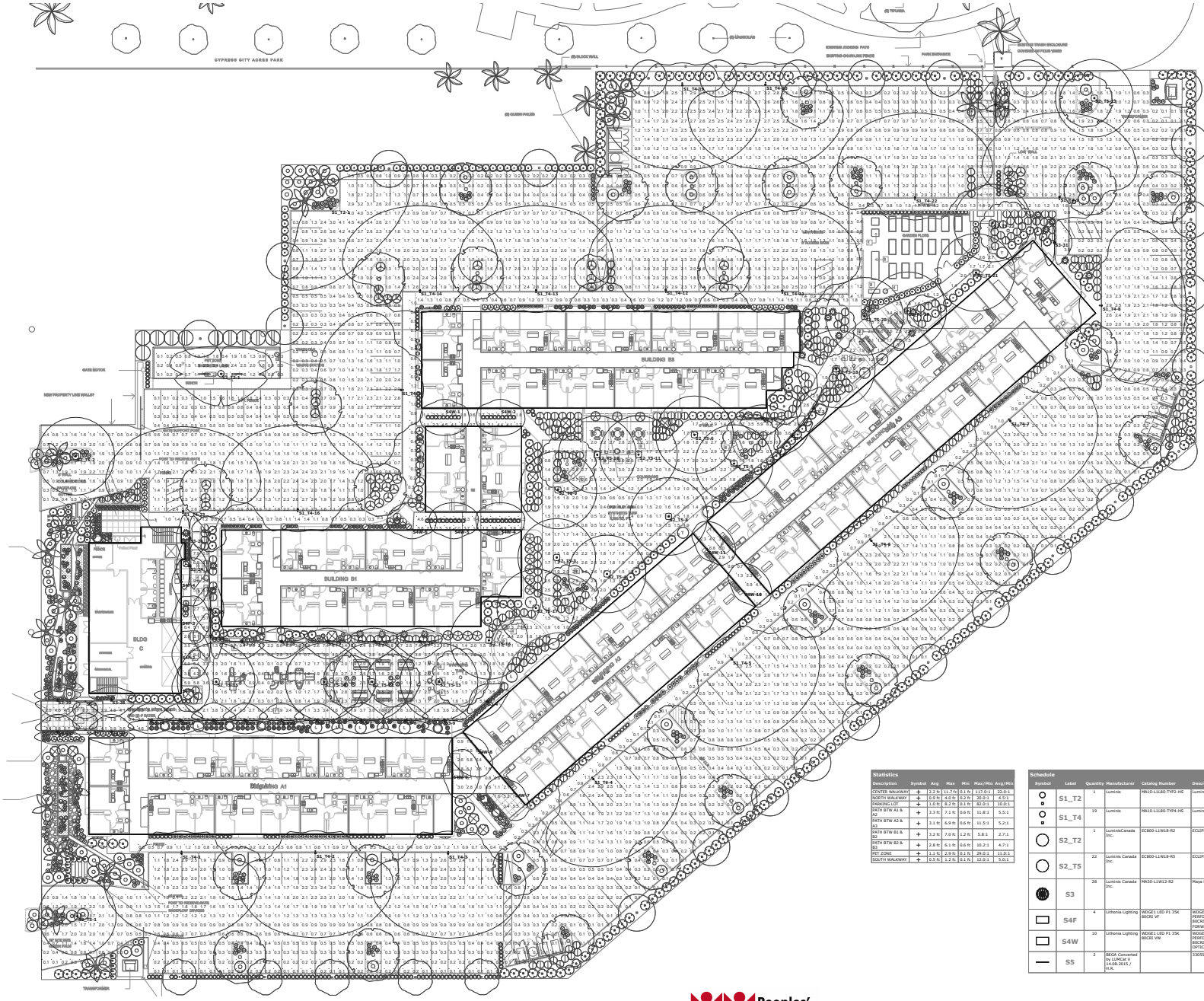
Bldg C Color Diagram
EA.37
1/14/21



Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
CENTER WALKWAY	+	2.2 fc	11.7 fc	0.1 fc	117.0:1	22.0:1
NORTH WALKWAY	+	0.9 fc	4.0 fc	0.2 fc	20.0:1	4.5:1
PARKING LOT	+	1.0 fc	8.2 fc	0.1 fc	82.0:1	10.0:1
PATH BTW A1 & A2	+	3.3 fc	7.1 fc	0.6 fc	11.8:1	5.5:1
PATH BTW A2 & A3	+	3.1 fc	6.9 fc	0.6 fc	11.5:1	5.2:1
PATH BTW B1 & B2	+	3.2 fc	7.0 fc	1.2 fc	5.8:1	2.7:1
PATH BTW B2 & B3	+	2.8 fc	6.1 fc	0.6 fc	10.2:1	4.7:1
PET ZONE	+	1.1 fc	2.9 fc	0.1 fc	29.0:1	11.0:1
SOUTH WALKWAY	+	0.5 fc	1.2 fc	0.1 fc	12.0:1	5.0:1

Schedule

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor	Wattage
	S1_T2	1	Luminis	MA10-L11B0-TYP2-HS	Luminis Maya	Lumipix30 with 30 High power LEDs	1	MA10-L11B0-TYP2-HS.ies	6258	0.9	80.1
	S1_T4	19	Luminis	MA10-L11B0-TYP4-HS	Luminis Maya	Lumipix30 with 30 High power LEDs	1	MA10-L11B0-TYP4-HS.ies	6449	0.9	80.1
	S2_T2	1	LuminisCanada Inc.	EC800-L1W18-R2	ECLIPSE Maxi EC800	(1) Bridgelux BXRC-40E4000-F	White 18W SSL c/w Thomas Research Driver LED4OW-IOS6-C1050D @ 120-30V	1	EC800-L1W18-R2.ies	2437	0.9	22.2
	S2_T5	22	Luminis Canada Inc.	EC800-L1W18-R5	ECLIPSE Maxi EC800	(1) Bridgelux BXRC-40E4000-F	White 18W SSL c/w Thomas Research Driver LED4OW-IOS6-C1050D @ 120-30V	1	EC800-L1W18-R5.ies	2225	0.9	22.2
	S3	28	Luminis Canada Inc.	MA30-L1W12-R2	Maya MA30 Bollard	(1 Bridgelux BXRC-40E4000-F Warm LED Array) White 12W SSL c/w Thomas Research Driver LED20W-IOS6-C1400-D @ 120.60V	1	MA30-L1W12-R2.ies	1231	0.9	12.5
	S4F	4	Lithonia Lighting	WDGE1 LED P1 35K BDCB2 VF	WDGE1 LED WITH P1 - PERFORMANCE PACKAGE, 3500K, BDCB2, VISUAL COMFORT FORWARD OPTIC		1	WDGE1_LED_P1_35K_BDCB2_VF.ies	1194	0.9	10.0002
	S4W	10	Lithonia Lighting	WDGE1 LED P1 35K BDCB2 VW	WDGE1 LED WITH P1 - PERFORMANCE PACKAGE, 3500K, BDCB2, VISUAL COMFORT WIDE OPTIC		1	WDGE1_LED_P1_35K_BDCB2_VW.ies	1196	0.9	10.0002
	S5	2	BEGA Converted by LUMCAT V 14.08.2015 / m.b.	33055K3	LED 8,4W	LED 8,4W	1	33055_BEGA_IE 6.ies	480	0.9	11

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VISUAL

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Photometric Plan

EA.38

1/14/21



WDGE1 LED

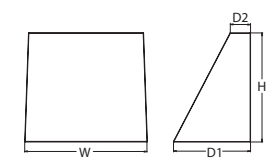
Architectural Wall Sconce

Catalog Number	
Notes	
Type	

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

- **Depth (D1):** 5.5"
- **Depth (D2):** 1.5"
- **Height:** 8"
- **Width:** 9"
- **Weight:** (without options) 9 lbs



Introduction

The WDGE LED family is designed to meet specifier's every wall-mounted lighting need in a widely accepted shape that blends with any architecture. The clean rectilinear design comes in four sizes with lumen packages ranging from 1,200 to 25,000 lumens, providing true site-wide solution.

WDGE1 delivers up to 2,000 lumens with a soft, non-pixelated light source, creating a visually comfortable environment. The compact size of WDGE1, with its integrated emergency battery backup option, makes it an ideal over-the-door wall-mounted lighting solution.

WDGE LED Family Overview

Luminaire	Standard EM, 0°C	Cold EM, -20°C	Sensor	Lumens (4000K) P1	P2	P3	P4	P5	P6
WDGE1 LED	4W	--	--	1,200	2,000	--	--	--	--
WDGE2 LED	10W	18W	Standalone / nLight	1,200	2,000	3,000	4,500	6,000	--
WDGE3 LED	15W	18W	Standalone / nLight	7,500	8,500	10,000	12,000	--	--
WDGE4 LED	--	--	Standalone / nLight	12,000	16,000	18,000	20,000	22,000	25,000

Ordering Information

EXAMPLE: WDGE1 LED P2 40K 80CRI VF MVOLT SRM PE DDBXD

Series	Package	Color Temperature	CRI	Distribution	Voltage	Mounting
WDGE1 LED	P1 P2	27K 2700K 30K 3000K 35K 3500K 40K 4000K 50K[1] 5000K	80CRI 90CRI	VF Visual comfort forward throw VW Visual comfort wide	MVOLT 347[2]	**Shipped included** SRM Surface mounting bracket ICW Indirect Canopy/Ceiling Washer bracket (dry/damp locations only)[5] **Shipped separately** AWS 3/8inch Architectural wall spacer PBBW Surface-mounted back box (top, left, right conduit entry)

Options	
E4WH[3]	Emergency battery backup, CEC compliant (4W, 0°C min)
PE[4]	Photocell, Button Type
DS	Dual switching (comes with 2 drivers and 2 light engines; see page 3 for details)
DMG	0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately)
BCE	Bottom conduit entry for back box (PBBW). Total of 4 entry points.

Finish			
DDBXD	Dark bronze	DDBTXD	Textured dark bronze
DBLXD	Black	DBLBXD	Textured black
DNAXD	Natural aluminum	DNATXD	Textured natural aluminum
DWHXD	White	DWHGXD	Textured white
DSSXD	Sandstone	DSSTXD	Textured sandstone

Accessories

Ordered and shipped separately.

WDGEAWS DDBXD U	WDGE 3/8inch Architectural Wall Spacer (specify finish)
WDGE1PBBW DDBXD U	WDGE1 surface-mounted back box (specify finish)

NOTES
1. 50K not available in 90CRI.
2. 347V not available with E4WH, DS or PE.
3. E4WH not available with PE or DS.
4. PE not available with DS.
5. Not qualified for DLC. Not available with E4WH.

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LED recessed wall luminaires - asymmetrical **BEGA**

Application
LED recessed wall luminaire with asymmetrical light distribution for the illumination of ground surfaces, building entrances, stairs and footpaths.

Materials
Luminaire housing constructed of die-cast aluminum marine grade, copper free (≤0.3% copper content) A360.0 aluminum alloy
Clear safety glass
Silicone applied robotically to casting, plasma treated for increased adhesion
High temperature silicone gasket
Mechanically captive stainless steel fasteners
Stainless steel screw clamps
Composite installation housing

NRTL listed to North American Standards, suitable for wet locations
Protection class IP65
Weight: 2.1 lbs

Electrical

Operating voltage	120-277VAC
Minimum start temperature	-40°C
LED module wattage	8.4W
System wattage	11.0W
Controlability	0-10V, TRIAC, and ELV dimmable
Color rendering index	Ra > 80
Luminaire lumens	480 lumens (3000K)
LED service life (L70)	60,000 hours

LED color temperature
☐ 4000K - Product number + **K4**
☐ 3500K - Product number + **K35**
☐ 3000K - Product number + **K3**
☐ 2700K - Product number + **K27**
☐ Amber - Product number + **AMB**

Wildlife friendly amber LED - Optional
Luminaire is optionally available with a narrow bandwidth, amber LED source (585-600nm) approved by the FWC. This light output is suggested for use within close proximity to sea turtle nesting and hatching habitats. Electrical and control information may vary from standard luminaire.

LED module wattage	8.7W (Amber)
System wattage	10.7 (Amber)
Luminaire lumens	111 lumens (Amber)

BEGA can supply you with suitable LED replacement modules for up to 20 years after the purchase of LED luminaires - see website for details

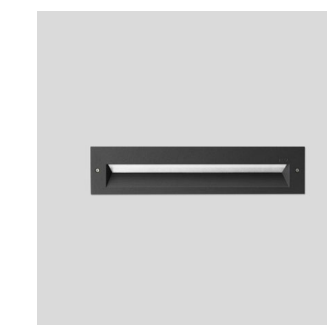
Finish
All BEGA standard finishes are matte, textured polyester powder coat with minimum 3 mil thickness.

Available colors ☐ Black (BLK) ☐ White (WHT) ☐ RAL:
☐ Bronze (BRZ) ☐ Silver (SLV) ☐ CUS:

Type:
BEGA Product:
Project:
Modified:



Fully enclosed luminaire with installation housing ensures seamless integration and weathertight operation.





LED recessed wall luminaires · asymmetrical	LED	A	B	C
33055	8.4W	12½	2¾	5

Due to the dynamic nature of lighting products and the associated technologies, luminaire data on this sheet is subject to change at the discretion of BEGA North America. For the most current technical data, please refer to bega-us.com
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Updated 08/26/19

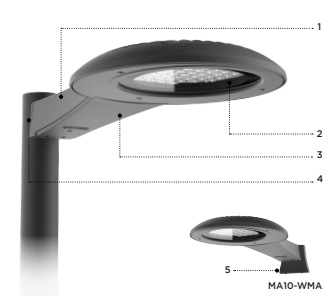
LUMINIS

MA10 SERIES

MAYA - LED
Pole/Wall mount

TYPE: ______ QUANTITY: ______ PROJECT: ______

CATALOG NUMBER:								
	MODEL	LED LIGHT SELECTION	VOLTAGE	FINISH	OPTION	OPTION	OPTION	OPTION



1- Luminaire shell housing constructed of corrosion resistant cast aluminum. Cast aluminum optical chamber with an integral fin pattern designed for heat dissipation and LED performance optimization.
2- Optical system assembly w/tempered glass lens
3- One piece hinged cast aluminum access cover to electrical components.
4- Heavy gauge galvanized steel universal mounting plate.
5- Cast aluminum wall mounting plate (MA10-WMA only).

MA10-PMA



MATERIALS
Maya is made of corrosion resistant 356 aluminum alloy with a copper (CU) content of less than 0.1%.
The MA10 features a high efficiency LED light engine, mounted on a thick base integral to the housing shell, designed with a heat sink pattern to optimize heat dissipation and luminaire efficacy. The power supply is enclosed in an isolated chamber allowing a quick access for electrical maintenance without disturbing the optical light chamber.

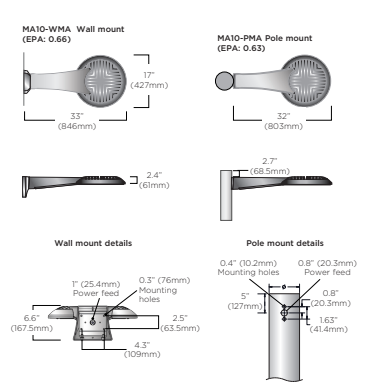
ELECTRICAL
POWER SUPPLY Standard driver is 0-10V dimming-ready (dims to 10%) with: 120-277 multi-volt compatibility (50-60Hz), operating temperature range of -40°C to +55°C / -40°F to +131°F, output over voltage protection, output over current protection and output short circuit protection with auto-recovery. Optional 347/480V available on selected models.
LED/Optics Type II, III, IV or V light distribution via high performance optical lenses. Offered in 2700K, 3000K, 3500K, 4000K. See the CCT options for details. Optional true Amber LED for turtle sensitive areas. Wavelengths: 584.5nm to 597nm.

LIFE
60,000hrs ($L_{70}B_{50}$) based on LM-80 report for lumen maintenance.

FINISH
Five-stage preparation process includes preheating of cast aluminum parts for air extraction. Polyester powder coating is applied through an electrostatic process, and oven cured for long term finish.

MOUNTING
Maximum weight: 27 lbs (12.2 kg)
Maya is designed for ease of access and installation. The luminaire slides over the mounting plate, minimizing installation effort. Designed for wall or pole mount to fit with a 4" (102mm) pole (5" (127mm) on request). Alternate poles or wall attachments are available to meet multiple installation conditions. (Refer to page 4)

CERTIFICATION
Tested to UL1598 and CSA22.2 #250. ETL listed for wet location.
Photometric testing performed by an independent laboratory in accordance with IES LM-79-08 standards at 25ºC/77ºF.
Lumen depreciation in accordance with IESNA LM80 standards.
Vibration tested for 1.5G per ANSI C136.31-2010.
Rated IP65.



July 2020 Rev 0

Luminaires may be altered for design improvement or discontinued without prior notice.

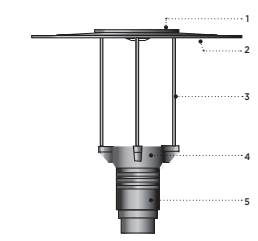
LUMINIS

EC800/EC801 SERIES

ECLIPSE MAXI - LED
8" Pole/Wall mount

TYPE: ______ QUANTITY: ______ PROJECT: ______

CATALOG NUMBER:								
	FIXTURE	WATTAGE	VOLTAGE	FINISH	OPTION	OPTION	OPTION	OPTION



1- Heavy cast aluminum top cover with integral LED heat dissipating pad.
2- 30" dia. x .090" (2.3mm) thick hard aluminum top shade. Underside surface is painted white enamel to optimize light performance (EC801 only).
3- Set of 4 X 1/2" (13mm) solid aluminum struts.
4- Cast aluminum upper electrical housing.
5- Cast aluminum lower electrical housing.

EC800



EC801



MATERIALS
Eclipse is made of corrosion resistant 356 aluminum alloy with a copper (CU) content of less than 0.1%.
The lower cast aluminum housing fits with a 4" (102mm) or 5" (127mm) pole and contains all electrical controls on a removable tray.

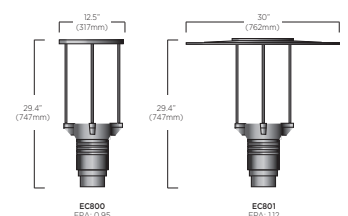
ELECTRICAL
LED
DRIVER Standard driver is 0-10V dimming-ready (dims to 10%) with: 120-277 multi-volt compatibility (50-60Hz), optional 347V on request, minimum operating temperature of -30ºC/-22ºF, output over voltage protection, output over current protection, output short circuit protection with auto-recovery, and over temperature protection (110ºC).
LED Type II, III or V light distribution via high performance optical lenses. Standard 4000K/80CRI. Optional 2700K, 3000K and 3500K. Removable modular LED platform.
Optional Amber LED for turtle sensitive areas. Wavelengths: 584.5nm to 597nm.

LIFE
75,000hrs $L_{85}B_{50}$ (based on IESNA TM-21 Test Method and LM-80 data).
145,000hrs $L_{70}B_{50}$ (calculated projection from LM-80 data).

FINISH
Five-stage preparation process including preheating of cast aluminum parts for air extraction, and an environmentally friendly alloy sealant. Polyester powder coating is applied through an electrostatic process and oven cured for long term finish.

MOUNTING
Maximum weight: 27 lbs (12 kg)
Eclipse is designed for ease of access and installation.
Standard luminaire mounts on a 4" (102mm) or 5" (127mm) pole.
Alternate pole or wall attachments are proposed with high quality components to meet multiple installation conditions.

CERTIFICATION
Tested to UL1598 and CSA 22.2 #250. ETL listed wet location.
Photometric testing performed by an independent laboratory in accordance with IES LM-79-08 standards at 25ºC. Lumen depreciation in accordance with IESNA LM80 standards. CE certification on request.
Rated IP65.



Feb 2020 Rev 0

Luminaires may be altered for design improvement or discontinued without prior notice.

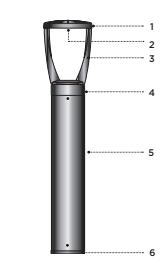
LUMINIS

MA30 SERIES

MAYA - LED
Bollard

TYPE: ______ QUANTITY: ______ PROJECT: ______

CATALOG NUMBER:								
	FIXTURE	WATTAGE	VOLTAGE	FINISH	OPTION	OPTION	OPTION	OPTION



1- Cast aluminum LED heat sink.
2- Optical system assembly.
3- Set of two cast aluminum supporting struts.
4- Removable cast aluminum cover for easy access to electrical components and driver.
5- 6" (152) diameter extruded aluminum base stand.
6- Cast aluminum anchor plate.

MA30



MATERIALS
MayaLED is made of corrosion resistant 356 aluminum alloy with a copper (CU) content of less than 0.1%.
COB LED is assembled on a thick pad housing chamber designed with a heat sink pattern to optimize heat dissipation and luminaire efficacy. The power supply is enclosed in an isolated chamber allowing a quick access for electrical maintenance without disturbing the optical light chamber.
COB LED is removable and replaceable for ease of maintenance or lighting upgrade.

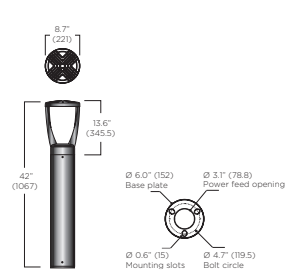
ELECTRICAL
POWER SUPPLY Standard driver is 0-10V dimming-ready (dims to 10%) with: 120-277 multi-volt compatibility (50-60Hz), operating temperature range of -30ºC/-22ºF to 60ºC/140ºF, output over voltage protection, output over current protection and output short circuit protection with auto-recovery.
LED Type II, IV or V light distribution via high performance optical lenses. Standard 4000K/80CRI. Optional 2700K, 3000K and 3500K. Optional Amber LED for turtle sensitive areas. Wavelengths: 584.5nm to 597nm.

LIFE
125,000hrs ($L_{70}B_{50}$) based on LM-80 report for lumen maintenance.

FINISH
Five-stage preparation process includes preheating of cast aluminum parts for air extraction. Polyester powder coating is applied through an electrostatic process, and oven cured for long term finish.

MOUNTING
Mounts with a set of three 1/2"-13 x 18" lg galvanized anchor bolts.

CERTIFICATION
Tested to UL1598 and CSA22.2 #250. ETL listed for wet location.
Photometric testing performed by an independent laboratory in accordance with IES LM-79-08 standards at 25ºC/77ºF. Lumen depreciation in accordance with IESNA LM80 standards.
CE Certification on request.
Rated IP66.



July 2019 Rev 0

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VISUAL

Peoples' Self-Help Housing

Cypress Place at Garden City

a new affordable housing development in Oxnard, California

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Lighting Specs
EA.39
1/14/21





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Rendered Images
EA.40
1/14/21





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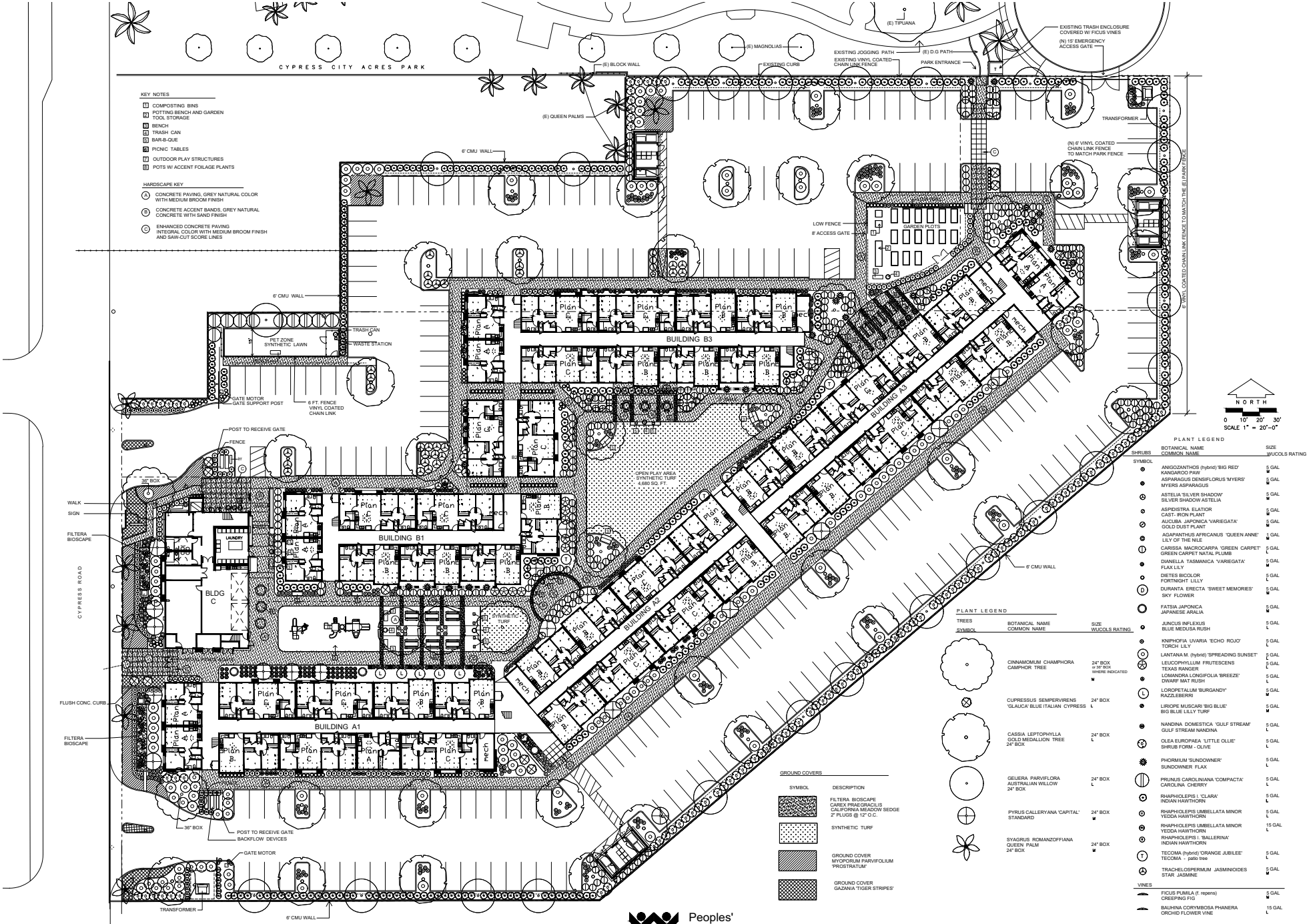
Rendered Images 2

EA.41

1/14/21



PLANT LEGEND

SYMBOL	BOTANICAL NAME / COMMON NAME	SIZE / WUCOLS RATING
TREES		
	CINNAMOMUM CHAMPHORA CAMPHOR TREE	24" BOX or 36" BOX WHERE INDICATED M
	CUPRESSUS SEMPERVIRENS 'GLAUCA' BLUE ITALIAN CYPRESS	24" BOX L
	CASSIA LEPTOPHYLLA GOLD MEDALLION TREE 24" BOX	24" BOX L
	GEIJERA PARVIFLORA AUSTRALIAN WILLOW 24" BOX	24" BOX L
	PYRUS CALLERYANA 'CAPITAL' STANDARD	24" BOX M
	SYAGRUS ROMANZOFFIANA QUEEN PALM 24" BOX	24" BOX M
SHRUBS		
	ANIGOZANTHOS (hybrid) 'BIG RED' KANGAROO PAW	5 GAL M
	ASPARAGUS DENSIFLORUS 'MYERS' MYERS ASPARAGUS	5 GAL M
	ASTELIA 'SILVER SHADOW' SILVER SHADOW ASTELIA	5 GAL M
	ASPIDISTRA ELATIOR CAST- IRON PLANT	5 GAL M
	AUCUBA JAPONICA 'VARIEGATA' GOLD DUST PLANT	5 GAL M
	AGAPANTHUS AFRICANUS 'QUEEN ANNE' LILY OF THE NILE	1 GAL M
	CARISSA MACROCARPA 'GREEN CARPET' GREEN CARPET NATAL PLUMB	5 GAL L
	DIANELLA TASMANICA 'VARIEGATA' FLAX LILY	5 GAL M
	DIETES BICOLOR FORTNIGHT LILLY	5 GAL L
D	DURANTA ERECTA 'SWEET MEMORIES' SKY FLOWER	5 GAL M
	FATSIA JAPONICA JAPANESE ARALIA	5 GAL M
	JUNCUS INFLEXUS BLUE MEDUSA RUSH	5 GAL L
	KNIPHOFIA UVARIA 'ECHO ROJO' TORCH LILY	5 GAL L
	LANTANA M. (hybrid) 'SPREADING SUNSET'	5 GAL L
	LEUCOPHYLLUM FRUTESCENS TEXAS RANGER	5 GAL L
	LOMANDRA LONGIFOLIA 'BREEZE' DWARF MAT RUSH	5 GAL L
L	LOROPETALUM 'BURGANDY' RAZZLEBERRI	5 GAL M
	LIROPE MUSCARI 'BIG BLUE' BIG BLUE LILLY TURF	5 GAL M
	NANDINA DOMESTICA 'GULF STREAM' GULF STREAM NANDINA	5 GAL L
	OLEA EUROPAEA 'LITTLE OLLIE' SHRUB FORM - OLIVE	5 GAL L
	PHORMIUM 'SUNDOWNER' SUNDOWNER FLAX	5 GAL L
	PRUNUS CAROLINIANA 'COMPACTA' CAROLINA CHERRY	5 GAL L
	RHAPHIOLEPIS I. 'CLARA' INDIAN HAWTHORN	5 GAL L
	RHAPHIOLEPIS UMBELLATA MINOR YEDDA HAWTHORN	5 GAL L
	RHAPHIOLEPIS UMBELLATA MINOR YEDDA HAWTHORN	15 GAL L
	RHAPHIOLEPIS I. 'BALLERINA' INDIAN HAWTHORN	
T	TECOMA (hybrid) 'ORANGE JUBILEE' TECOMA - patio tree	5 GAL L
	TRACHELOSPERMUM JASMINOIDES STAR JASMINE	5 GAL M
VINES		
	FICUS PUMILA (f. repens) CREEPING FIG	5 GAL M
	BAUHINA CORYMBOSA PHANERA ORCHID FLOWER VINE	15 GAL L

GROUND COVERS

SYMBOL	DESCRIPTION
	FILTERA BIOSCAPE CAREX PRAEGRACILIS CALIFORNIA MEADOW SEDGE 2" PLUGS @ 12" O.C.
	SYNTHETIC TURF
	GROUND COVER MYOPORUM PARVIFOLIUM 'PROSTRATUM'
	GROUND COVER GAZANIA 'TIGER STRIPES'

JORDAN, GILBERT & BAIN
LANDSCAPE ARCHITECTS, INC.
459 NORTH VENTURA AVE., VENTURA CA 93001
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Peoples' Self-Help Housing

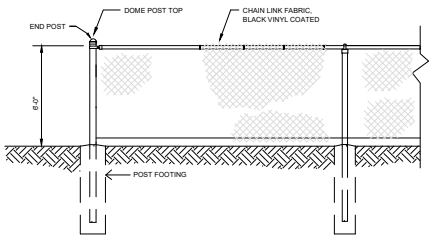
PRELIMINARY LANDSCAPE PLAN L-1

1-12-21

SHEET 1 OF 4

CYPRESS PLACE AT GARDEN CITY

A NEW AFFORDABLE HOUSING DEVELOPMENT IN OXNARD, CALIFORNIA



1 BLACK VINYL COATED CHAIN LINK FENCING
N.T.S.



POLY-VINYL COATING OVER METAL STRUCTURE
WABASH VALLEY OR EQUAL
46" DIAMETER W/ CONCAVE BENCHES

2 46" DIA. ROUND TABLE



POLY-VINYL COATING OVER METAL STRUCTURE
WABASH VALLEY OR EQUAL
8' LONG
SOME TABLES WILL BE ADA COMPLIANT .

3 8 FOOT LONG PICNIC TABLE



HEAT AND RUST RESISTANT BLACK ENAMEL STEEL FIRE BOX. 20" WIDE X 15 " DEEP W/ ATTACHED STEEL PREP TABLE

PREP TABLE

4 GRILL



32 GALLON POWDER COATED STEEL TRASH RECEPTABLE

5 TRASH RECEPTACLE



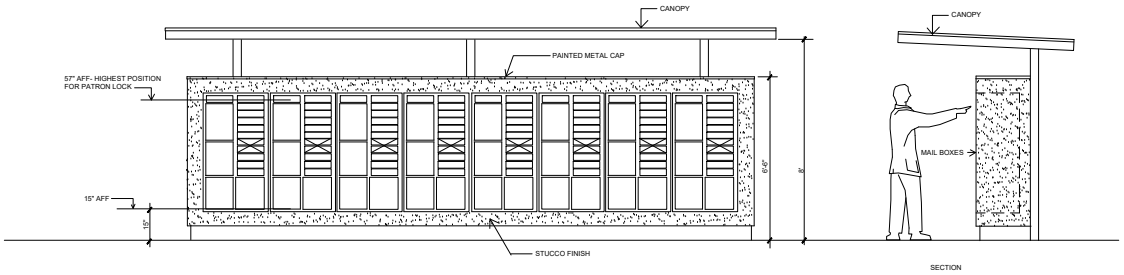
46' OCTAGONAL GAME TABLE W/ ATTACHED SEATING
POLY-VINYL COATING OVER METAL STRUCTURE
WABASH VALLEY OR EQUAL

6 46" GAME TABLE

6' BENCH, ALL STEEL WITH PLASTISOL-COATED SEATS AND POWDER COATED FRAMES
WABASH VALLEY COURTYARD BENCH



7 46" DIA. ROUND TABLE



8 MAIL BOX LAYOUT - ELEVATION
SCALE 1/2" =1'-0"

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CYPRESS PLACE AT GARDEN CITY
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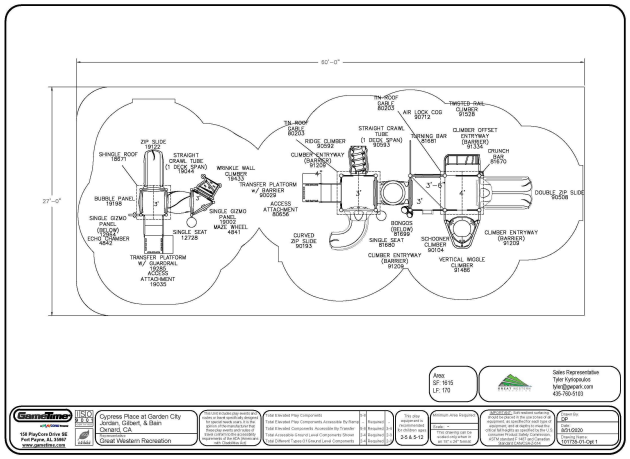
LANDSCAPE SITE AMENITIES L-2





Play Area Lyout



CASSIA LEPTOPHYLLA
GOLD MEDALLION TREE



CINNAMOMUM CHAMPHORA
CAMPHOR TREE



PYRUS CALLERYANA 'CAPITAL
CALLERY PEAR



GELJERA PARVIFLORA AUSTRALIAN
WILLOW



SYAGRUS ROMANZOFFIANA
QUEEN PALM



CUPRESSUS SEMPERVIRENS
'GLAUCA' BLUE ITALIAN CYPRESS



ASPIDISTRA ELATIOR
CAST- IRON PLANT



LEUCADENDRON (hybrid) 'JESTER'
JESTER CONEBUSH



AUCUBA JAPONICA 'VARIEGATA'
GOLD DUST PLANT



ASPARAGUS DENSIFLORUS 'MYERS'
MYERS ASPARAGUS



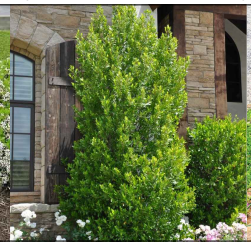
CARISSA MACROCARPA 'GREEN CARPET'
GREEN CARPET NATAL PLUMB



LIRIOPE MUSCARI 'BIG BLUE'
BIG BLUE LILLY TURF



RHAPHIOLEPIS INDICA 'CLARA'
INDIAN HAWTHORN 'CLARA'



PRUNUS CAROLINIANA 'COMPACTA'
CAROLINA CHERRY



KNIPHOFIA UVARIA 'ECHO ROJO'
'ECHO ROJO' TORCH LILY



DIETES BICOLOR
FORTNIGHT LILLY



FATSIA JAPONICA
JAPANESE ARALIA



LOROPETALUM 'BURGANDY'
RAZZLEBERRI



RHAPHIOLEPIS UMBELLATA MINOR
YEDDA HAWTHORN



ANIGOZANTHOS (hybrid) 'BIG RED'
'BIG RED' KANGAROO PAW



ASTELIA 'SILVER SHADOW'
SILVER SHADOW ASTELIA



DIANELLA TASMANICA 'VARIEGATA'
VARIEGATED FLAX LILY



LEUCOPHYLLUM FRUTESCENS
TEXAS RANGER



OLEA EUROPAEA 'LITTLE OLLIE'
SHRUB FORM - OLIVE



DURANTA ERECTA 'SWEET MEMORIES'
'SWEET MEMORIES' PURPLE SKYFLOWER



PHORMIUM TENAX 'SUNDOWNER'
NEW ZEALAND FLAX 'SUNDOWNER'



LANTANA MONTEVIDENSIS, (hybrid) 'SPREADING SUNSET'
TRAILING LANTANA 'SPREADING SUNSET'



GREWIA OCCIDENTALIS
LAVENDER STARFLOWER (ESPALIER)



FICUS PUMILA (FICUS REPENS)
CREEPING FIG



TECOMA (hybrid) 'ORANGE JUBILEE'
TECOMA - PATIO TREE



TRACHELOSPERMUM JASMINOIDES STAR
JASMINE



MYOPORUM PARVIFOLIUM



GAZANIA



LOMANDRA LONGIFOLIA 'BREEZE' DWARF
MAT RUSH



JUNCUS INFLEXUS
BLUE MEDUSA RUSH



FILTERA BIOSCAPE: CAREX
PRAEGRACILIS
CALIFORNIA MEADOW SEDGE

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Peoples' Self-Help Housing

CYPRESS PLACE AT GARDEN CITY
A NEW AFFORDABLE HOUSING DEVELOPMENT IN OXNARD, CALIFORNIA

PLANT MATERIAL IMAGES L-4

11-23-20 SHEET 4 OF 4

RESOLUTION NOS. 20-200-14 & 20-319-09

A RESOLUTION OF THE COMMUNITY DEVELOPMENT DIRECTOR OF THE CITY OF OXNARD APPROVING PLANNING AND ZONING PERMIT NO. 20-200-14 (DEVELOPMENT DESIGN REVIEW PERMIT) AND 20-310-09 (LOT LINE ADJUSTMENT) TO DEMOLISH TWO ABANDONED RESIDENTIAL STRUCTURES AND RELATED STRUCTURES RELATING TO AN EXISTING COMMERCIAL AGRICULTURAL USE (NURSERY); AND CONSTRUCT AN ALL AFFORDABLE 150-UNIT RESIDENTIAL APARTMENT COMPLEX KNOWN AS "CYPRESS PLACE AT GARDEN CITY" THAT CONSIST OF SIX, THREE STORY BUILDINGS WITH ONE TO THREE BEDROOM UNITS RANGING BETWEEN 562 AND 1,012 SQUARE FEET WITH ASSOCIATED SITE IMPROVEMENTS ON A 5.24 ACRE SITE LOCATED 5536 & 5482 CYPRESS ROAD (APN #s 223-0-041-020/223-0-090-015), SUBJECT TO CERTAIN FINDINGS AND CONDITIONS. FILED BY LAUREN NICHOLS, PEOPLES' SELF HELP, 56 EAST MAIN STREET, SUITE 200, VENTURA, CALIFORNIA 93001.

WHEREAS, on September 11, 2020, Lauren Nichols with Peoples' Self Help (the **"Applicant"** and/or **"Developer"**), submitted a request to allow the construction a 150 unit, all affordable apartment complex on a 5.24 acre site located at 5536 and 5482 Cypress Road (APN #s 223-0-041-020/223-0-090-015); and

WHEREAS, on October 9, 2020, the project was deemed Incomplete as a specific list of project components were not in compliance with objective standards of the Oxnard City Code (OCC). This meant the project had not yet qualified for expedited processing pursuant to Government Code Section 65913.4; and

WHEREAS, on November 24, 2020, updated project plans and related materials were received, and deemed consistent with the City's objective standards and the project application was deemed Complete. This initiated a ministerial streamlined 90-day review as of November 24, 2020, pursuant to California Government Code Section 65913.4, that is to be completed by February 22, 2021; and

WHEREAS, the Project site's zoning designation of "Multi-Family Residential - Affordable Housing (R2-AH) is consistent with the 2030 General Plan land use designation of Residential Low Medium (RLM) and the designation of said parcel as All-Affordable Housing Opportunity Program (AAHOP) Site No. B-10 of the adopted Oxnard Housing Element (2017 Mid-Cycle 2013-2021 Housing Element Update); and

WHEREAS, the project site's Affordable Housing (AH) overlay designation establishes density at 24 units per acre for all affordable residential developments and the Applicant has concurrently applied for Density Bonus Permit (PZ 20-535-02), in accordance with the AAHOP (OCC §16-420E(C) and is seeking an additional 20 percent density for an additional 25 units for a total of 150 units, including one concession seeking relief from one development standards and to acknowledge the Density Bonus eligible vehicle

parking ratios for projects which meet the criteria of Government Code Section 65915(b) and (c); and

WHEREAS, the Oxnard City Code (OCC) Section 16-525, designates the Community Development Services Director as the approving authority for the Development Design Review Permit; Section 15-11 and 15-267 of the Oxnard City Code authorizes the Community Development Director to approve a Lot Line Adjustment (Merger); and Section 16-410F(E) designates the Planning Commission as the approving authority for Density Bonus Permits which is identified as non-discretionary unless the City adopts written findings justifying the denial of the Density Bonus Permit; and

WHEREAS, the consideration of the concurrent Density Bonus Permit (Planning and Zoning Permit No. 20-535-02) is tentatively scheduled before the Planning Commission on February 16, 2021 and the approval of the present Design Development Review (DDR) Permit No. 20-200-14 is contingent on the approval of the Density Bonus Permit; and

WHEREAS, on February 3, 2020, the Community Development Director of the City of Oxnard (**"Director"**) conducted a duly noticed public hearing to consider the Applicant's request to approve Planning and Zoning Permit No. 20-200-14 (Design Review Permit) and 20-310-09 (Lot Line Adjustment) to allow a 150 unit, all affordable apartment complex on a 5.24 acre site located at 5536 and 5482 Cypress Road (APN #s 223-0-041-020/ 223-0-090-015) (the **"Project"**) in accordance with AAHOP (OCC §16-420) and the Attached Dwelling Unit (ADU) Development Standards (OCC §16-360 to §16-363); and

WHEREAS, the Planning and Environmental Services Division has completed a preliminary environmental assessment of the Project in accordance with the California Environmental Quality Act (CEQA) and determined that the Project is subject to a Statutory Exemption pursuant to Senate Bill ("SB") 35 and Government Code Section 65913.4, as the project satisfies all of the objective planning standards of Government Code Section 65913.4(a) is subject to the streamlined, ministerial approval process provided in Government Code Section 65913.4(b) and (c). Therefore, pursuant to Government Code Section 65913.4 and Public Resources Code Section 21080(b)(1), the Streamlined Infill Project is Statutorily Exempt from the CEQA as a ministerial project.

WHEREAS, the proposed project is consistent with the prior recitals and following Findings.

NOW, THEREFORE, BE IT RESOLVED BY THE COMMUNITY DEVELOPMENT DIRECTOR OF THE CITY OF OXNARD:

SECTION 1. Based on the entire record before the Community Development Director and all written and oral evidence presented, including the Community Development Director Staff Report and all attachments thereto, the Community Development Director finds:

Design Review Permit Findings

(1) The proposed use in conformance with the City of Oxnard 2030 General Plan, the 2017 Mid-Cycle 2013-2021 Housing Element Update "Housing Element", and other adopted standards.

As described in the staff report, the project consists of a 150-unit residential apartment complex with associated site improvements within the "Multi-Family Residential - Affordable Housing (R2-AH) zone which is consistent with the 2030 General Plan land use designation of Residential Low Medium (RLM) and the designation of said parcel as All-Affordable Housing Opportunity Program (AAHOP) Site No. B-10 of the adopted Oxnard Housing Element (2017 Mid-Cycle 2013-2021 Housing Element Update). The Project affordable units are needed to meet the City's Regional Housing Needs Allocation for affordable housing.

The City's 2030 General Plan land use designation for the subject site is Residential Low-Medium (7-12 dwelling units/acre) which allows low-rise residential housing. The AAHOP designation requires that housing units developed on the site be 100% affordable to extremely low, very low-, or low-income households with the exception of a manager's unit. The AAHOP designation for this site allows for a density of 24 dwelling units per acre instead of the 7-12 dwelling units/acre. The Density Bonus permit would allow for an additional 20 percent density calculated based on the allowed AAHOP density of 24 units per acre. With a density of 28.7 units per acre, the 5.24 acre site is allowed 150 residential units. The 150-unit Project is found consistent with the General Plan land use designation with the density allowed by both the AAHOP designation and the State Density Bonus.

With the exception of one non-discretionary Density Bonus concession regarding Private Balconies (OCC §16-362F) and acknowledgement of the Density Bonus eligible vehicle parking ratios for projects which meet the criteria of Government Code Section 65915(b) and (c), the proposed apartment complex has been designed to be in conformance with the General Plan and Oxnard City Code, including the R-2 Multiple-Family Zone (OCC §16-43 to 16-48); the All Affordable Housing Opportunity Program (OCC §16-420A to 16-420H); and the Attached Dwelling Unit Development Standards (OCC §16-360 to §16-363). The construction of the proposed apartment complex and associated improvements does not change the land use of the subject site. The project site is not subject to a Specific Plan. Therefore, the proposed project is in compliance with the 2030 General Plan and other adopted policies of the City of Oxnard and meets this Finding.

(2) The proposed use will not adversely affect or be materially detrimental to the adjacent uses, buildings or structures or to the public health, safety or general welfare.

As described in the staff report, and Finding (1) above, the proposed land use is consistent with uses considered and permitted by the Multiple-Family Zone - Affordable Housing (R-2-AH) zone that is the consistent zone designation for the General Plan Residential Low-Medium - AAHOP designation. The surrounding uses are characterized by residential uses, which are a combination of mobile homes, single-family, and multiple-family residences. Construction activities, anticipated uses, and development design will be subject to standard construction requirements of the Building, Fire, and Traffic Codes. Therefore, the proposed use and improvements are not expected to have adverse effects or be materially detrimental to adjacent uses, buildings or structures or to the public health, safety or general welfare. As such, this project meets this Finding.

(3) The site for the proposed use is adequate in size and shape to accommodate the setbacks, parking, landscaping, and items which may be required by Section 16-532.

As described in the staff report, and Finding (1) above, the,proposed project as conditioned, will meet the development standards of the Multiple-Family Zone - Affordable Housing (R2-AH) zone, the All-AAHOP (OCC §16-420) and the Attached Dwelling Unit (ADU) Development Standards (OCC §16-360 to §16-363). As such, the subject site is adequate in terms of size and as developed the development meets or exceeds City's design standards; therefore, the proposed project meets this Finding.

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

The City's Traffic Engineer has reviewed the Project and associated traffic study, and has found the Project, as conditioned, will be adequately served by existing roadway that exists along two project sides. Cypress Road lies to the west of the Project, and this street will serve as the main points of access with two vehicular driveways. Eugene Walk connects with the Project where the street terminates as a cul-de-sac. This restricted drive connection will allow service and emergency vehicles two points of access to adequately serve the property and its tenants. The project will contribute to existing traffic volumes within the neighborhood; however, the City's Traffic Engineering has determined the site has sufficient access to streets and highways that are adequate in size and existing intersections

adjacent to the project site will operate at acceptable levels of service, as stipulated in the 2030 General Plan. Therefore, this project meets this Finding.

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

The Project is considered an infill development that has been found to be consistent with anticipated development for this site. Furthermore, the Project will be served by existing sewer mains. However, the project has been conditioned for the developer to provide evidence that the property has been annexed into the Calleguas Municipal Water District prior to issuance of any site improvement permits. The Fire Marshal has found the project site has adequate fire protection. In accordance with the Stormwater Quality Conditions of this Resolution, the Project's design will comply with stormwater control measures as required by the Los Angeles Regional Water Quality Control Board's municipal separate storm sewer system ("MS4") permit. Therefore, the site for the proposed use will be provided with adequate sewerage, water, fire protection and storm drainage facilities. As such, this project meets this finding.

Streamlined Infill Project Findings

In accordance with Senate Bill 35 (Government Code Section 65913.4(a)), an applicant may submit an application for a development that is subject to the streamlined, ministerial approval process if the development satisfies all of the objective planning standards of Government Code Section 65913.4(a) as follows:

(6) The development is a multifamily housing development that contains two or more residential units.

The project is a multi-family housing development that contains 150 residential units.

(7) The development is located on a site that satisfies all of the following:

a. A site that is a legal parcel or parcels located in a city if, and only if, the city boundaries include some portion of either an urbanized area or urban cluster, as designated by the United States Census Bureau, or, for unincorporated areas, a legal parcel or parcels wholly within the boundaries of an urbanized area or urban cluster, as designated by the United States Census Bureau.

Yes, the site is a legal parcel in the City of Oxnard in an urbanized area as designated by the United States Census Bureau (UACE 66673).

b. A site in which at least 75 percent of the perimeter of the site adjoins parcels that are developed with urban uses. For the purposes of this section, parcels that are only separated by a street or highway shall be considered to be adjoined.

Yes, at least 75% of the perimeter adjoins urban uses.

c. A site that is zoned for residential use or residential mixed-use development, or has a general plan designation that allows residential use or a mix of residential and nonresidential uses, with at least two-thirds of the square footage of the development designated for residential use.

Yes, the Project site is zoned for Multi-Family Residential (R-2-AH) with an AAHOP overlay and is located within the Residential Low Medium land use designation.

(8) If the development contains units that are subsidized, the development proponent already has recorded, or is required by law to record, a land use restriction for the following applicable minimum durations:

a. Fifty-five years for units that are rented.
b. Forty-five years for units that are owned.

The SB 35 Guidelines defines "subsidized" as "units that are price or rent restricted such that the units are permanently affordable to households meeting the definitions of very low and lower income, as defined in Sections 50079.5 and 50105 of the Health and Safety Code"

The project is a 100% affordable housing development containing 150 units (including 148 affordable units and two (2) market-rate manager's units). The applicant is required per the Conditions of Approval to record a covenant to the satisfaction of the City of Oxnard Housing Department for households earning between 30% to 80% of the Area Median Income for a period of 55 years.

(9) The development satisfies both of the following:

a. Is located in a locality that the department has determined is subject to this subparagraph on the basis that the number of units that have been issued building permits is less than the locality's share of the regional housing needs, by income category, for that reporting period. A locality shall remain eligible under this subparagraph until the department's determination for the next reporting period. A locality shall be subject to this subparagraph if it has not submitted an annual

housing element report to the department pursuant to paragraph (2) of subdivision (a) of Section 65400 for at least two consecutive years before the development submitted an application for approval under this section.

b. The development is subject to a requirement mandating a minimum percentage of below market rate housing based on one of the following:

i. The locality did not submit its latest production report to the department by the time period required by Section 65400, or that production report reflects that there were fewer units of above moderate-income housing approved than were required for the regional housing needs assessment cycle for that reporting period. In addition, if the project contains more than 10 units of housing, the project seeking approval dedicates a minimum of 10 percent of the total number of units to housing affordable to households making below 80 percent of the area median income. If the locality has adopted a local ordinance that requires that greater than 10 percent of the units be dedicated to housing affordable to households making below 80 percent of the area median income, that zoning ordinance applies.

ii. The locality did not submit its latest production report to the department by the time period required by Section 65400, or that production report CPC-2019-2592-DB-CU-SIP F-3 reflects that there were fewer units of housing affordable to households making below 80 percent of the area median income that were issued building permits than were required for the regional housing needs assessment cycle for that reporting period, and the project seeking approval dedicates 50 percent of the total number of units to housing affordable to households making below 80 percent of the area median income, unless the locality has adopted a local ordinance that requires that greater than 50 percent of the units be dedicated to housing affordable to households making below 80 percent of the area median income, in which case that ordinance applies.

iii. The locality did not submit its latest production report to the department by the time period required by Section 65400, or if the production report reflects that there were fewer units of housing affordable to any income level described in clause (i) or (ii) that were issued building permits than were required for the regional housing needs assessment cycle for that reporting

period, the project seeking approval may choose between utilizing clause (i) or (ii).

On February 1, 2018, the California Department of Housing and Community Development ("HCD") released maps showing which cities and counties in California are subject to streamlined housing development under SB 35 as the City of Oxnard has not met housing goals for below moderate income units . The City of Oxnard is subject to SB 35. Projects are required to provide 50 percent of the total (base density) for lower-income households to qualify under SB 35.

The project is a 100% affordable housing development containing 150 units (including 148 affordable units and two (2) market-rate manager's units). The applicant is required per the Conditions of Approval to record a covenant to the satisfaction of the City of Oxnard Housing Department for households earning between 30% to 80% of the Area Median Income for a period of 55 years. Therefore, the project meets the affordability requirements of SB 35.

(10) The development, excluding any additional density or any other concessions, incentives, or waivers of development standards granted pursuant to the Density Bonus Law in Section 65915, is consistent with objective zoning standards and objective design review standards in effect at the time that the development is submitted to the local government pursuant to this section. For purposes of this paragraph, "objective zoning standards" and "objective design review standards" mean standards that involve no personal or subjective judgment by a public official and are uniformly verifiable by reference to an external and uniform benchmark or CPC-2019-2592-DB-CU-SIP F-4 criterion available and knowable by both the development applicant or proponent and the public official prior to submittal. These standards may be embodied in alternative objective land use specifications adopted by a city or county, and may include, but are not limited to, housing overlay zones, specific plans, inclusionary zoning ordinances, and density bonus ordinances, subject to the following:

- **a. A development shall be deemed consistent with the objective zoning standards related to housing density, as applicable, if the density proposed is compliant with the maximum density allowed within that land use designation, notwithstanding any specified maximum unit allocation that may result in fewer units of housing being permitted.**
- **b. In the event that objective zoning, general plan, or design review standards are mutually inconsistent, a development shall be deemed consistent with the objective zoning standards pursuant to this subdivision if the development is consistent with the standards set forth in the general plan..**

The City's 2030 General Plan land use designation for the subject site is Residential Low-Medium (7-12 dwelling units/acre) which allows low-rise residential housing. The AAHOP designation requires that housing units developed on the site be 100% affordable to extremely low, very low-, or low-income households with the exception of a manager's unit. The AAHOP designation for this site allows for a density of 24 dwelling units per acre instead of the 7-12 dwelling units/acre. The Density Bonus permit would allow for an additional 20 percent density calculated based on the allowed AAHOP density of 24 units per acre. With a density of 28.7 units per acre, the 5.24 acre site is allowed 150 residential units. The 150-unit Project is found consistent with the General Plan land use designation with the density allowed by both the AAHOP designation and the State Density Bonus.

With the exception of one non-discretionary Density Bonus concession regarding Private Balconies (OCC §16-362F) and and acknowledgement of the Density Bonus eligible vehicle parking ratios for projects which meet the criteria of Government Code Section 65915(b) and (c), the proposed apartment complex has been designed to be in conformance with the General Plan and Oxnard City Code, including the R-2 Multiple-Family Zone (OCC §16-43 to 16-48); the All Affordable Housing Opportunity Program (OCC §16-420A to 16-420H); and the Attached Dwelling Unit Development Standards (OCC §16-360 to §16-363). The construction of the proposed apartment complex and associated improvements does not change the land use of the subject site. The project site is not subject to a Specific Plan.

Pursuant to the State Density Bonus Law, the City must grant up to four (4) concessions for this 100% affordable project per Government Code Section 65915. However, the applicant only requests one (1) concession and provides justifications:

1. Concession from Zoning Code 16-362F: Private Balcony.
    a. Eliminate the requirement to provide private balconies. Private balconies have an estimated construction costs of approximately $10,000/unit. Eliminating balconies from this Project would result in actual, identifiable cost reductions of approximately $1,500,000 from the total development costs. Interior closet and storage space has been designed within each unit, as well as ample communal outdoor open space to accommodate residents.
2. Acknowledge the Density Bonus eligible vehicle parking ratios for the project meets the criteria of Government Code Section 65915: Total Required Parking.
    b. The AAHOP zoning code requires 273 total parking spaces. However, the project is only required to provide 212 off-street parking spaces pursuant to Government Code Section 65915(p), the State's Density Bonus Law, as demonstrated in the following table.

PARKING TABLE BREAKDOWN AND DISTRIBUTION PER CALIFORNIA GOVERNMENT CODE SECTION 65915(p)					
BEDROOM COUNT	# OF UNITS	OFF-STREET REQUIRED	PARKING		NOTE
			REQUIRED	PROVIDED	
1-Bed	27	1 Parking Stall	27	252	The project provides 40 more parking spaces than required by Government Code Section 65915
2 to 3 Bedrooms	123	1.5 Parking Per Unit	185		
Visitor Parking		No Visitor Parking Required	0		
		Total:	212	252	

This project is proposing 252 total parking spaces, which equates to 1 stall per 1 bedroom units, 1.5 stalls per 2 bedroom units, and 2 stalls per 3 bedroom units. The reduced parking results in actual, identifiable cost reductions by reducing the costs associated with providing 21 additional parking spaces. It also reduces the cost per square foot of developing residential units, because the reduction allows for the accommodation of more units onsite without increasing land costs. The applicant's Property Management team has verified that the proposed parking ratio meets the long-term needs of the development and is consistent with other applicant projects.

No other concessions, incentives, or waivers of development standards are requested or granted as part of the subject determination. The development, excluding any additional density or any other concessions, incentives, or waivers of development standards granted pursuant to the State Density Bonus Law (Government Code Section 65915), is consistent with objective zoning and design review standards in effect at the time that the development was submitted to the City of Oxnard.

(11) The development is not located on a site that is any of the following:

a. A coastal zone, as defined in Division 20 (commencing with Section 30000) of the Public Resources Code.

The Project site is not located within the Coastal Zone.

b. Either prime farmland or farmland of statewide importance, as defined pursuant to United States Department of Agriculture land inventory and monitoring criteria, as modified for California, and designated on the maps prepared by the Farmland Mapping and Monitoring Program of the Department of Conservation, or land zoned or designated for agricultural protection or preservation by a

local ballot measure that was approved by the voters of that jurisdiction.

The Project site is not defined as prime farmland or farmland of statewide importance.

c. **Wetlands, as defined in the United States Fish and Wildlife Service Manual, Part 660 FW 2 (June 21, 1993).**

The Project site is not defined as a wetland.

d. **Within a very high fire hazard severity zone, as determined by the Department of Forestry and Fire Protection pursuant to Section 51178, or within a high or very high fire hazard severity zone as indicated on maps adopted by the Department of Forestry and Fire Protection pursuant to Section 4202 of the Public Resources Code. This subparagraph does not apply to sites excluded from the specified hazard zones by a local agency, pursuant to subdivision (b) of Section 51179, or sites that have adopted fire hazard mitigation measures pursuant to existing building standards or state fire mitigation measures applicable to the development.**

The Project site is not located within a very high fire hazard severity zone.

e. **A hazardous waste site that is listed pursuant to Section 65962.5 or a hazardous waste site designated by the Department of Toxic Substances Control pursuant to Section 25356 of the Health and Safety Code, unless the Department of Toxic Substances Control has cleared the site for residential use or residential mixed uses.**

The Project site is not a hazardous waste site per the Envirostar listing.

f. **Within a delineated earthquake fault zone as determined by the State Geologist in any official maps published by the State Geologist, unless the development complies with applicable seismic protection building code standards adopted by the California Building Standards Commission under the California Building Standards Law (Part 2.5 (commencing with Section 18901) of Division 13 of the Health and Safety Code), and by any local building department under Chapter 12.2 (commencing with Section 8875) of Division 1 of Title 2.**

The Project site is not located in a delineated earthquake fault zone pursuant to the Alquist-Priolo Act.

g. **Within a floodplain as determined by maps promulgated by the Federal Emergency Management Agency, unless the development has been issued a flood plain development permit pursuant to Part 59 (commencing with Section 59.1) and Part 60 (commencing with Section 60.1) of Subchapter B of Chapter I of Title 44 of the Code of Federal Regulations.**

The Project site is not located within a special flood hazard area. The applicable FEMA designated flood zone is X500.

h. **Within a floodway as determined by maps promulgated by the Federal Emergency Management Agency, unless the development has received a no-rise certification in accordance with Section 60.3(d)(3) of Title 44 of the Code of Federal Regulations.**

The Project site is not located within a special flood hazard area. The applicable FEMA designated flood zone is X500.

i. **Lands identified for conservation in an adopted natural community conservation plan pursuant to the Natural Community Conservation Planning Act (Chapter 10 (commencing with Section 2800) of Division 3 of the Fish and Game Code), habitat conservation plan pursuant to the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), or other adopted natural resource protection plan.**

The Project site is not identified for conservation in an adopted natural community conservation plan or habitat conservation plan.

j. **Habitat for protected species identified as candidate, sensitive, or species of special status by state or federal agencies, fully protected species, or species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code), or the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code).**

The Project site does not contain habitat for protected species identified as candidate, sensitive, or species of special status.

k. Lands under conservation easement.

The Project site is not under a conservation easement.

(12) The development is not located on a site where any of the following apply:

a. The development would require the demolition of the following types of housing:

i. Housing that is subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of moderate, low, or very low income.

ii. Housing that is subject to any form of rent or price control through a public entity's valid exercise of its police power.

iii. Housing that has been occupied by tenants within the past 10 years.

b. The site was previously used for housing that was occupied by tenants that was demolished within 10 years before the development proponent submits an application under this section.

c. The development would require the demolition of a historic structure that was placed on a national, state, or local historic register prior to the submission of an application.

d. The property contains housing units that are occupied by tenants, and units at the property are, or were, subsequently offered for sale to the general public by the subdivider or subsequent owner of the property.

The Project site is currently vacant with existing infrastructure with two abandoned homes that previously served a commercial greenhouse and nursery. There are no residential units built or demolished on the property in the last 10 years; therefore, no AB 2556 replacement affordable units are required. The project site has not been identified as a historic resource by local, state or federal agencies. The project does not involve the demolition of a historic structure that was placed on a national, state, or local historic register prior to the submission of the application.

(13) The development proponent has done both of the following, as applicable:

a. Certified to the locality that either of the following is true, as applicable:

i. The entirety of the development is a public work for purposes of Chapter 1 (commencing with Section 1720) of Part 7 of Division 2 of the Labor Code.

ii. If the development is not in its entirety a public work, that all construction workers employed in the execution of the

development will be paid at least the general prevailing rate of per diem wages for the type of work and geographic area, as determined by the Director of Industrial Relations pursuant to Sections 1773 and 1773.9 of the Labor Code, except that apprentices registered in programs approved by the Chief of the Division of Apprenticeship Standards may be paid at least the applicable apprentice prevailing rate. If the development is subject to this subparagraph, then for those portions of the development that are not a public work all of the following shall apply:

1. **The development proponent shall ensure that the prevailing wage requirement is included in all contracts for the performance of the work.**
2. **All contractors and subcontractors shall pay to all construction workers employed in the execution of the work at least the general prevailing rate of per diem wages, except that apprentices registered in programs approved by the Chief of the Division of Apprenticeship Standards may be paid at least the applicable apprentice prevailing rate.**
3. **Except as provided in subclause (V), all contractors and subcontractors shall maintain and verify payroll records pursuant to Section 1776 of the Labor Code and make those records available for inspection and copying as provided in therein. IV. Except as provided in subclause (V), the obligation of the contractors and subcontractors to pay prevailing wages may be enforced by the Labor Commissioner through the issuance of a civil wage and penalty assessment pursuant to Section 1741 of the Labor Code, which may be reviewed pursuant to Section 1742 of the Labor Code, within 18 months after the completion of the development, by an underpaid worker through an administrative complaint or civil action, or by a joint labor-management committee though a civil action under Section 1771.2 of the Labor Code. If a civil wage and penalty assessment is issued, the contractor, subcontractor, and surety on a bond or bonds issued to secure the payment of wages covered by the assessment shall be liable for liquidated damages pursuant to Section 1742.1 of the Labor Code.**
4. **Subclauses (III) and (IV) shall not apply if all contractors and subcontractors performing work on the**

development are subject to a project labor agreement that requires the payment of prevailing wages to all construction workers employed in the execution of the development and provides for enforcement of that obligation through an arbitration procedure. For purposes of this clause, "project labor agreement" has the same meaning as set forth in paragraph (1) of subdivision (b) of Section 2500 of the Public Contract Code.

5. **Notwithstanding subdivision (c) of Section 1773.1 of the Labor Code, the requirement that employer payments not reduce the obligation to pay the hourly straight time or overtime wages found to be prevailing shall not apply if otherwise provided in a bona fide collective bargaining agreement covering the worker. The requirement to pay at least the general prevailing rate of per diem wages does not preclude use of an alternative workweek schedule adopted pursuant to Section 511 or 514 of the Labor Code.**

b.

i. For developments for which any of the following conditions apply, certified that a skilled and trained workforce shall be used to complete the development if the application is approved:

1. **On and after January 1, 2018, until December 31, 2021, the development consists of 75 or more units that are not 100 percent subsidized affordable housing and will be located within a jurisdiction located in a coastal or bay county with a population of 225,000 or more.**
2. **On and after January 1, 2022, until December 31, 2025, the development consists of 50 or more units that are not 100 percent subsidized affordable housing and will be located within a jurisdiction located in a coastal or bay county with a population of 225,000 or more.**
3. **On and after January 1, 2018, until December 31, 2019, the development consists of 75 or more units that are not 100 percent subsidized affordable housing and will be located within a jurisdiction with a population of fewer than 550,000 and that is not located in a coastal or bay county.**
4. **On and after January 1, 2020, until December 31, 2021, the development consists of more than 50 units and will**

be located within a jurisdiction with a population of fewer than 550,000 and that is not located in a coastal or bay county.

5. **On and after January 1, 2022, until December 31, 2025, the development consists of more than 25 units and will be located within a jurisdiction with a population of fewer than 550,000 and that is not located in a coastal bay county.**

ii. **For purposes of this section, "skilled and trained workforce" has the same meaning as provided in Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code.**

iii. **If the development proponent has certified that a skilled and trained workforce will be used to complete the development and the application is approved, the following shall apply:**

1. **The applicant shall require in all contracts for the performance of work that every contractor and subcontractor at every tier will individually use a skilled and trained workforce to complete the development.**
2. **Every contractor and subcontractor shall use a skilled and trained workforce to complete the development.**
3. **Except as provided in subclause (IV), the applicant shall provide to the locality, on a monthly basis while the development or contract is being performed, a report demonstrating compliance with Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code. A monthly report provided to the locality pursuant to this subclause shall be a public record under the California Public Records Act (Chapter 3.5 (commencing with Section 6250) of Division 7 of Title 1) and shall be open to public inspection. An applicant that fails to provide a monthly report demonstrating compliance with Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code shall be subject to a civil penalty of ten thousand dollars ($10,000) per month for each month for which the report has not been provided. Any contractor or subcontractor that fails to use a skilled and trained workforce shall be subject to a civil penalty of two hundred dollars ($200) per day for each worker employed in contravention of the skilled and**

trained workforce requirement. Penalties may be assessed by the Labor Commissioner within 18 months of completion of the development using the same procedures for issuance of civil wage and penalty assessments pursuant to Section 1741 of the Labor Code, and may be reviewed pursuant to the same procedures in Section 1742 of the Labor Code. Penalties shall be paid to the State Public Works Enforcement Fund.

4. **Subclause (III) shall not apply if all contractors and subcontractors performing work on the development are subject to a project labor agreement that requires compliance with the skilled and trained workforce requirement and provides for enforcement of that obligation through an arbitration procedure. For purposes of this subparagraph, "project labor agreement" has the same meaning as set forth in paragraph (1) of subdivision (b) of Section 2500 of the Public Contract Code.**

iv. **Notwithstanding subparagraphs (A) and (B), a development that is subject to approval pursuant to this section is exempt from any requirement to pay prevailing wages or use a skilled and trained workforce if it meets both of the following:**

1. **The project includes 10 or fewer units.**
2. **The project is not a public work for purposes of Chapter 1 (commencing with Section 1720) of Part 7 of Division 2 of the Labor Code.**

The project is conditioned to meet the above requirements of Government Code Section 65913.4(a).

(14) The development did not or does not involve a subdivision of a parcel that is, or, notwithstanding this section, would otherwise be, subject to the Subdivision Map Act (Division 2 (commencing with Section 66410)) or any other applicable law authorizing the subdivision of land, unless either of the following apply:

a. The development has received or will receive financing or funding by means of a low-income housing tax credit and is subject to the requirement that prevailing wages be paid pursuant to subparagraph (A) of paragraph (8).

b. The development is subject to the requirement that prevailing wages be paid, and a skilled and trained workforce used, pursuant to paragraph (8).

There is no subdivision entitlement requested as part of the project.

(15) The development shall not be upon an existing parcel of land or site that is governed under the Mobilehome Residency Law (Chapter 2.5 (commencing with Section 798) of Title 2 of Part 2 of Division 2 of the Civil Code), the Recreational Vehicle Park CPC-2019-2592-DB-CU-SIP F-10 Occupancy Law (Chapter 2.6 (commencing with Section 799.20) of Title 2 of Part 2 of Division 2 of the Civil Code), the Mobilehome Parks Act (Part 2.1 (commencing with Section 18200) of Division 13 of the Health and Safety Code), or the Special Occupancy Parks Act (Part 2.3 (commencing with Section 18860) of Division 13 of the Health and Safety Code).

The Mobilehome Residency Law and related regulations are not applicable to the site.

Therefore, as provided above, the development satisfies all of the objective planning standards of Government Code Section 65913.4(a), and is therefore subject to the streamlined, ministerial approval process provided in Government Code Section 65913.4(b) and (c).

SECTION 2. The Community Development Director, in accordance with the California Environmental Quality Act (CEQA), determines that the Project will not have a significant impact on the environment and is Statutorily exempt from CEQA pursuant to Senate Bill ("SB") 35 and Government Code Section 65913.4, a project that satisfies all of the objective planning standards of Government Code Section 65913.4(a) is subject to the streamlined, ministerial approval process provided in Government Code Section 65913.4(b) and (c). Therefore, pursuant to Government Code Section 65913.4 and Public Resources Code Section 21080(b)(1), the Streamlined Infill Project is Statutorily Exempt from the California Environmental Quality Act ("CEQA") as a ministerial project. The Planning and Environmental Services Division is hereby authorized and directed to file a Notice of Exemption with the Ventura County Clerk pursuant to Section 15602 of the State CEQA Guidelines within five (5) working days of passage, approval and adoption of this Resolution.

SECTION 3. Based on the findings set forth herein, the Community Development Director hereby approves Planning and Zoning Permit No. 20-200-14 (Development Design Review Permit) and 20-310-09 (Lot Line Adjustment), subject to the attached conditions of approval, including the subsequent approval of the Density Bonus Permit by the Planning Commission.

SECTION 5. The decision of the Community Development Director shall be final unless an appeal of the action is filed in accordance with the provisions of Section 16-525(B) of the Oxnard City Code.

CONDITIONS OF APPROVAL

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

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

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 February 3, 2021 ("the plans") on file with the Planning Division. The project shall conform to the plans, except as otherwise specified in these conditions, or unless a minor modification to the plans is approved by the Planning and Environmental Services Manager ("Planning Manager") or a major modification to the plans is approved by the Planning Commission. A minor modification may be granted for minimal changes or increases in the extent of use or size of structures or of the design, materials or colors of structures or masonry walls. A major modification shall be required for substantial changes or increases in such items. (PL, *G-2*)

3. This permit shall automatically become null and void 36 months from the date of its issuance, unless the Developer has diligently developed the proposed project, as shown by the issuance of a grading, foundation, or building permit and the construction of substantial improvements. If Developer has not met the 36-month deadline, Developer may seek a further extension of the deadline based upon providing proof of compliance with Government Code 65913.4. (PL, *G-3*)

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

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

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

7. Any covenants, conditions, and restrictions (CC&Rs) applicable to the project property shall be consistent with the terms of this permit and the City Code. If there is a conflict between the CC&Rs and the City Code or this permit, the City Code or this permit shall prevail. (CA, *G-7*)

8. Developer shall complete the "Notice of Land Use Restrictions and Conditions" form, using the form provided by the City, for recording with the Ventura County Recorder. Before the City issues building permits, Developer shall submit the original completed, signed and notarized document, together with the required fees to the Planning Manager. (PL, *G-8*)

9. Developer shall provide off-street parking for the project, including the number of spaces, stall size, paving, striping, location, and access, as required by the City Code and/or this permit. (PL/B, *G-9*)

10. Before placing or constructing any signs on the project property, Developer shall obtain a sign permit from the City. Except as provided in the sign permit, Developer may not change any signs on the project property. (PL/B, *G-10*)

11. Developer shall obtain a building permit for any new construction or modifications to structures, including interior modifications, authorized by this permit. (B, *G-11*)

12. Developer shall not permit any combustible refuse or other flammable materials to be burned on the project property. (FD, *G-12*)

13. Developer shall not permit any materials classified as flammable, combustible, radioactive, carcinogenic or otherwise potentially hazardous to human health to be handled, stored or

used on the project property, except as provided in a permit issued by the Fire Chief. (FD, *G-13*)

14. If Developer, owner or tenant fails to comply with any of the conditions of this permit, the Developer, owner or tenant shall be subject to a civil fine pursuant to the City Code. (CA, *G-14*)

15. Prior to issuance of building permits, Developer shall correct all violations of the City Code existing on the project property for which the Code Compliance Division has open cases. (PL, *G-15*).

LANDSCAPE STANDARD CONDITIONS

16. Prior to 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 Building and Engineering Division and obtain approval of such plans. (PK/DS, *PK-2*)

17. Prior to issuance of a certificate of occupancy, Developer shall install landscape and automatic irrigation systems that have been approved by the Building and Engineering Division. (PK, *PK-3*)

18. 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*)

19. 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 the Planning Division or designee. The irrigation system shall include automatic rain shut-off devices, or instructions on how to override the irrigation system during rainy periods. (PK, *PK-5*)

20. 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)

21. 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)

22. Developer shall provide an automatic irrigation controller and a written seasonal watering schedule for all front yard and street side yard landscaping. The watering schedule shall include variations for seasonal changes, sun and shade exposure of plants, type of plants, duration and frequency of irrigation, and suggestions as to how to conserve water. As part

of the landscape plan check submittal process, the Parks and Facilities Superintendent shall review the sufficiency of instructions for the operation of the irrigation controller and the watering schedule cycles. (PK, *PK-11*)

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

24. 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)

25. 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)

26. 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)

FIRE DEPARTMENT STANDARD CONDITIONS

27. 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*)

28. All roof covering materials on the project property shall be of non-combustible or fire retardant materials approved by the Fire Chief and in compliance with the City Code. (FD, *F-2*)

29. Before the City issues building permits, Developer shall obtain the Fire Chief's approval of a plan to ensure fire equipment access and the availability of water for fire combat operations to all areas of the project property. The Fire Chief shall determine whether or not the plan provides adequate fire protection. (FD/DS, *F-3*)

30. 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*)

31. 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*)

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

33. 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*)

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

35. 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*)

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

37. 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*)

38. 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*)

39. 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*)

40. 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*)

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

42. Developer shall comply with Certified Unified Program Agency (CUPA) requirements regarding the storage, handling and generation of hazardous materials or waste. Prior to the issuance of building permits, Developer shall contact the CUPA division of the Fire Department to ensure that such requirements are followed. (FD, *F-16*)

43. 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

44. Developer shall provide separate Post Indicator Valves (PIV's) for each of the residential buildings (A1, A2, A3, B1, B2, and B3) to allow independent shutoff of individual sprinkler systems instead of all three sections at once. (FD)

45. Developer shall update the site plan showing that all pedestrian gates will be equipped with Knox Box key vault. (FD)

PLANNING DIVISION STANDARD CONDITIONS

46. 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)

47. 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*)

48. 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*)

49. 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*)

50. Developer may not modify any use approved by this permit unless the Planning Division Manager determines that the Developer has provided the parking required by the City Code for the modified use. (PL, *PL-7*)

51. 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)

52. 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.

53. 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*)

54. 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*)

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

56. During construction, Developer shall water the area to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall be at least twice per day and shall penetrate sufficiently to minimize fugitive dust during grading activities. (B/DS, *PL-11*)

57. 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*)

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

59. 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*)

60. 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*).

61. Developer shall participate in the City's Public Art Program by paying the Public Art fee prior to issuance of building permits, in accordance with City Council Resolution No. 14,124. *(*PL, *PL-50)*

62. Developer shall install all roof and building rain gutters and downspouts to integrate as closely as possible with building design elements, including matching adjacent building colors as closely as possible. Developer shall submit a plan and scheme for approval by the Planning Division Manager prior to issuance of building permits. (PL, *PL-18)*

63. Developer shall provide utility meters, mailboxes and address directories, placed in decorative cabinets and clustered for efficient access for residents and service persons. Developer shall coordinate placement and design of such items accordingly, with the Planning Division Manager, the appropriate utility service provider and the United States Postal Service, prior to issuance of building permits. (PL, *PL-19)*

64. Light standards illuminating interior walkways shall be no more than eight feet high. Light shall not intrude into private living or patio areas. Light standards serving recreational areas shall be no more than 15 feet high. Light shall be directed away from dwelling units. (B, *PL-30*)

65. Street side yard walls shall be of decorative masonry construction and shall be set back 10 feet from any public sidewalk. (PL/B, *PL-32*)

66. Developer shall construct each dwelling unit with separate utility systems and meters. Developer shall paint utility meter panels to match structures 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. (DS/B, *PL-34*)

67. Developer shall pay applicable impact fees, including but not limited to the fees authorized by City Council Resolution 15,329 (Growth Requirement Capital Fee, Park and Recreation Fee, Traffic Circulation Fee, Storm Drainage Fee, Mobility Fee, Public Art Program Fee, and Utility and Undergrounding in-Lieu Fee) and Quimby Fees (fees for park acquisition and improvement) before issuance of building permits. The amount of the fee shall be calculated by the Planning Division, and verified by the Parks Division at the time of payment. (PL)

68. For any exterior utility meter panels, Developer shall paint such panels to match the structure upon which it is located. Such panels shall be located to take advantage of screening (e.g. landscaping or other building elements) from public right-of-ways, to the maximum extent feasible. (PL, *PL-43*)

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

PLANNING DIVISION SPECIAL CONDITIONS

70. This permit is granted subject to approval of Planning and Zoning Permit No. 20-535-04, Density Bonus, by the Planning Commission. (PL)

71. The Project approval for PZ 20-200-14 is not in effect until such time as implementation of the Lot Line Adjustment. Prior to building permit issuance, Developer shall file for technical review with the Planning Division a plat map with legal exhibits/deeds and record with the County of Ventura. This Lot Line Adjustment filed with Planning and Zoning Permit No. 20-310-09, Lot Line Adjustment, is approved in concept by the Community Development Director. (PL)

72. The project is subject to a prevailing wage requirement. In accordance with Government Code Section 65913.4(a)(8), the applicant shall provide the following to the Department of City Planning:
    a. A signed Pre-construction Agreement in a form acceptable to the City Attorney, prior to issuance of any building permit, which covers the following:
        i. All construction workers employed in the execution of the development will be paid at least the general prevailing rate of per diem wages for the type of work and geographic area, as determined by the Director of Industrial Relations pursuant to Sections 1773 and 1773.9 of the California Labor Code, except that apprentices registered in programs approved by the Chief of the Division of Apprenticeship Standards shall be paid at least the applicable apprentice prevailing rate.

ii. The development proponent shall ensure that the prevailing wage requirement is included in all contracts for the performance of the work.
iii. All contractors and subcontractors shall pay to all construction workers employed in the execution of the work at least the general prevailing rate of per diem wages, except that apprentices registered in programs approved by the Chief of the Division of Apprenticeship Standards shall be paid at least the applicable apprentice prevailing rate.
iv. Except as provided in subclause (vi), all contractors and subcontractors shall maintain and verify payroll records pursuant to Section 1776 of the Labor Code and make those records available for inspection and copying as provided in Sections 1776 and 1812 of the Labor Code.
v. Except as provided in subclause (vi), the obligation of the contractors and subcontractors to pay prevailing wages may be enforced by the Labor Commissioner through the issuance of a civil wage and penalty assessment pursuant to Section 1741 of the Labor Code, which may be reviewed pursuant to Section 1742 of the Labor Code, within 18 months after the completion of the development, by an underpaid worker through an administrative complaint or civil action, or by a joint labor management committee though a civil action under Section 1771.2 of the Labor Code. If a civil wage and penalty assessment is issued, the contractor, subcontractor, and surety on a bond or bonds issued to secure the payment of wages covered by the assessment shall be liable for liquidated damages pursuant to Section 1742.1 of the Labor Code.
vi. Subclauses (iv) and (v) shall not apply if all contractors and subcontractors performing work on the development are subject to a project labor agreement that requires the payment of prevailing wages to all construction workers employed in the execution of the development and provides for enforcement of that obligation through an arbitration procedure. For purposes of this clause, "project labor agreement" has the same meaning as set forth in paragraph (1) of subdivision (b) of Section 2500 of the Public Contract Code.
vii. Notwithstanding subdivision (c) of Section 1773.1 of the Labor Code, the requirement that employer payments not reduce the obligation to pay the hourly straight time or overtime wages found to be prevailing shall not apply if otherwise provided in a bona fide collective bargaining agreement covering the worker. The requirement to pay at least the general prevailing rate of per diem wages does not preclude use of an alternative workweek schedule adopted pursuant to Section 511 or 514 of the Labor Code.

b. Bond. A Bond may be required to ensure compliance.

73. Developer shall remove any and all graffiti from the project premises, including but not limited to graffiti within the building, such as in restrooms or fitting rooms, within 24 hours of its appearance. The surface of such affected areas shall be matched to blend in with the underlying colors and/or design, and shall not look like a paint patch. (PL)

74. Before the City issues building permits, Developer shall provide a Graffiti Deterrent Plan, subject to the approval the Planning Division Manager. Such plan shall include such elements as clear film on windows and/or mirrors, as well as washable paint and sealers on the building and perimeter walls. (PL)

75. 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)

76. The Developer shall comply with the provisions of applicable VCAPCD Rules and Regulations, which include but are not limited to, Rule 50 (Opacity), Rule 51 (Nuisance), Rule 55 (Fugitive Dust), and Rule 55.1 (Removal of Visible Roadway Accumulations). ((MND, C-7)

77. 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)

78. 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)

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

Cultural Resources

80. 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)

81. If a Native American monitor is required by the Phase I Cultural Resources Survey recommendations, the developer shall contract with a Native American monitor to be present during all subsurface grading, trenching or construction activities on the project site. The monitor shall provide a weekly report to the Planning Division summarizing the activities during the reporting period. A copy of the contract for these services shall be submitted to the Planning Division Manager for review and approval prior to issuance of any grading permits. The monitoring report(s) shall be provided to the Planning Division prior to approval of final building permit signature. (MND, E-2)

82. Developer shall recess or screen rooftop 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*)

AFFORDABLE HOUSING SPECIAL CONDITIONS

83. All Affordable Housing Opportunity Program (AAHOP) requirements are applicable to this property, requiring 100% of residential units to be affordable (148 of the 150 units must be affordable and 2 can be unrestricted manager's units). (AH)

84. Owner/Developer is proposing to provide 148 affordable units for households earning between 30% to 80% of the Area Median Income (AMI). 148 of the 150 units must be affordable and 2 can be unrestricted manager's units. Owner/Developer must record affordability covenants approved as to form by the City Attorney and Housing Director prior to submitting their first building permit application for the first phase of this project. 148 units shall remain affordable for at least 55 years and must be made available to families earning between 30% to 80% AMI. Applicant must contact the Housing Department for review and approval of affordability covenants prior to recordation. Recordation of AAHOP affordability covenants will satisfy Inclusionary Housing requirements pursuant to Ordinance 2980. The agreement shall be recorded in the Office of the Ventura County Recorder. (AH)

85. AAHOP affordability covenants may be recorded separately for phase one and two of the project. Phase one shall contain 89 units made available for rent to families with annual incomes between 30% AMI to 80% AMI and one unrestricted manager's unit, for a total of

90 units. Phase two shall contain 59 units made available for rent to families with annual incomes between 30% AMI to 80% AMI and one unrestricted manager's unit, for a total of 60 units. (AH)

86. To the extent allowed by state and federal fair housing laws, AAHOP covenants for each phase of the project must identify the number of affordable units by number of bedrooms and level of affordability, set aside for Transitional Age Youth (TAY), Agricultural workers, and income-eligible families and individuals. Convents must identify the method of determining eligibility for TAY, Agricultural workers, and eligible families and individuals. TAY residents must meet the definition for eligible youths as defined by the Department of Housing and Urban Development's (HUD) Family Unification Program. Agricultural workers must meet the California Code of Regulation's Labor Code definition for agricultural employee. (Subdivision (b) of Labor Code Section 1140.4). (AH)

87. Prior to offering the affordable units for rent, the Owner/Developer must submit to the Housing Director the proposed rental amounts for the affordable units for review and approval. (AH)

88. AAHOP projects shall incorporate good design principles and include on-site amenities appropriate for the resident population to be served. (Per Sec. 16-420F.C. Of AAHOP Ordinance 2913). Owner/Developer will be required to provide an onsite learning center, and supportive housing/educational staff offices with on-site educator and social worker to provide wrap-around services to TAY residents. (AH)

89. Owner/Developer will be required to provide a community building, learning center, centralized laundry room, community kitchen, outdoor recreational areas, and access to an on-site dog park to support all project residents. (AH)

90. Owner/developer must provide on-site supportive services including counseling, wellness workshops, and opportunities for fitness and educational activities to all residents free of charge. (AH)

Density Bonus Requirements

91. Owner/Developer's 20% Density Bonus permit request allows for an additional 25 units above the maximum AAHOP base density of 125 units, for a total of 150 units. (AAHOP base density is twenty-four (24) unit per acre). (AH)

92. Pursuant to the Owner/Developer's 20% Density Bonus request, Owner/Developer must make thirteen (13) units (10% of total units not including density bonus units) available for rent to households with annual incomes at or below 80% AMI (low-income) in the first phase of the project. (AH)

93. Of the 13 units made available for rent to low-income households two (2) of the units must be one-bedroom units, seven (7) must be two-bedroom units, and four (4) must be three-bedroom units. (AH)

94. Prior to issuance of building permits, Owner/Developer shall enter into an agreement in a form approved by the City Attorney and Housing Director ensuring the continued affordability of the thirteen (13) units which qualified the owner/developer for a Density Bonus. The agreement shall be recorded in the Office of the Ventura County Recorder. The term of the agreement shall be for a minimum of 55 years. The Density Bonus agreement will be applicable to the first phase since all thirteen units will be provided in the first phase of construction. (AH)

95. The agreement shall, among other things, specify the number of affordable units by number of bedrooms, level of affordability, collection of an annual City monitoring fee, and standards for qualifying household incomes or other qualifying criteria. (AH)

ENVIRONMENTAL RESOURCES DIVISION

96. Developer shall submit a Construction and Demolition Waste Management Plan ("C&D Plan") for review and approval prior to issuance of a building permit. The C&D Plan shall provide that at least 65% of the waste generated on the project be diverted from the landfill. (ER)

97. After completion of construction and prior to a certificate of occupancy, Developer shall submit a Construction and Demolition Waste Management Report ("C&D Report") that includes legible copies of weight tickets, receipts, or invoices for materials sent to disposal or reuse/recycling facilities. (ER)

98. Prior to issuance of a certificate of occupancy, Developer shall submit to the Environmental Resources Division an Occupancy Plan ("Occupancy Plan"). The Occupancy Plan must clearly state how recyclable and organic material, including food waste, will be managed on site to be in compliance with applicable State laws (AB 939, AB 341, AB 1826, SB 1383); how property management staff will participate in the program; and how residents will be educated about the program and encouraged to participate. The Occupancy Plan must include what service provider(s) will manage/transport materials to appropriate facilities. (ER)

99. Any/all landscaping waste that is generated must be diverted from landfill disposal; landscape material lis not allowed in a trash dumpster. If landscaping is performed by an outside source, the landscape service providers must be informed, in writing, of this condition. (ER)

100. Any new waste enclosures must be sized and constructed according to the Materials Management and Design Guidelines. The guidelines can be found at

https://www.oxnard.org/wp-content/uploads/2020/09/Design-Guidelines-for-Recycling-Waste-Collection-1.pdf. (ER)

101. The service path of travel for Environmental Resources vehicles to service containers must meet design guideline standards, including accommodation of the turning radius for collection vehicles, etc. (ER)

102. The location is required to adhere to applicable solid waste management ordinances, including future ordinance creation and/or revisions. (ER)

103. Recycling containers are required to be provided near the point of use in any common areas, and adjacent to any trash collection containers, for patrons 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. (ER)

POLICE CONDITIONS

Exterior Lighting

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

105. Exterior lighting of the site including parking areas shall be between 1 and 7-footcandles and shall be in harmony with existing adjacent lighting scheme. (PD)

106. All exterior lighting shall operate from dusk to dawn. (PD)

107. LED or similar in nature and spectrum (3,000K to 20,000K Correlated Color Temperature). (PD)

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

109. Outdoor lighting instruments shall not be placed in close proximity of parking lot trees. In the event outdoor lighting instruments and trees are in close proximity an additional sheet will be required illustrating light and tree placement showing trees with a 20-year maturity. (PD)

110. Integrated landscape/lighting/photometric plan shall be submitted illustrating a 20-year tree maturity. This plan shall include all outdoor areas as well as the parking facility. This is to ensure that tree growth will not adversely impact future lighting and therefore site safety as the project matures. Luminaires used in the photometric calculations shall only include those instruments mounted 8-feet or more above walking/driving surface. This plan shall be submitted to specialprojects@oxnardpd.org and approved prior to the issuance of building permits. (PD)

Security Camera Systems

111. A security camera system shall be installed to monitor the activity at the site. The system shall be designed to capture images of all persons and all vehicles that enter the site. Cameras shall also be distributed throughout the site to capture general activities. The camera system shall comply with these minimum standards:
    a. Cameras and supporting equipment shall supply digital color images under normal lighting conditions. Greyscale images are expected for infra-red lighting.
    b. Cameras shall be made by a reputable manufacturer and maintained to current industry standards.
    c. Cameras shall have low light capability to facilitate the later identification of persons involved in criminal or problem activities.
    d. The video system shall utilize a Digital Video Recorder (DVR). VHS and other formats are prohibited.
    e. The video system shall allow recording, live viewing and playback of recorded video for a period of a period of at least 30 days.
    f. Recorded images shall bear a date and time stamp that cannot be altered.
    g. All entry doorways to the premises shall be monitored by a camera or cameras that are strategically mounted to capture quality images of the heads and

shoulders of persons who enter. Such cameras shall be mounted no higher that 7-feet above the floor/ground.

h. All vehicular entrances to the parking facilities shall be monitored by a camera or cameras that are placed to capture images of sufficient quality where the vehicle's license plate, make, model and color can be easily identified.
i. Cameras in domed casings are highly encouraged as their area of focus is not easily determined by a casual observer.
j. A camera shall be dedicated to capture an image of any person accessing the call system at the exterior of the primary entrance.
k. Site management shall provide in a timely manner any digital records of security camera or access control systems requested pursuant to a police investigation or for the periodic inspection of equipment required under these conditions.
l. Prior to the issuance of the Certificate of Occupancy the developer shall submit via specialprojects@oxnardpd.org one daytime and one nighttime still image generated from each camera monitoring a pedestrian or vehicular entrance to the site illustrating the image of a person or vehicle entering the site. The intent of this provision is to illustrate that each camera is properly mounted and focused to capture images required under subsections "g" and "h" of this condition.

Access Control Systems

112. The site shall be equipped with an access control system that shall restrict human and vehicle access to semi-public areas of the site. The areas considered "semi-public" shall include: perimeter access to parking areas restricted to residents and guests, and common laundry rooms and activity rooms. The property management shall have the capability to restrict tenant access control "keys" (cards, fobs, etc.) so that access to specific facilities such as laundry rooms and activity rooms can be turned on and off. (PD)

113. The access control system shall utilize instruments such as cards, fobs, QR decals or other devices that can be individually programmed to provide access, as appropriate, for an individual user. The system shall have the capability to add or subtract access instruments assigned to a particular residential unit, employee, or service provider. (PD)

114. The access control system shall include "Click-2-Enter" to provide access to all first responders to all semi-public areas of the site. (PD)

115. The access control system shall include a call system at the exterior of the site's primary entrance that allows guests to contact residents or the managers to request access. The access control point at this entrance shall be enabled to open by a resident from their unit or from a remote digital device. (PD)

116. The access control system shall record each permitted access and the authorizing individual and the instrument/method used to facilitate the access. (PD)

117. "Click-To-Enter" access technology shall be installed at each pedestrian and vehicular entrance to a semi-public area to provide access to first responders. (PD)

Security Plan

118. A Security Plan shall be submitted to specialprojects@oxnardpd.org and approved prior to the issuance of building permits. The plan shall include:
    a. The Security Plan Sheet that identifies the location of each security camera, camera recording/support equipment, all elements of an access control system, and any safe or secure room or rooms designed to maintain valuable assets or records.
    b. The Security Plan shall include a chart shall identify each camera by an alpha-numeric, the scope of their capture area, placement of the camera above the floor/ground, make and model of the instrument, type of camera (dome, PTZ, etc.).
    c. The Security Plan shall identify any area which is served by an intrusion/burglary alarm system.
    d. The Security Plan shall identify all the components of the access control system, their location and a chart that identifies each instrument with an alpha-numeric with the device name, make and model. (PD)

Police/Site Management Cooperation

119. Site management is encouraged to have an active and cooperative relationship with their neighbors and the Oxnard Police Department. To facilitate this effort these elements shall be established by the site management:
    a. Site management shall establish a dedicated email address for the site. Once the email address has been established, site management shall send an email to specialprojects@oxnardpd.org identifying the site address, management company, phone number, dedicated email address, and the person managing the site.
    b. A sign posted so it readable from the public right of way and placed at or near the primary entrance which identifies the management company name, phone number and the dedicated email address.
    c. Site management shall participate in crime prevention programs designed for multi-unit residential housing facilities.
    d. The property owner shall inform the Oxnard Police Department changes in site management and/or the dedicated email address by sending an email to specialprojects@oxnardpd.org.

120. Any digital records from the security camera system or access control system shall be made available to any representative of the Oxnard Police Department in a timely manner upon request related to any official police investigation. If requested, the site manager shall upload or email any digital records at the request of a representative of the Oxnard Police Department. (PD)

Alarms

121. Any intrusion alarm system installed at the site shall utilize motion and infrared technology to differentiate between human and non-human motion. The alarm system shall be compliant with Oxnard City Code 11-95 through 11-100. (PD)

Landscape

122. Trees shall not be located where they would conflict with lighting instruments. Appropriate proximity is based on a tree's canopy size at twenty-year maturity. (PD)

123. Creeping fig or similar climbing vine shall be used to dissuade the application of graffiti on CMU walls. (PD)

124. CMU walls adjacent to or visible from a street shall be protected by landscaping elements to dissuade the application of graffiti. Creeping fig or similar climbing vines or a combination of vines and shrubs or hedging arranged to protect walls from vandals is required. (PD)

125. Trees shall be maintained so that the canopies do not interfere with pedestrian or vehicular traffic and safe sightlines are maintained. (PD)

126. Landscape elements shall be arranged to provide clear lines of sight and eliminate potential places of concealment and dissuade the application of graffiti. Through the life of the project, the property shall be maintained to address these issues. (PD)

Site Management

127. Developer/owner/site management shall inform owners and renters via CC&Rs, HOA, or tenant rules, the provisions of Oxnard City Ordinance 7-100 through 7-106 as it applies to hosting loud parties or events. And, that should police respond to a disturbance multiple times, a service charge may be incurred up to $500. (PD)

128. Developer/owner/site management shall enroll the project in the Oxnard Police Department "Crime Free Multi-Housing Program" as applicable to this housing development. For enrollment information, contact the Crime Prevention Officer at (805) 385-8349. (PD)

129. Graffiti shall be removed or painted over within 24-hours of application. Site management shall maintain a supply of paint to match the building's exterior color scheme. (PD)

Signage

130. All vehicular entrances to the parking area shall be posted in compliance with California Vehicle Code 22658(a). Persons in lawful possession of the property may then cause the removal of a vehicle parked on the property to the nearest public garage if parked without the owner's permission. (PD)

131. A sign shall be posted at or near the primary entrance to the site that identifies the management company name, phone number and the email address dedicated to the site management office. (PD)

132. Mail and parcel delivery shall be in an area controlled by the site's access control system. This area shall also be monitored by the site's security camera system. This area shall have these features:
    a. Site management shall provide access for USPS to the lobby/mailroom or area. The developer shall contact the Oxnard Postmaster for specific requirements.
    b. A secure mailbox shall be provided for each residential unit.
    c. A secure system for receiving parcel deliveries shall be established and maintained.
    d. Site management shall provide rules in tenant agreements outlining the safe and secure management of parcel deliveries. These rules shall include, but are not limited to: management's role in mail and parcel delivery, size limitation for parcels, process for handling oversized parcels, and other mail and parcel related matters.
    e. Prior to the issuance of building permits the developer shall contact the Oxnard Postmaster to ensure that the mail and parcel delivery system for the site will meet the requirements of the USPS. (PD)

DEVELOPMENT SERVICES DIVISION STANDARD CONDITIONS

133. 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. Pursuant to SB 330, development fees are subject to those fees that were in place at time that Pre-Application (SB 330) was filed (06/29/2020) with the City. (DS-1)

134. Developer's Engineer shall design parking lot structural sections based on an analysis of the soils R-value and a traffic index (T.I.) approved by the City Engineer. The minimum structural section for parking lots is two inches of asphalt on four inches of base material. Developer shall indicate the proposed structural section and design T.I. on the site improvement plans. (DS-2)

135. Developer shall have the site improvement plans prepared using standard Development Services Division format(s) by a civil engineer licensed in the State of California. The

plans shall incorporate recommendations from soil engineering and geology reports. Prior to issuance of a grading permit, improvement plans must be approved by the City Engineer and ink-on-mylar plans filed with the Development Services Division. (DS-3)

136. 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)

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

138. Developer shall replace all sidewalk along the street frontage(s) of the project. (DS-6)

139. Before connecting the project to existing sewer and water service laterals, Developer shall inspect (pothole or video) existing lateral(s) and arrange for City staff to view inspection results. Developer shall make repairs to such facilities as determined necessary by City staff. Developer shall bring all existing water services into compliance with current City standards including removal of unused water or sewer laterals by disconnection at the main. (DS-7)

140. Each structure shall be served by separate sewer and water services in accordance with City Code. (DS-8)

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

142. Developer shall provide fire hydrants such that all points of all structures are within one hundred fifty (150) feet of a fire hydrant, or as otherwise approved by the Fire Department. Fire hydrant line improvements shall be designed in accordance with City standards and shown on the civil site improvement plans prior to issuance of a site improvement/grading permit. Developer shall provide the City with an easement over onsite waterlines using standard City format. (DS-11)

143. Developer shall install on site and off site electric, cable, telephone and similar utility service laterals underground in accordance with City ordinances in effect at the time City issues a building permit. Services shall be installed underground to the nearest suitable riser pole as determined by the appropriate utility service provider. (DS-12)

144. Developer shall place existing overhead utility lines on and adjacent to the project underground in accordance with City Code in effect at the time City issues a grading/site improvement permit. Before issuance of a site improvement permit, Developer shall post security satisfactory to the Finance Director guaranteeing utility relocation. (DS-13)

145. 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)

146. 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)

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

148. 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)

149. 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)

150. Developer shall remove graffiti from the project, including graffiti on offsite public infrastructure under construction by Developer, within 24 hours on weekdays and if graffiti occurs on weekends, graffiti shall be cleaned up within 24 hours from Monday. 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)

151. 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)

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

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

154. 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)

155. "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. Pursuant to SB 330 and SB 35, Development Standards are subject to those standards that were in place at time that Pre-Application (SB 330) was filed (06/29/2020) with the City and are objective design standards as articulated within SB 35. (DS-27)

156. 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 off site improvements required by City. (DS-28)

157. Developer shall retain a California licensed Civil Engineer to ensure that the construction work conforms to the approved improvement plans and specifications and to provide certified "as built" plans after project completion. Developer's submittal of certified "as built" plans is a condition of City's final acceptance of the project and release of any associated security. (DS-29

158. 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)

159. 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)

160. Developer shall design all slopes steeper than 5 (horizontal) to 1 (vertical) with a minimum 18 inch wide level area (at both top and bottom of slope) where it adjoins a wall, fence, sidewalk, trail, curb or similar improvement. (DS-32)

161. 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)

162. Developer shall design project grading to convey stormwater to a street, alley, or approved drain so that there are no undrained depressions. (DS-35)

163. 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)

164. 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)

165. 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)

166. Developer shall install adequately sized water services and meters to each lot or unit in accordance with City standards in effect at the time of building permit issuance. There shall be no interconnections between structures. (DS-42)

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

168. 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)

169. Developer shall construct all street and road improvements in conformance with the City Code, the City's 2030 General Plan, and any applicable specific plan. (DS-48)

170. 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)

171. 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)

172. 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)

173. 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)

174. Developer shall install all water, gas, sewer, storm drain, electrical, cable television, and telephone lines before any paving is placed. (DS-54)

175. Developer shall submit a landscape irrigation plan prepared by a licensed professional, showing proper water meter size, backflow prevention devices, and cross connection control. (DS-59)

176. 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)

177. 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, cable television lines, and fiber optics lines) in accordance with City standard plans. (DS-61)

178. 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)

179. 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)

180. Developer shall provide three City refuse containers for each lot or unit. An alternative number of containers may be approved by the Environmental Resources Division. (DS-67)

181. Developer shall construct a concrete apron along the length of the trash enclosure opening that extends a minimum of 4'6" consistent with City design guideline from Plate No. 103 from the face of the enclosure. Pursuant to SB 330 and SB 35, Development Standard are subject to those objective design standards and fees that were in place at time that Pre-Application (SB330) was filed (06/29/2020) with the City. (DS-69)

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

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

184. Developer shall design project to minimize degradation of stormwater quality by complying with the applicable sections of the Los Angeles Regional Water Quality Control Board's municipal separate storm sewer system ("MS4") permit (Order R4-2010-0108 including all revisions) for new development and redevelopment projects. Developer shall submit stormwater quality calculations and associated construction plans demonstrating compliance with the MS4 permit. Calculations shall generally be organized to follow the steps outlined in Chapter 2 of the 2011 Technical Guidance Manual for Stormwater Control Measures ("2011 TGM"). (DS-78)

185. Developer's stormwater quality calculations shall include site specific analysis and recommendations from a geotechnical engineer, and if applicable, a landscape architect for design and implementation of stormwater treatment and infiltration devices. Geotechnical Engineering analysis and recommendations shall include, but not necessarily be limited to, determination of site specific soil infiltration rates, depth to permeable soil layers, methods to reach permeable soil layers, appropriate compaction rates, recommendations to enhance infiltration, and other requirements of the 2011 TGM. Landscape architectural recommendations shall include, but not necessarily be limited to, suggestions regarding appropriate vegetation and soil amendments for vegetated infiltration devices. Project plans shall implement approved design recommendations. (DS-81)

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

187. Developer's stormwater quality control measures maintenance and operations plan shall include: 1) Requirement to clean on-site storm drains at least twice a year; once immediately before the first of October (the beginning of the rainy season) and once in January. The City Engineer may require additional cleaning; 2) Requirement to maintain parking lots free of litter and debris. Developer shall sweep sidewalks, drive aisles, and parking lots regularly to prevent the accumulation of litter and debris. When swept or cleaned, debris must be trapped and collected to prevent entry into the storm drain system. Developer may not discharge any cleaning agent into the storm drain system; 3) Requirement to label all on-site storm drain inlets with the message "Don't Dump - Drains to Ocean" in accordance with City standards. (DS-83)

188. Developer's engineer shall submit written confirmation that the project landscape drawings comply with the landscape requirements of the Technical Guidance Manual for Stormwater Quality Control Measures for all landscape based stormwater quality best management practices. (DS-84)

189. 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)

190. 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)

191. It is recommended that the developer should construct proposed walkways that cross vehicular drive aisles of colored enhanced concrete. The concrete color shall contrast with the parking lot paving material to clearly identify pedestrian areas. Pursuant to SB 330 and SB 35, Development Standards are subject to those standards that were in place at time that Pre-Application (SB 330) was filed (06/29/2020) with the City and are objective design standards as articulated within SB 35. (DS-101)

192. Prior to issuance of a site improvement permit, Developer shall provide evidence of the recordation of a reciprocal access and parking agreement with the adjacent property owner. (DS-102)

193. Prior to issuance of a site improvement permit, Developer shall provide evidence of the recordation of a reciprocal access agreement with the adjacent property owner. (DS-103)

194. Prior to issuance of a site improvement permit, Developer shall provide evidence of the recordation of a reciprocal access and drainage agreement with the adjacent property owner. (DS-104)

195. 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

196. The frontage improvements shall include a crosswalk and Americans with Disabilities Act (ADA) curb ramps at East Clara Street. The existing ramp at the northwest corner of East Clara Street and Cypress Road intersection shall be brought up to ADA Standards. (DS)

197. Developer shall provide a letter from Cypress Mutual Water District indicating that they are aware of the proposed change in water provider. The letter must be made available before the City can issue any permits. (DS)

198. Developer shall provide evidence that the property has been annexed into the Calleguas Municipal Water District prior to receiving water from the City and issuance of any site improvement permits. (DS)

199. The easement for the waterline shall be 15-feet wide, with 5-feet from one side to allow a 10-foot work area. (DS)

200. Each building shall be supplied by a separate domestic water meter and each lot shall have its own irrigation meter. All water meters shall have appropriate backflow devices installed. (DS)

201. All existing overhead utility lines on or adjacent to the project shall be placed underground. (DS)

202. All new driveway approaches shall be constructed per City Standard Plan Plate 115. (DS)

203. Developer shall submit phasing plans and show what site improvements to be constructed to provide access, utilities, and amenities should only one (1) lot be developed. The phasing plan will be subject to review and approval by the City Engineer before a site improvement permit can be issued. (DS)

204. The Covenants, Conditions, and Restrictions or other appropriate legal instruments shall be prepared to legally bind all site improvements to both parcels to allow monitoring and remediation activities and to require the property owners to maintain appropriate landscaping, irrigation, open space, sidewalks, parking, ingress and egress of vehicles, utilities, pedestrian and vehicular movement, and other private facilities that serve both parcels. The Covenants, Conditions, and Restrictions shall contain provisions requiring the participation of both property owners and include language on use restrictions, maintenance requirements, and construction and design restrictions on both parcels under one master plan project. During plan check, Developer shall submit a copy to the City for review and approval. Final approved copy shall be recorded with the Ventura County Recorder Office prior to the issuance of a site improvement permit. (DS)

205. Developer agrees, as a condition of approval of this project, that any substantial changes in use or physical improvements on either parcel immediate or future may trigger additional reviews for the entirety of the project as a whole as determined by the Community Development Director, and may require further environmental or engineering analysis, and any associated fees in place at the time the changes are approved. (DS)

206. Developer shall submit a technical infeasibility letter from the soils engineer demonstrating technical infeasibility. The basis of technical infeasibility shall comply with Section 3.2 Technical Feasibility of the Technical Guidance Manual (TGM). (DS)

207. The final drainage report will need to include a complete hydraulic analysis with hydraulic grade lines to demonstrate that the existing storm drainage system along Cypress Road does not have hydraulic deficiencies. If deficiencies exist, Developer shall be responsible for the improvements and bare all costs associated with bringing the storm drainage system up to capacity. (DS)

208. Include in the hydrology report the pre and post drainage maps with flow patterns for on and offsite. Identify on the map the existing flow direction along Cypress Road, where the overland overflow will occur, including any depressions along the flow line. (DS)

209. The curb cuts directing flow to the bio-filtration facilities will need to be sized to prevent runoff from running across the sidewalk and into the street up to a 10-year event. The catch basin inlets inside the bio-filtration shall accept flow up to a 10-year event, assuming that the grates/inlets will be clogged by 50%. Submit a set of calculations for the proprietary biotreatment facilities demonstrating that they will treat and convey runoff downstream while accounting for tailwater conditions and downstream hydraulic grade line up to a 10-year storm event. (DS)

210. 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 TGM for Stormwater Quality Control Measures. (DS)

211. Developer shall properly abandon all existing sewer and water laterals currently extended to the site that will not be used in the final design. Abandonment shall occur at the City main. (DS)

212. Prior to issuance of a grading/site improvement permit, Developer shall provide evidence of recordation of the lot line adjustment (LLA). (DS)

213. Developer shall design the project trash bin storage room in general conformance with the dimensions, door configuration, and other standards found on the City's trash enclosure standard plates. The trash enclosure layout, locking system, opening mechanism for the doors, and the overall design are subject to the approval of the City Engineer and Environmental Resources Division. (DS)

214. Prior to issuance of a site improvement permit, Developer shall provide (or update as appropriate) the City Engineer with a 100-scale base map for addressing purposes. The map shall be drawn on 18-inch by 24-inch mylar and shall show the standard address map title block, north arrow, street names, and lot numbers. The City will assign all addresses. (DS)

TRAFFIC DIVISION SPECIAL CONDITIONS

215. Developer shall revise the proposed northerly and southerly driveways to accommodate the City of Oxnard's fire apparatus and Environmental Resources truck turning templates. Final design shall be approved by the City Traffic Engineer. (TR)

216. Developer shall comply with Section 16-639 of the City of Oxnard Zoning Code in relation to the design of parking stall within the development. (TR)

217. Developer shall provide an ADA-compliant pedestrian path of travel between the project site and the west side of Cypress Road at the intersection of Clara Street and Cypress Road. Traffic study prepared by the Developer shall include an analysis if a type of traffic control is necessary to enhance the safety of pedestrians at the intersection of Clara Street and Cypress Road. (TR)

218. It is recommended that the developer should incorporate, design and construct traffic calming features (i.e. pavement contrasting color, etc) along all proposed drive aisles within the development to address potential speeds of travel. Final locations and design shall be coordinated with and approved by the City Traffic Engineer. Development Standards are subject to those standards that were in place at time that Pre-Application (SB 330) was filed (06/29/2020) with the City and are objective design standards as articulated within SB 35. (TR)

219. Developer shall install new LED street lights and all necessary infrastructures along the sidewalk of the project frontage. The street lights shall be per latest standard. Final location and design of the street light shall be approved by the City Traffic Engineer. (TR)

220. Developer shall design and construct a turnaround (i.e. hammerhead or cul-de-sac) at the end of Phase 1 proposed northerly drive aisle to accommodate Environmental Resources trucks turning. Final design shall be approved by the City Traffic Engineer and the Environmental Resources Division. (TR)

221. Prior to issuance of a Certificate of Occupancy for the project, Developer shall contribute a development impact fee representing the project's proportional share allocation towards the cost of planned improvements for the Cypress Road railroad crossing. The proportional share of the development impact fee shall be allocated to the project based on its trip generation compared with the previously-approved Paseo Nuevo Affordable Housing Project of other development projects proposed in the vicinity of the project site.

    The planned improvements for Cypress Road railroad crossing shall be identified in an engineering analysis conducted by the City or the City's consultant (prepared at the City's cost, provided that the Developer shall contribute a proportional share allocation towards the cost of the study). The City shall complete the study prior to collecting the development impact fee from the Developer.

    In the event that the City does not complete the engineering study prior to issuance of a Certificate of Occupancy for the project, the fair share allocation shall be equal to the total estimated cost of planned improvements identified in connection with Planning Commission Resolution No. 2011-21, i.e., $102,000 in total improvements minus $93,000

in collected improvements for a proportional share allocation of $9,000, plus an increase based on the percentage increase in the Consumer Price Index between 2011 and the date the Developer makes its payment. (TR)

PASSED, APPROVED, AND ADOPTED by the Community Development Director of the City of Oxnard on this 3rd day of February, 2021.

2/11/21

Jeff Pengilley
Interim Community Development Director

ATTACHMENT C

NOTICE OF EXEMPTION

OXNARD PLANNING DIVISION
214 SOUTH C STREET
OXNARD, CALIFORNIA 93030

NOTICE OF EXEMPTION

Project Description: **Project Name: Cypress Place at Garden City**; Planning and Zoning Permit Nos. 20-200-14 (Development Design Review - All Affordable Housing Opportunity Program "AAHOP"); 20-535-02 (Density Bonus Permit); & 20-310-09 (Lot Line Adjustment), Project proposal to demolish two abandoned residential structures and related structures for an existing commercial agricultural use (nursery); and construct an all affordable 150-unit residential apartment complex with associated site improvements on a 5.24 acre site that consists of two lots that will be adjusted to accommodate new infrastructure. Site improvements will consist of six, three story buildings with one to three bedroom units ranging between 562 and 1012 square feet in size; including a two-story 7,967 square foot learning center/community building with centralized laundry room and community kitchen. Additional onsite amenities include outdoor recreational areas for residents. The Project is requesting one concession that would provide relief from City City Code Sections 16-362F to eliminate requirements for private balconies and recognition of parking standards as provided by Government Code Section 65915(P)(1). The project site is located within the Residential low Medium land use designation and Multiple-Family Affordable Housing (R-2-AH) zoning district. The proposed project has been found to be exempt from the California Environmental Quality Act (CEQA), pursuant to Senate Bill 35 and Government Code Section 65913.4. Filed by Lauren Nichols, People's Self Help Housing, 56 East Main Street, Suite 200, Ventura, California 93001.

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

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

Supporting Reasons: Pursuant to Senate Bill 35, Government Code Section 65913.4 and Public Resources Code Section 21080(b)(1), Streamlined Infill Projects are statutorily exempt from the California Environmental Quality Act (CEQA) as a ministerial project. Development Projects satisfying all of the objective planning standards of Government Code Section 65913.4(a) are subject to the streamlined, ministerial approval process provided by Government Code Section 65913.4(b) and (c). Based on the above exemption, the Community Development Director has determined that there is no substantial evidence that the proposed project may have a significant effect on the environment and that a Notice of Exemption may be filed.

Date

Scott Kolwitz,
Planning and Environmental Services Manager

ATTACHMENT D

PUBLIC COMMENTS RECEIVED

CITY OF OXNARD CALIFORNIA

Lai, Dee <dee.lai@oxnard.org>

[Ask Planning Action] Cypress Place at Garden City comments

1 message

'Ernesto Guerrero' via Planning <planning@oxnard.org> Sat, Feb 6, 2021 at 1:21 PM
Reply-To: Ernesto Guerrero <ernestoguerrero@yahoo.com>
To: "planning@oxnard.org" <planning@oxnard.org>

Dear Planning Commission,

I would like to provide my comments for the Cypress Place at Garden City project. I and my family live in the Westwind Community which is adjacent to the project. Our house's backyard faces Cypress Road. We can actually see the location of the proposed project from our house. Our main concern with this project is the significant increase in traffic given the number of residents and cars this new housing will bring.

We use Arcturus Avenue and Cypress Road to commute to work and even with the relatively light traffic with the current residents, there are issues with cars exiting the parking area of the Las Villas de Paseo Nuevo housing, particularly the southern exit on Cypress Trailer Park Road. Even though there is a median there to prevent making a left turn, cars regularly exit there. To do so they must go against traffic to bypass the median, creating a significant hazard. Even in the northern exit, I have narrowly avoided accidents because parked cars make it difficult for those exiting to see oncoming cars. Adding 252 parking spaces (plus the additional resident cars that cannot be accommodated by those parking spots) will create a nightmare in the morning and afternoon rush hours unless there is some sort of traffic mitigation there. We also have the railroad that does not have a railroad crossing gate. I can see that being an additional problem and hazard.

I understand the need for affordable housing and support the city's efforts to address the needs of a segment of the population that is too often overlooked. I just hope that the city can find ways to address what will surely be increased traffic and a corresponding increased risk of traffic accidents and congestion.

Sincerely,

Dr. Ernesto Guerrero

On Wed, Feb 3, 2021 at 3:23 PM Dinora L <dinoraanya@gmail.com> wrote:

> Hi Gabriela,
>
> I look forward to you representing me/ the area in the meeting. I'm you share these concerns as well. If you could ensure my comment in the previous email you were CCd on is read during the meeting, I would greatly appreciate it. Thank you for your help and support.
>
> -Dinora Lopez
>
> To be safe, here it is again.
> "Please do not allow this 150 unit complex to be built with the reduction or 21 parking spots they are requesting. As you may or may not know, there is already another project a couple of parcels over which had the reduction of parking spaces approved which has yet to break ground (Case # PZ 17-200-04 for 77 migrant farm worker dorm style beds and 30 units for recovering addicts). This will be the third multi unit project on the small street of Cypress Rd. that has yet to break ground (the other is habitat for humanity Tiny Homes). I have been told that the area has already been surveyed and deemed to have plenty of parking. I'm not sure when this survey was taken, but I would like to remind you all that the demographic of this neighborhood is people that do manual labor and do not have the privilege to work from home. This neighborhood is full of homes with multiple adults, working outside the home, until after 6-7 PM, yes, even during covid. I would encourage you all to drive down Howell (the dead end cross street in the middle of cypress between all these projects) when everyone is home and see what the parking situation is actually like. You'll see multiple parcels with multiple cars parked on the lawns, cars parked in front of hydrants, multiple cars parked in front of the playground on the dead end where the fire department already said they need the area clear to be able to turn around and get to that hydrant, multiple cars too close to the mailboxes according to USPS complaints, and occasionally, flat out parking on the street and turning the dead ends into one way streets. We have had several discussions with OPD about enforcement over the years and simply, they have much higher priorities and fines would be much harder to pay for people in this neighborhood than others and only hurt things. But when you visit, please drive slow as there are locations without sidewalks and this wouldn't be the first time a child was hit even recently in this busy area with competitive spaces (the last one was December). Please do not allow this ONE HUNDRED AND FIFTY unit complex to be built with the 21 reduced parking spaces they are requesting in an area already in very desperate need for them. Thank you for your time."

ATTACHMENT E

DENSITY BONUS DRAFT PLANNING COMMISSION RESOLUTION 20-535-02

RESOLUTION NO. 2021-____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD APPROVING PLANNING AND ZONING PERMIT NO. 20-535-02 (DENSITY BONUS) TO AUTHORIZE A MINISTERIAL DENSITY BONUS TO ALLOW FOR A TWENTY PERCENT DENSITY INCREASE OVER THE OTHERWISE MAXIMUM ALLOWED DENSITY FROM 125 TO 150 UNITS FOR AN ALL-AFFORDABLE HOUSING OPPORTUNITY PROGRAM (AAHOP) PROJECT; TO UTILIZE ONE CONCESSION TO ELIMINATE REQUIREMENTS FOR PRIVATE BALCONIES; AND RECOGNIZE PARKING STANDARDS AS PROVIDED BY GOVERNMENT CODE SECTION 65915(P) FOR A 150-UNIT RESIDENTIAL APARTMENT COMPLEX KNOWN AS "CYPRESS PLACE AT GARDEN CITY" THAT CONSISTS OF SIX, THREE STORY BUILDINGS WITH ONE TO THREE BEDROOM UNITS WITH ASSOCIATED SITE IMPROVEMENTS ON A 5.24 ACRE SITE THAT CONSISTS OF TWO LOTS LOCATED AT 5536 & 5482 CYPRESS ROAD (APN 223-0-041-020/APN 223-0-090-015), SUBJECT TO CERTAIN FINDINGS AND CONDITIONS. FILED BY LAUREN NICHOLS, PEOPLE'S SELF HELP HOUSING, 56 EAST MAIN STREET, SUITE 200, VENTURA, CALIFORNIA 93001.

WHEREAS, on September 11, 2020, Lauren Nichols with People's Self Help Housing (the **"Applicant"** and/or **"Developer"**), submitted a request to allow the construction a 150 unit, all affordable apartment complex on a 5.24 acre site located at 5536 and 5482 Cypress Road (APN #s 223-0-041-020/223-0-090-015); and

WHEREAS, on October 9, 2020, the project was deemed Incomplete as a specific list of project components were not in compliance with objective standards of the Oxnard City Code (OCC). This meant the project had not yet qualified for expedited processing pursuant to Government Code Section 65913.4; and

WHEREAS, on November 24, 2020, updated project plans and related materials were received, and deemed consistent with the City's objective standards and the project application was deemed complete. This initiated a ministerial streamlined 90-day review as of November 24, 2020, pursuant to California Government Code Section 65913.4, that is to be completed by February 22, 2021; and

WHEREAS, the Project site's zoning designation of "Multi-Family Residential - Affordable Housing (R2-AH) is consistent with the 2030 General Plan land use designation of Residential Low Medium (RLM) and the designation of said parcel as All-Affordable Housing Opportunity Program (AAHOP) Site No. B-10 of the adopted Oxnard Housing Element (2017 Mid-Cycle 2013-2021 Housing Element Update); and

WHEREAS, the project site's Affordable Housing (AH) overlay designation establishes density at 24 units per acre for all affordable residential developments and the Applicant has concurrently applied for Density Bonus Permit (PZ 20-535-02), in accordance with the AAHOP (OCC §16-420E(C) and is seeking an additional 20 percent density for an additional 25 units for a total of 150 units, including one concession seeking relief from one

development standard in Zoning Code 16-362F (Private Balconies for Each Unit) and to acknowledge the Density Bonus eligible vehicle parking ratios for projects which meet the criteria of Government Code Section 65915(b) and (c); and

WHEREAS, the Oxnard City Code (OCC) Section 16-525, designates the Community Development Services Director as the approving authority for the Development Design Review Permit; Section 15-11 and 15-267 of the Oxnard City Code authorizes the Community Development Director to approve a Lot Line Adjustment (Merger); and Section 16-410F(E) designates the Planning Commission as the approving authority for Density Bonus Permits which is identified as non-discretionary unless the City adopts written findings justifying the denial of the Density Bonus Permit; and

WHEREAS, on February 3, 2020, the Community Development Director of the City of Oxnard ("Director) conducted a duly noticed public hearing to consider the Applicant's request to approve Planning and Zoning Permit No. 20-200-14 (Development Design Review - All Affordable Housing Opportunity Program "AAHOP") and 20-310-09 (Lot Line Adjustment) to allow a 150 unit, all affordable apartment complex on a 5.24 acre site located at 5536 and 5482 Cypress Road (APN #s 223-0-041-020/ 223-0-090-015) in accordance with AAHOP (OCC §16-420) and the Attached Dwelling Unit (ADU) Development Standards (OCC §16-360 to §16-363); and

WHEREAS, on February 18, 2021, the Planning Commission of the City of Oxnard (**"Planning Commission"**) considered an application for Planning and Zoning Permit No. 20-535-02 (Density Bonus) filed by Lauren Nichols, People's Self Help Housing in accordance with State Density bonus Law (Government Code 65915) and Section 16-410F of the Oxnard City Code (the **"Project"**); and

WHEREAS, the Planning Commission has conducted a duly noticed public hearing, and received and reviewed all written and oral evidence related to the proposed Project; and

WHEREAS, the Planning Commission finds, after due study, deliberation and public hearing, that the project meets the criteria set out in California Government Code § 65915-§ 65918 and to the City's Density Bonus and Related Incentives and Concessions Program (Division 7A, OCC Section 16-410A to 16-410V, inclusive); and

WHEREAS, State Density Bonus Law Government Code Section 65915 and OCC Section 16-410M and 16-410O require that when a housing developer meets certain criteria for a Density Bonus, the local jurisdiction must grant one or more regulatory incentives or concessions unless the city makes a written finding that the concessions or incentives are not required in order to provide for affordable housing costs as defined by state law; and

WHEREAS, the Planning Commission finds that the Project meets all necessary criteria of Government Code Section 65915 and OCC Section 16-410H to be considered eligible for incentives or concessions because the Developer is proposing an all-affordable housing development project; and

WHEREAS, the proposed project is requesting one regulatory concession and is seeking relief from having to provide private balconies (OCC Section 16-362F); and

WHEREAS, the Planning Commission finds that the incentives or concessions and parking standard modification are not contrary to any federal or state law.

WHEREAS, the Planning and Environmental Services Division has completed a preliminary environmental assessment of the Project in accordance with the California Environmental Quality Act (CEQA) and determined that the Project is subject to a Statutory Exemption pursuant to Senate Bill ("SB") 35 and Government Code Section 65913.4, as the project satisfies all of the objective planning standards of Government Code Section 65913.4(a) is subject to the streamlined, ministerial approval process provided in Government Code Section 65913.4(b) and (c). Therefore, pursuant to Government Code Section 65913.4 and Public Resources Code Section 21080(b)(1), the Streamlined Infill Project is Statutorily Exempt from the CEQA as a ministerial project.

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

SECTION 1. The Planning Commission of the City of Oxnard hereby grants the parking standard modification and concession listed above, subject to the conditions of approval listed below.

SECTION 2. 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:

Streamlined Infill Project Findings

In accordance with Senate Bill 35 (Government Code Section 65913.4(a)), an applicant may submit an application for a development that is subject to the streamlined, ministerial approval process if the development satisfies all of the objective planning standards of Government Code Section 65913.4(a) as follows:

(1) The development is a multifamily housing development that contains two or more residential units.

The project is a multi-family housing development that contains 150 residential units.

(2) The development is located on a site that satisfies all of the following:

a. A site that is a legal parcel or parcels located in a city if, and only if, the city boundaries include some portion of either an urbanized area or urban cluster, as designated by the United States Census Bureau, or, for unincorporated areas, a legal parcel or parcels wholly within the boundaries of an urbanized area or urban cluster, as designated by the United States Census Bureau.

Yes, the site is a legal parcel in the City of Oxnard in an urbanized area as designated by the United States Census Bureau (UACE 66673).

b. A site in which at least 75 percent of the perimeter of the site adjoins parcels that are developed with urban uses. For the purposes of this section, parcels that are only separated by a street or highway shall be considered to be adjoined.

Yes, at least 75% of the perimeter adjoins urban uses.

c. A site that is zoned for residential use or residential mixed-use development, or has a general plan designation that allows residential use or a mix of residential and nonresidential uses, with at least two-thirds of the square footage of the development designated for residential use.

Yes, the Project site is zoned for Multi-Family Residential (R-2-AH) with an AAHOP overlay and is located within the Residential Low Medium land use designation.

(3) If the development contains units that are subsidized, the development proponent already has recorded, or is required by law to record, a land use restriction for the following applicable minimum durations:

a. Fifty-five years for units that are rented.
b. Forty-five years for units that are owned.

The SB 35 Guidelines defines "subsidized" as "units that are price or rent restricted such that the units are permanently affordable to households meeting the definitions of very low and lower income, as defined in Sections 50079.5 and 50105 of the Health and Safety Code"

The project is a 100% affordable housing development containing 150 units (including 148 affordable units and two (2) market-rate manager's units). The applicant is required per the Conditions of Approval to record a covenant to the satisfaction of the City of Oxnard Housing Department for households earning between 30% to 80% of the Area Median Income for a period of 55 years.

(4) The development satisfies both of the following:

a. Is located in a locality that the department has determined is subject to this subparagraph on the basis that the number of units that have been issued building permits is less than the locality's share of the regional housing needs, by income category, for that reporting period. A locality shall remain eligible under this subparagraph until the department's determination for the next reporting period. A locality shall be subject to this subparagraph if it has not submitted an annual housing element

report to the department pursuant to paragraph (2) of subdivision (a) of Section 65400 for at least two consecutive years before the development submitted an application for approval under this section.

b. The development is subject to a requirement mandating a minimum percentage of below market rate housing based on one of the following:

i. The locality did not submit its latest production report to the department by the time period required by Section 65400, or that production report reflects that there were fewer units of above moderate-income housing approved than were required for the regional housing needs assessment cycle for that reporting period. In addition, if the project contains more than 10 units of housing, the project seeking approval dedicates a minimum of 10 percent of the total number of units to housing affordable to households making below 80 percent of the area median income. If the locality has adopted a local ordinance that requires that greater than 10 percent of the units be dedicated to housing affordable to households making below 80 percent of the area median income, that zoning ordinance applies.

ii. The locality did not submit its latest production report to the department by the time period required by Section 65400, or that production report CPC-2019-2592-DB-CU-SIP F-3 reflects that there were fewer units of housing affordable to households making below 80 percent of the area median income that were issued building permits than were required for the regional housing needs assessment cycle for that reporting period, and the project seeking approval dedicates 50 percent of the total number of units to housing affordable to households making below 80 percent of the area median income, unless the locality has adopted a local ordinance that requires that greater than 50 percent of the units be dedicated to housing affordable to households making below 80 percent of the area median income, in which case that ordinance applies.

iii. The locality did not submit its latest production report to the department by the time period required by Section 65400, or if the production report reflects that there were fewer units of housing affordable to any income level described in clause (i) or (ii) that were issued building permits than were required for the regional housing needs assessment cycle for that reporting period, the project seeking approval may choose between utilizing clause (i) or (ii).

On February 1, 2018, the California Department of Housing and Community Development ("HCD") released maps showing which cities and counties in California are subject to streamlined housing development under SB 35 as the City of Oxnard has not met housing goals for below moderate income units . The City of

Oxnard is subject to SB 35. Projects are required to provide 50 percent of the total (base density) for lower-income households to qualify under SB 35.

The project is a 100% affordable housing development containing 150 units (including 148 affordable units and two (2) market-rate manager's units). The applicant is required per the Conditions of Approval to record a covenant to the satisfaction of the City of Oxnard Housing Department for households earning between 30% to 80% of the Area Median Income for a period of 55 years. Therefore, the project meets the affordability requirements of SB 35.

(5) The development, excluding any additional density or any other concessions, incentives, or waivers of development standards granted pursuant to the Density Bonus Law in Section 65915, is consistent with objective zoning standards and objective design review standards in effect at the time that the development is submitted to the local government pursuant to this section. For purposes of this paragraph, "objective zoning standards" and "objective design review standards" mean standards that involve no personal or subjective judgment by a public official and are uniformly verifiable by reference to an external and uniform benchmark or CPC-2019-2592-DB-CU-SIP F-4 criterion available and knowable by both the development applicant or proponent and the public official prior to submittal. These standards may be embodied in alternative objective land use specifications adopted by a city or county, and may include, but are not limited to, housing overlay zones, specific plans, inclusionary zoning ordinances, and density bonus ordinances, subject to the following:

- **a. A development shall be deemed consistent with the objective zoning standards related to housing density, as applicable, if the density proposed is compliant with the maximum density allowed within that land use designation, notwithstanding any specified maximum unit allocation that may result in fewer units of housing being permitted.**
- **b. In the event that objective zoning, general plan, or design review standards are mutually inconsistent, a development shall be deemed consistent with the objective zoning standards pursuant to this subdivision if the development is consistent with the standards set forth in the general plan.**

The City's 2030 General Plan land use designation for the subject site is Residential Low-Medium (7-12 dwelling units/acre) which allows low-rise residential housing. The AAHOP designation requires that housing units developed on the site be 100% affordable to extremely low, very low-, or low-income households with the exception of a manager's unit. The AAHOP designation for this site allows for a density of 24 dwelling units per acre instead of the 7-12 dwelling units/acre. The Density Bonus permit would allow for an additional 20 percent density calculated based on the allowed AAHOP density of 24 units per acre. With a density of 28.7 units per acre, the 5.24 acre site is allowed 150 residential units. The 150-unit Project

is found consistent with the General Plan land use designation with the density allowed by both the AAHOP designation and the State Density Bonus.

With the exception of one non-discretionary Density Bonus concession regarding Private Balconies (OCC §16-362F) and and acknowledgement of the Density Bonus eligible vehicle parking ratios for projects which meet the criteria of Government Code Section 65915(b) and (c), the proposed apartment complex has been designed to be in conformance with the General Plan and Oxnard City Code, including the R-2 Multiple-Family Zone (OCC §16-43 to 16-48); the All Affordable Housing Opportunity Program (OCC §16-420A to 16-420H); and the Attached Dwelling Unit Development Standards (OCC §16-360 to §16-363). The construction of the proposed apartment complex and associated improvements does not change the land use of the subject site. The project site is not subject to a Specific Plan.

Pursuant to the State Density Bonus Law, the City must grant up to four (4) concessions for this 100% affordable project per Government Code Section 65915. However, the applicant only requests one (1) concession and provides justifications:

1. Concession from Zoning Code 16-362F: Private Balcony.
    a. Eliminate the requirement to provide private balconies. Private balconies have an estimated construction costs of approximately $10,000/unit. Eliminating balconies from this Project would result in actual, identifiable cost reductions of approximately $1,500,000 from the total development costs. Interior closet and storage space has been designed within each unit, as well as ample communal outdoor open space to accommodate residents.
2. Acknowledge the Density Bonus eligible vehicle parking ratios for the project meets the criteria of Government Code Section 65915: Total Required Parking.
    b. The AAHOP zoning code requires 273 total parking spaces. However, the project is only required to provide 212 off-street parking spaces pursuant to Government Code Section 65915(p), the State's Density Bonus Law, as demonstrated in the following table.

PARKING TABLE BREAKDOWN AND DISTRIBUTION PER CALIFORNIA GOVERNMENT CODE SECTION 65915(p)(1)

BEDROOM COUNT	# OF UNITS	OFF-STREET REQUIRED	PARKING		NOTE
			REQUIRED	PROVIDED	
1-Bed	27	1 Parking Stall	27	252	The project provides 40 more parking spaces than required by Government Code Section 65915(p)(1)
2 to 3 Bedrooms	123	1.5 Parking Per Unit	185		
Visitor Parking		No Visitor Parking Required	0		
		Total:	212	252	

This project is proposing 252 total parking spaces, which equates to 1 stall per 1 bedroom units, 1.5 stalls per 2 bedroom units, and 2 stalls per 3 bedroom units. The reduced parking results in actual, identifiable cost

reductions by reducing the costs associated with providing 21 additional parking spaces. It also reduces the cost per square foot of developing residential units, because the reduction allows for the accommodation of more units onsite without increasing land costs. The applicant's Property Management team has verified that the proposed parking ratio meets the long-term needs of the development and is consistent with other applicant projects.

No other concessions, incentives, or waivers of development standards are requested or granted as part of the subject determination. The development, excluding any additional density or any other concessions, incentives, or waivers of development standards granted pursuant to the State Density Bonus Law (Government Code Section 65915), is consistent with objective zoning and design review standards in effect at the time that the development was submitted to the City of Oxnard.

(6) The development is not located on a site that is any of the following:

a. A coastal zone, as defined in Division 20 (commencing with Section 30000) of the Public Resources Code.

The Project site is not located within the Coastal Zone.

b. Either prime farmland or farmland of statewide importance, as defined pursuant to United States Department of Agriculture land inventory and monitoring criteria, as modified for California, and designated on the maps prepared by the Farmland Mapping and Monitoring Program of the Department of Conservation, or land zoned or designated for agricultural protection or preservation by a local ballot measure that was approved by the voters of that jurisdiction.

The Project site is not defined as prime farmland or farmland of statewide importance.

c. Wetlands, as defined in the United States Fish and Wildlife Service Manual, Part 660 FW 2 (June 21, 1993).

The Project site is not defined as a wetland.

d. Within a very high fire hazard severity zone, as determined by the Department of Forestry and Fire Protection pursuant to Section 51178, or within a high or very high fire hazard severity zone as indicated on maps adopted by the Department of Forestry and Fire Protection pursuant to Section 4202 of the Public Resources Code. This subparagraph does not apply to sites excluded from the specified hazard zones by a local agency, pursuant to subdivision (b) of Section 51179, or sites that have adopted fire hazard mitigation measures pursuant to

existing building standards or state fire mitigation measures applicable to the development.

The Project site is not located within a very high fire hazard severity zone.

e. A hazardous waste site that is listed pursuant to Section 65962.5 or a hazardous waste site designated by the Department of Toxic Substances Control pursuant to Section 25356 of the Health and Safety Code, unless the Department of Toxic Substances Control has cleared the site for residential use or residential mixed uses.

The Project site is not a hazardous waste site per the Envirostar listing.

f. Within a delineated earthquake fault zone as determined by the State Geologist in any official maps published by the State Geologist, unless the development complies with applicable seismic protection building code standards adopted by the California Building Standards Commission under the California Building Standards Law (Part 2.5 (commencing with Section 18901) of Division 13 of the Health and Safety Code), and by any local building department under Chapter 12.2 (commencing with Section 8875) of Division 1 of Title 2.

The Project site is not located in a delineated earthquake fault zone pursuant to the Alquist-Priolo Act.

g. Within a floodplain as determined by maps promulgated by the Federal Emergency Management Agency, unless the development has been issued a flood plain development permit pursuant to Part 59 (commencing with Section 59.1) and Part 60 (commencing with Section 60.1) of Subchapter B of Chapter I of Title 44 of the Code of Federal Regulations.

The Project site is not located within a special flood hazard area. The applicable FEMA designated flood zone is X500.

h. Within a floodway as determined by maps promulgated by the Federal Emergency Management Agency, unless the development has received a no-rise certification in accordance with Section 60.3(d)(3) of Title 44 of the Code of Federal Regulations.

The Project site is not located within a special flood hazard area. The applicable FEMA designated flood zone is X500.

i. Lands identified for conservation in an adopted natural community conservation plan pursuant to the Natural Community Conservation Planning Act (Chapter 10 (commencing with Section 2800) of Division 3

of the Fish and Game Code), habitat conservation plan pursuant to the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), or other adopted natural resource protection plan.

The Project site is not identified for conservation in an adopted natural community conservation plan or habitat conservation plan.

j. Habitat for protected species identified as candidate, sensitive, or species of special status by state or federal agencies, fully protected species, or species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code), or the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code).

The Project site does not contain habitat for protected species identified as candidate, sensitive, or species of special status.

k. Lands under conservation easement.

The Project site is not under a conservation easement.

(7) The development is not located on a site where any of the following apply:

a. The development would require the demolition of the following types of housing:

i. Housing that is subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of moderate, low, or very low income.

ii. Housing that is subject to any form of rent or price control through a public entity's valid exercise of its police power.

iii. Housing that has been occupied by tenants within the past 10 years.

b. The site was previously used for housing that was occupied by tenants that was demolished within 10 years before the development proponent submits an application under this section.

c. The development would require the demolition of a historic structure that was placed on a national, state, or local historic register prior to the submission of an application.

d. The property contains housing units that are occupied by tenants, and units at the property are, or were, subsequently offered for sale to the general public by the subdivider or subsequent owner of the property.

The Project site is currently vacant with existing infrastructure with two abandoned homes that previously served a commercial greenhouse and nursery. There are no residential units built or demolished on the property in the last 10 years; therefore, no

AB 2556 replacement affordable units are required. The project site has not been identified as a historic resource by local, state or federal agencies. The project does not involve the demolition of a historic structure that was placed on a national, state, or local historic register prior to the submission of the application.

(8) The development proponent has done both of the following, as applicable:

a. Certified to the locality that either of the following is true, as applicable:

i. The entirety of the development is a public work for purposes of Chapter 1 (commencing with Section 1720) of Part 7 of Division 2 of the Labor Code.

ii. If the development is not in its entirety a public work, that all construction workers employed in the execution of the development will be paid at least the general prevailing rate of per diem wages for the type of work and geographic area, as determined by the Director of Industrial Relations pursuant to Sections 1773 and 1773.9 of the Labor Code, except that apprentices registered in programs approved by the Chief of the Division of Apprenticeship Standards may be paid at least the applicable apprentice prevailing rate. If the development is subject to this subparagraph, then for those portions of the development that are not a public work all of the following shall apply:

1. **The development proponent shall ensure that the prevailing wage requirement is included in all contracts for the performance of the work.**
2. **All contractors and subcontractors shall pay to all construction workers employed in the execution of the work at least the general prevailing rate of per diem wages, except that apprentices registered in programs approved by the Chief of the Division of Apprenticeship Standards may be paid at least the applicable apprentice prevailing rate.**
3. **Except as provided in subclause (V), all contractors and subcontractors shall maintain and verify payroll records pursuant to Section 1776 of the Labor Code and make those records available for inspection and copying as provided in therein. IV. Except as provided in subclause (V), the obligation of the contractors and subcontractors to pay prevailing wages may be enforced by the Labor Commissioner through the issuance of a civil wage and penalty assessment pursuant to Section 1741 of the Labor Code, which may be reviewed pursuant to Section 1742 of the Labor Code, within 18 months after the completion of the development, by an underpaid worker through an administrative complaint or civil action, or by a joint labor-management committee though a civil action under**

Section 1771.2 of the Labor Code. If a civil wage and penalty assessment is issued, the contractor, subcontractor, and surety on a bond or bonds issued to secure the payment of wages covered by the assessment shall be liable for liquidated damages pursuant to Section 1742.1 of the Labor Code.

4. **Subclauses (III) and (IV) shall not apply if all contractors and subcontractors performing work on the development are subject to a project labor agreement that requires the payment of prevailing wages to all construction workers employed in the execution of the development and provides for enforcement of that obligation through an arbitration procedure. For purposes of this clause, "project labor agreement" has the same meaning as set forth in paragraph (1) of subdivision (b) of Section 2500 of the Public Contract Code.**
5. **Notwithstanding subdivision (c) of Section 1773.1 of the Labor Code, the requirement that employer payments not reduce the obligation to pay the hourly straight time or overtime wages found to be prevailing shall not apply if otherwise provided in a bona fide collective bargaining agreement covering the worker. The requirement to pay at least the general prevailing rate of per diem wages does not preclude use of an alternative workweek schedule adopted pursuant to Section 511 or 514 of the Labor Code.**

b.

i. For developments for which any of the following conditions apply, certified that a skilled and trained workforce shall be used to complete the development if the application is approved:

1. **On and after January 1, 2018, until December 31, 2021, the development consists of 75 or more units that are not 100 percent subsidized affordable housing and will be located within a jurisdiction located in a coastal or bay county with a population of 225,000 or more.**
2. **On and after January 1, 2022, until December 31, 2025, the development consists of 50 or more units that are not 100 percent subsidized affordable housing and will be located within a jurisdiction located in a coastal or bay county with a population of 225,000 or more.**
3. **On and after January 1, 2018, until December 31, 2019, the development consists of 75 or more units that are not 100 percent subsidized affordable housing and will be located within a jurisdiction with a population of fewer than 550,000 and that is not located in a coastal or bay county.**

4. **On and after January 1, 2020, until December 31, 2021, the development consists of more than 50 units and will be located within a jurisdiction with a population of fewer than 550,000 and that is not located in a coastal or bay county.**
5. **On and after January 1, 2022, until December 31, 2025, the development consists of more than 25 units and will be located within a jurisdiction with a population of fewer than 550,000 and that is not located in a coastal bay county.**

ii. **For purposes of this section, "skilled and trained workforce" has the same meaning as provided in Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code.**

iii. **If the development proponent has certified that a skilled and trained workforce will be used to complete the development and the application is approved, the following shall apply:**

1. **The applicant shall require in all contracts for the performance of work that every contractor and subcontractor at every tier will individually use a skilled and trained workforce to complete the development.**
2. **Every contractor and subcontractor shall use a skilled and trained workforce to complete the development.**
3. **Except as provided in subclause (IV), the applicant shall provide to the locality, on a monthly basis while the development or contract is being performed, a report demonstrating compliance with Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code. A monthly report provided to the locality pursuant to this subclause shall be a public record under the California Public Records Act (Chapter 3.5 (commencing with Section 6250) of Division 7 of Title 1) and shall be open to public inspection. An applicant that fails to provide a monthly report demonstrating compliance with Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code shall be subject to a civil penalty of ten thousand dollars ($10,000) per month for each month for which the report has not been provided. Any contractor or subcontractor that fails to use a skilled and trained workforce shall be subject to a civil penalty of two hundred dollars ($200) per day for each worker employed in contravention of the skilled and trained workforce requirement. Penalties may be assessed by the Labor Commissioner within 18 months of completion of the development using the same procedures for issuance of civil wage and penalty assessments pursuant to Section 1741 of the Labor Code,**

and may be reviewed pursuant to the same procedures in Section 1742 of the Labor Code. Penalties shall be paid to the State Public Works Enforcement Fund.

4. **Subclause (III) shall not apply if all contractors and subcontractors performing work on the development are subject to a project labor agreement that requires compliance with the skilled and trained workforce requirement and provides for enforcement of that obligation through an arbitration procedure. For purposes of this subparagraph, "project labor agreement" has the same meaning as set forth in paragraph (1) of subdivision (b) of Section 2500 of the Public Contract Code.**

iv. Notwithstanding subparagraphs (A) and (B), a development that is subject to approval pursuant to this section is exempt from any requirement to pay prevailing wages or use a skilled and trained workforce if it meets both of the following:

1. **The project includes 10 or fewer units.**
2. **The project is not a public work for purposes of Chapter 1 (commencing with Section 1720) of Part 7 of Division 2 of the Labor Code.**

The Project (PZ Nos. 20-200-14 & 20-535-02) is conditioned to meet the above requirements of Government Code Section 65913.4(a).

(9) The development did not or does not involve a subdivision of a parcel that is, or, notwithstanding this section, would otherwise be, subject to the Subdivision Map Act (Division 2 (commencing with Section 66410)) or any other applicable law authorizing the subdivision of land, unless either of the following apply:

a. The development has received or will receive financing or funding by means of a low-income housing tax credit and is subject to the requirement that prevailing wages be paid pursuant to subparagraph (A) of paragraph (8).

b. The development is subject to the requirement that prevailing wages be paid, and a skilled and trained workforce used, pursuant to paragraph (8).

There is no subdivision entitlement requested as part of the project.

(10) The development shall not be upon an existing parcel of land or site that is governed under the Mobilehome Residency Law (Chapter 2.5 (commencing with Section 798) of Title 2 of Part 2 of Division 2 of the Civil Code), the Recreational Vehicle Park CPC-2019-2592-DB-CU-SIP F-10 Occupancy Law (Chapter 2.6 (commencing with Section 799.20) of Title 2 of Part 2 of Division 2 of the Civil Code), the Mobilehome Parks Act (Part 2.1 (commencing with Section 18200) of Division 13 of the Health and Safety Code), or the Special

Occupancy Parks Act (Part 2.3 (commencing with Section 18860) of Division 13 of the Health and Safety Code).

The Mobilehome Residency Law and related regulations are not applicable to the site.

Therefore, as provided above, the development satisfies all of the objective planning standards of Government Code Section 65913.4(a), and is therefore subject to the streamlined, ministerial approval process provided in Government Code Section 65913.4(b) and (c).

SECTION 2. The Planning Commission, in accordance with the California Environmental Quality Act (CEQA), determines that the Project will not have a significant impact on the environment and is statutorily exempt from CEQA pursuant to Senate Bill ("SB") 35 and Government Code Section 65913.4, as the project satisfies all of the objective planning standards of Government Code Section 65913.4(a) is subject to the streamlined, ministerial approval process provided in Government Code Section 65913.4(b) and (c). Therefore, pursuant to Government Code Section 65913.4 and Public Resources Code Section 21080(b)(1), the Streamlined Infill Project is Statutorily Exempt from the CEQA as a ministerial project. The Planning and Environmental Services Division is hereby authorized and directed to file a Notice of Exemption with the Ventura County Clerk pursuant to Section 15602 of the State CEQA Guidelines within five (5) working days of passage, approval and adoption of this Resolution.

SECTION 3. The Planning Commission hereby approves Planning and Zoning Permit 20-535-02 (Density Bonus Permit), subject to the attached conditions of approval.

SECTION 4. The decision of the Planning Commission shall be final unless an appeal of the action is filed in accordance with the provisions of Section 16-545 of the Oxnard City Code.

SECTION 5. The Secretary shall certify the adoption of this Resolution.

[CONDITIONS OF APPROVAL ON NEXT PAGE]

CONDITIONS OF APPROVAL

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

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

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 February 3, 2021 ("the plans") on file with the Planning Division. The project shall conform to the plans, except as otherwise specified in these conditions, or unless a minor modification to the plans is approved by the Planning and Environmental Services Manager ("Planning Manager") or a major modification to the plans is approved by the Planning Commission. A minor modification may be granted for minimal changes or increases in the extent of use or size of structures or of the design, materials or colors of structures or masonry walls. A major modification shall be required for substantial changes or increases in such items. (PL, *G-2*)

3. This permit shall automatically become null and void 36 months from the effective date of the Development Design Review permit (PZ No. 20-200-14). If Developer has not met the 36-month deadline, Developer may seek a further extension of the deadline based upon providing proof of compliance with Government Code 65913.4. (PL, *G-3*)

4. 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*)

5. Developer agrees, as a condition of adoption of this resolution, at Developer's own expense, to indemnify, defend and hold harmless the City and its agents, officers and employees from and against any claim, action or proceeding to attack, review, set aside, void or annul the approval of the resolution or any condition attached thereto or any proceedings, acts or

determinations taken, done or made prior to the approval of such resolution that were part of the approval process. (CA, *G-6*)

6. 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*)

PLANNING DIVISION SPECIAL CONDITIONS

7. This permit is subject to effectuation of Planning and Zoning Permit No. 20-200-14 (Development Design Review - All Affordable Housing Opportunity Program "AAHOP") and 20-310-09 (Lot Line Adjustment). (PL)

8. All conditions of approval of Planning and Zoning Permit No. 20-200-14 (Development Design Review - All Affordable Housing Opportunity Program "AAHOP") are incorporated by reference. (PL)

9. The project is subject to a prevailing wage requirement. In accordance with Government Code Section 65913.4(a)(8), the applicant shall provide the following to the Department of City Planning:
    a. A signed Pre-construction Agreement in a form acceptable to the City Attorney, prior to issuance of any building permit, which covers the following:
        i. All construction workers employed in the execution of the development will be paid at least the general prevailing rate of per diem wages for the type of work and geographic area, as determined by the Director of Industrial Relations pursuant to Sections 1773 and 1773.9 of the California Labor Code, except that apprentices registered in programs approved by the Chief of the Division of Apprenticeship Standards shall be paid at least the applicable apprentice prevailing rate.
        ii. The development proponent shall ensure that the prevailing wage requirement is included in all contracts for the performance of the work.
        iii. All contractors and subcontractors shall pay to all construction workers employed in the execution of the work at least the general prevailing rate of per diem wages, except that apprentices registered in programs approved by the Chief of the Division of Apprenticeship Standards shall be paid at least the applicable apprentice prevailing rate.
        iv. Except as provided in subclause (vi), all contractors and subcontractors shall maintain and verify payroll records pursuant to Section 1776 of the Labor Code and make those records available for inspection and copying as provided in Sections 1776 and 1812 of the Labor Code.
        v. Except as provided in subclause (vi), the obligation of the contractors and subcontractors to pay prevailing wages may be enforced by the Labor Commissioner through the issuance of a civil wage and penalty assessment pursuant to Section 1741 of the Labor Code, which may be reviewed pursuant to Section 1742 of the Labor Code, within 18 months after the

completion of the development, by an underpaid worker through an administrative complaint or civil action, or by a joint labor management committee though a civil action under Section 1771.2 of the Labor Code. If a civil wage and penalty assessment is issued, the contractor, subcontractor, and surety on a bond or bonds issued to secure the payment of wages covered by the assessment shall be liable for liquidated damages pursuant to Section 1742.1 of the Labor Code.

vi. Subclauses (iv) and (v) shall not apply if all contractors and subcontractors performing work on the development are subject to a project labor agreement that requires the payment of prevailing wages to all construction workers employed in the execution of the development and provides for enforcement of that obligation through an arbitration procedure. For purposes of this clause, "project labor agreement" has the same meaning as set forth in paragraph (1) of subdivision (b) of Section 2500 of the Public Contract Code.

vii. Notwithstanding subdivision (c) of Section 1773.1 of the Labor Code, the requirement that employer payments not reduce the obligation to pay the hourly straight time or overtime wages found to be prevailing shall not apply if otherwise provided in a bona fide collective bargaining agreement covering the worker. The requirement to pay at least the general prevailing rate of per diem wages does not preclude use of an alternative workweek schedule adopted pursuant to Section 511 or 514 of the Labor Code.

b. Bond. A Bond may be required to ensure compliance.

AFFORDABLE HOUSING SPECIAL CONDITIONS

10. All Affordable Housing Opportunity Program (AAHOP) requirements are applicable to this property, requiring 100% of residential units to be affordable (148 of the 150 units must be affordable and 2 can be unrestricted manager's units). (AH)

11. Owner/Developer is proposing to provide 148 affordable units for households earning between 30% to 80% of the Area Median Income (AMI). (148 of the 150 units must be affordable and 2 can be unrestricted manager's units). Owner/Developer must record affordability covenants approved as to form by the City Attorney and Housing Director prior to submitting their first building permit application for the first phase of this project. 148 units shall remain affordable for at least 55 years and must be made available to families earning between 30% to 80% AMI. Applicant must contact the Housing Department for review and approval of affordability covenants prior to recordation. Recordation of AAHOP affordability covenants will satisfy Inclusionary Housing requirements pursuant to Ordinance 2980. The agreement shall be recorded in the Office of the Ventura County Recorder. (AH)

12. AAHOP affordability covenants may be recorded separately for phase one and two of the project. Phase one shall contain 89 units made available for rent to families with annual incomes between 30% AMI to 80% AMI and one unrestricted manager's unit, for a total of 90 units. Phase two shall contain 59 units made available for rent to families with annual incomes between 30% AMI to 80% AMI and one unrestricted manager's unit, for a total of 60 units. (AH)

13. To the extent allowed by state and federal fair housing laws, AAHOP covenants for each phase of the project must identify the number of affordable units by number of bedrooms and level of affordability, set aside for Transitional Age Youth (TAY), Agricultural workers, and income-eligible families and individuals. Convents must identify the method of determining eligibility for TAY, Agricultural workers, and eligible families and individuals. TAY residents must meet the definition for eligible youths as defined by the Department of Housing and Urban Development's (HUD) Family Unification Program. Agricultural workers must meet the California Code of Regulation's Labor Code definition for agricultural employee. (Subdivision (b) of Labor Code Section 1140.4). (AH)

14. Prior to offering the affordable units for rent, the Owner/Developer must submit to the Housing Director the proposed rental amounts for the affordable units for review and approval. (AH)

15. AAHOP projects shall incorporate good design principles and include on-site amenities appropriate for the resident population to be served. (Per Sec. 16-420F.C. Of AAHOP Ordinance 2913). Owner/Developer will be required to provide an onsite learning center, and supportive housing/educational staff offices with on-site educator and social worker to provide wrap-around services to TAY residents. (AH)

16. Owner/Developer will be required to provide a community building, learning center, centralized laundry room, community kitchen, outdoor recreational areas, and access to an on-site dog park to support all project residents. (AH)

17. Owner/developer must provide on-site supportive services including counseling, wellness workshops, and opportunities for fitness and educational activities to all residents free of charge. (AH)

18. Owner/Developer's 20% Density Bonus permit request allows for an additional 25 units above the maximum AAHOP base density of 125 units, for a total of 150 units. (AAHOP base density is twenty-four (24) unit per acre). (AH)

19. Pursuant to the Owner/Developer's 20% Density Bonus request, Owner/Developer must make thirteen (13) units (10% of total units not including density bonus units) available for rent to households with annual incomes at or below 80% AMI (low-income) in the first phase of the project. (AH)

20. Of the 13 units made available for rent to low-income households two (2) of the units must be one-bedroom units, seven (7) must be two-bedroom units, and four (4) must be three-bedroom units. (AH)

21. Prior to issuance of building permits, Owner/Developer shall enter into an agreement in a form approved by the City Attorney and Housing Director ensuring the continued affordability of the thirteen (13) units which qualified the owner/developer for a Density Bonus. The agreement shall be recorded in the Office of the Ventura County Recorder. The term of the agreement shall

be for a minimum of 55 years. The Density Bonus agreement will be applicable to the first phase since all thirteen units will be provided in the first phase of construction. (AH)

22. The agreement shall, among other things, specify the number of affordable units by number of bedrooms, level of affordability, collection of an annual City monitoring fee, and standards for qualifying household incomes or other qualifying criteria. (AH)

PASSED, APPROVED, AND ADOPTED by the Planning Commission of the City of Oxnard on this 18th day of February 2021.

Deirdre Frank, Chair

I hereby certify that the foregoing is a true copy of a Resolution adopted by the Planning Commission of the City of Oxnard at a meeting held on 18th day of February 2021, and carried by the following vote:

AYES: Commissioner(s):

NOES: Commissioner(s):

ABSENT: Commissioner(s):

ABSTAIN: Commissioner(s):

RECUSED: Commissioner(s):

Scott Kolwitz, Secretary

ATTACHMENT E

PRESENTATION

Cypress Place at Garden City

PZ # 20-535-02 (Density Bonus Permit)
5536 & 5482 Cypress Road

Filed by: Lauren Nichols, Peoples' Self Help Housing

By: Juan Martinez, Associate Planner

Planning Commission
February 18, 2021

CITY OF OXNARD CALIFORNIA

Density Bonus Permit - Project Description

- Density Bonus to allow:
  - 20 percent DB to increase the allowed number of units from 125 to 150 units for an All-Affordable Housing Opportunity Program ("AAHOP") project on two parcels.
  - one (1) concession that would provide relief from Oxnard City Code (OCC) Sections 16-362F to eliminate requirements for private balconies.
  - Off-street parking pursuant to Government Code Section 65915(p)(1) to provide parking at rate of
    - 1 parking space for one bedroom units;
    - 1.5 parking spaces for two and three bedroom units, and
    - No visitor spaces. (Spaces: 212 required/ 252 provided).
- Application filed by Lauren Nichols, Peoples' Self Help Housing

Associated Entitlement Permit Applications (Ministerial)

Development Design Review - PZ 20-200-14 (DDR-AAHOP)

- All-Affordable Housing Opportunity Program (AAHOP) - 24 Units/Acre
- 148 Affordable Units + 2 Manager Units
- SB 330 ad SB 35 (Ministerial Review - Consistent w/ AAHOP)
  - Statutorily Exempt from CEQA
- **Community Development Director - Approval Authority**

Lot Line Adjustment - PZ 20-310-09 (LLA)

- Conceptual Approval
- Formal Certificate of Approval - Technical Review COA # 74 Prior to Construction Permits
- **Community Development Director - Approval Authority**

Permit Process and Milestones

1. Pre-Application Review (Rcvd 6/29/2020) | DAC 7/22/2020)
2. Applications (DDR, DB, LLA) and initial review. (Rcvd 9/11/2020)
3. Development Advisory Committee - DAC (10/07/2020)
4. Community Workshop /Cypress Neighborhood (10/19/2020)
5. Inner Neighborhood Council Organization (INCO) (10/21/2021)
6. Deemed Complete (11/22/2020)
7. Development Advisory Committee - DAC (12/16/2020)
8. Community Development Director's Hearing (2/3/2021)- DDR-AAHOP
9. Planning Commission Hearing (02/18/2021) - DB
10. SB 35 90-Day Review Period (02/22/2021)

Development Design Review Permit - February 3, 2021

- Director approved a request to:
  - Demolish two abandoned existing residential structures and accessory structures relating to a former commercial agricultural use (nursery); and
  - Construct an all affordable 150-unit residential apartment complex with 252 onsite parking spaces and associated site improvements on a 5.24 acre project site that consists of two lots.
- Site improvements will consist of
  - Six, three story buildings with 27 one bedroom units, 75 two bedroom units, and 48 three bedroom units ranging between 562 and 1,012 square feet in size;
  - One, two-story 7,967 square foot common learning center/community building with centralized laundry room and community kitchen; and
  - Additional onsite amenities include outdoor recreational areas for residents.

Existing & Surrounding Uses

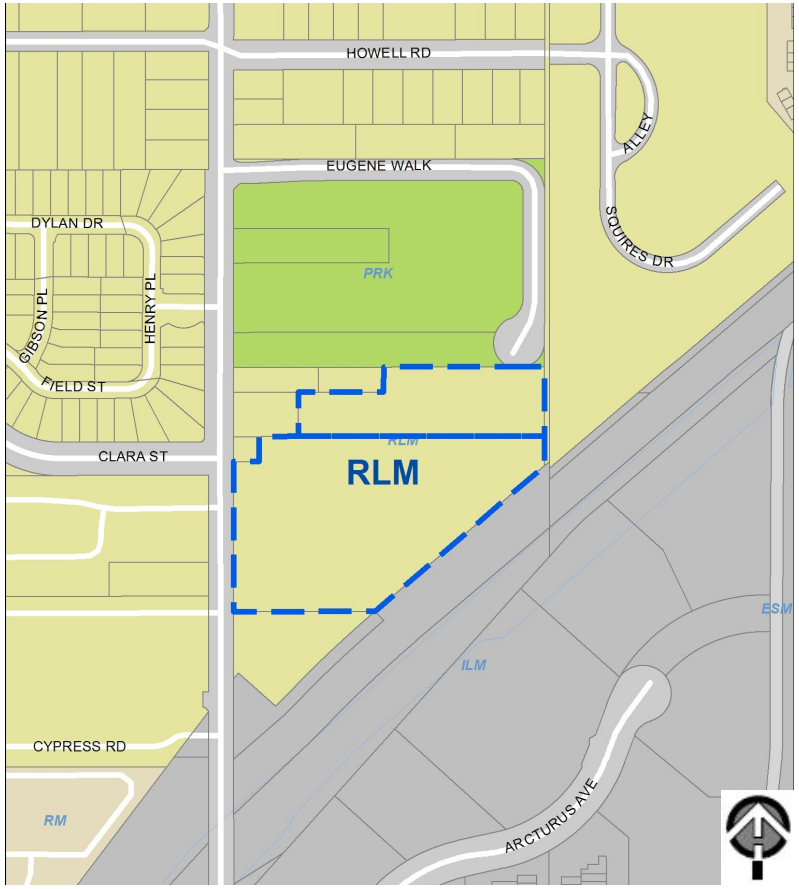


LOCATION	ZONING	GENERAL PLAN	EXISTING LAND USE
Project Site	R2-AH Multi-Family Residential - Affordable Housing	RLM Residential Low Medium	Agricultural - Nursery
North	R-2/C-R Multi-Family Residential/ Community Reserve	RLM/PRK Residential Low Medium/Park	Single Family House/Garden Acres Park
South	R-2-PD-AH Multi-Family Residential Planned Development / Affordable Housing	RLM Residential Low Medium	Garden City Camp (Labor Housing)
East	R-2-PD/M-L Multi-Family Residential Planned Development/Limited Manufacturing	ESM/ILM Easement/Industrial Limited	City Housing/ Railroad/Veh Storage
West	R-2 Multi-Family Residential	RLM Residential Low Medium	Cypress Trailer Park



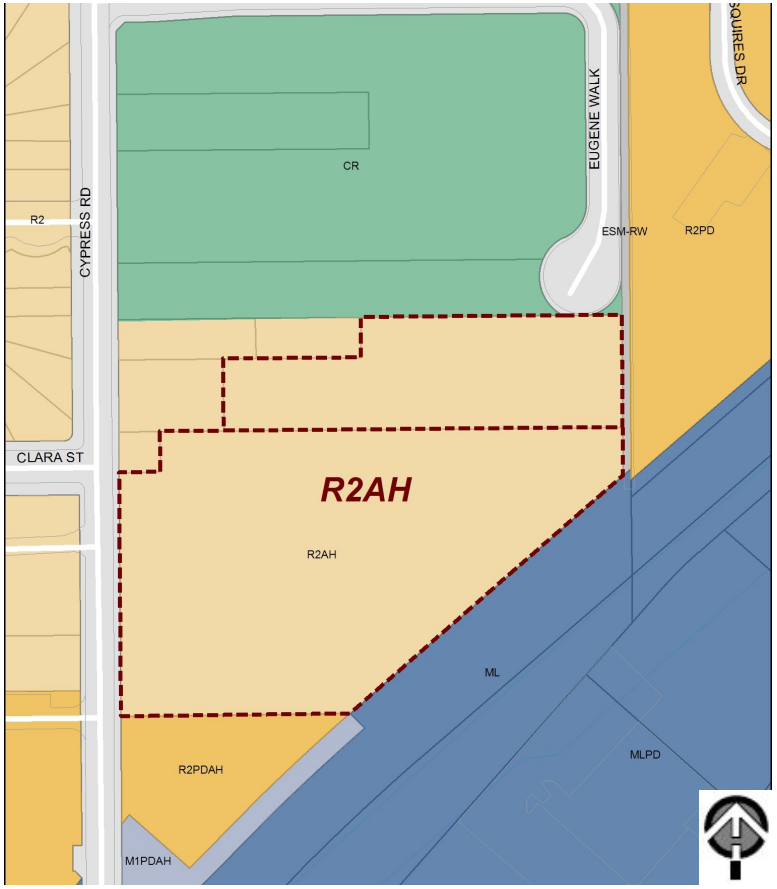
General Plan & Zoning Maps

2030 General Plan



RLM
Residential Low Medium

Zoning Map



R2-AH
Multi-Family Residential - Affordable Housing

Existing Street Pictures

1 North-View



2 South-View





Existing Conditions Sheet EA.2



SB330 and SB35

- Senate Bill 330
  - “Housing Crisis Act of 2019”
  - Amended Gov Code Section 65589.8;
  - Prohibits more than 5 hearings when reviewing project;
  - Project compliance with objective standards (i.e. General Plan & Zoning);
  - Shortens review timeframes to 90 days;
  - Freezes development standards and prohibits objective standards (verifiable) that involve personal or objective judgement;
  - Freezes development fees - date pre-application was received; and
  - Sunsets in January 1, 2025 / Fines of up to $10,000 per unit.

- Senate Bill 35
  - Amended Gov Code Section 65913.4;
  - Qualifications for streamlined approval;
  - Project compliance with objective standards (i.e. General Plan & Zoning);
  - Pay construction workers the state-determined prevailing wage; and
  - Statutorily exempt from CEQA.

Compliance with GP and Zoning - Section 6(b),(c), & (d): pg 6-10)

Development tables were incorporated into the staff report showing and comparing applicable development standards for this project

1. General Plan Consistency with land use designation, housing element, Level I, II, & III policies for new developments
2. All Affordable Housing Opportunity Program (OCC §16-420A to 16-420H)
3. Attached Dwelling Unit Development Standards (OCC §16-360 to §16-363)
4. R-2 Multiple-Family Zone (OCC §16-43 to 16-48)

Parking Compliance (City Code Statutorily Preempted)

CA Density Bonus Gov Code Section 65915(p)(1)

Except as provided in paragraphs (2), (3), and (4), upon the request of the developer, a city, county, or city and county shall not require a vehicular parking ratio, inclusive of parking for persons with a disability and guests, of a development meeting the criteria of subdivisions (b) and (c), that exceeds the following ratios:

(A) Zero to one bedroom: one onsite parking space.

(B) Two to three bedrooms: one and one-half onsite parking spaces.

Consistent with summary discussion and table in Section 6(c) (pg.8).

PARKING TABLE BREAKDOWN AND DISTRIBUTION PER CALIFORNIA GOVERNMENT CODE SECTION 65915(p)

BEDROOM COUNT	# OF UNITS	OFF-STREET REQUIRED	PARKING		NOTE
			REQUIRED	PROVIDED	
1-Bed	27	1 Parking Stall	27	252	The project provides 40 more parking spaces than required by Government Code Section 65915
2 to 3 Bedrooms	123	1.5 Parking Per Unit	185		
Visitor Parking		No Visitor Parking Required	0		
		Total:	212	252	

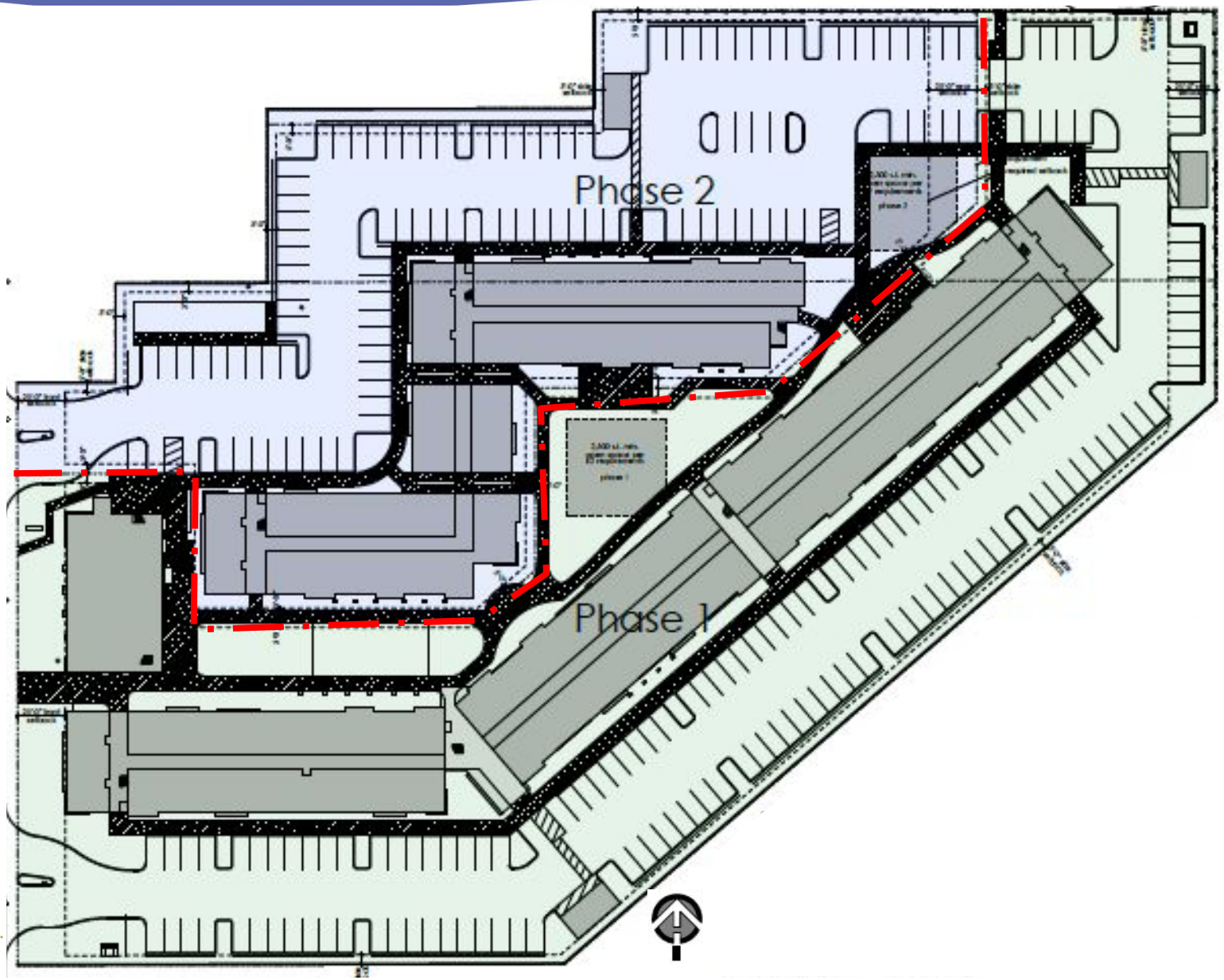
Site Plan - Community Setting - Sheet EA.1



Site Plan - Close UP Sheet EA.1



Phase I & II (2 Lots) Sheet EA.5



Elevation Plans Sheet EA.40



Elevation Plans Sheet EA.41

SOUTH ENTRANCE



NORTH ENTRANCE



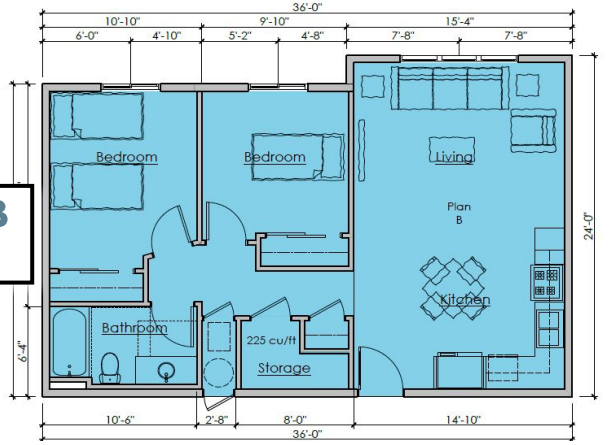
Residential Floor Plan Sheet EA.12



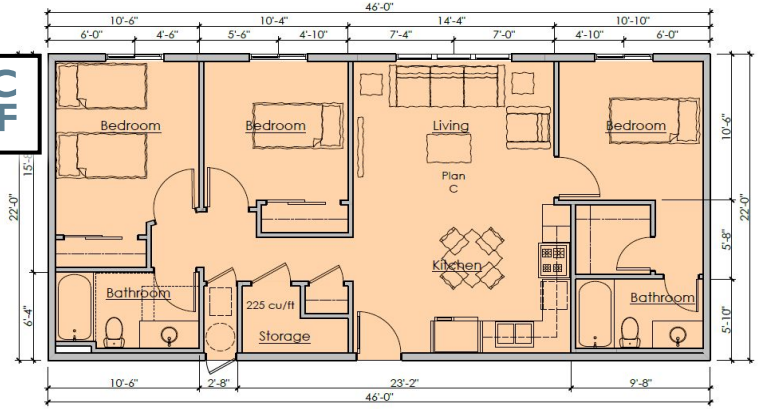
PLAN A
562 SF



PLAN B
822 SF



PLAN C
1,012 SF



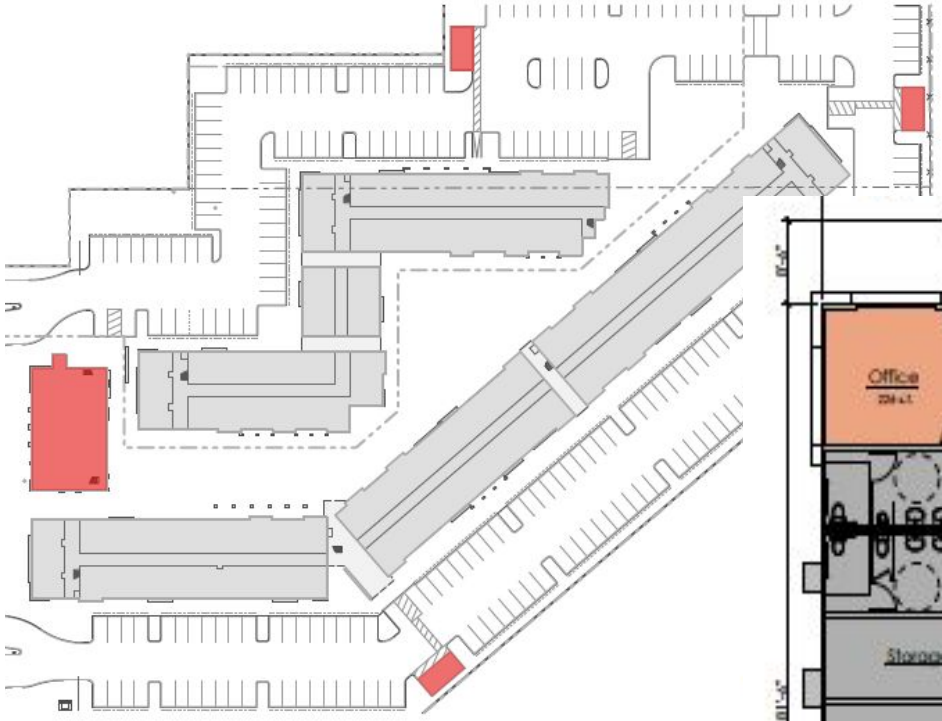
Unit Mix

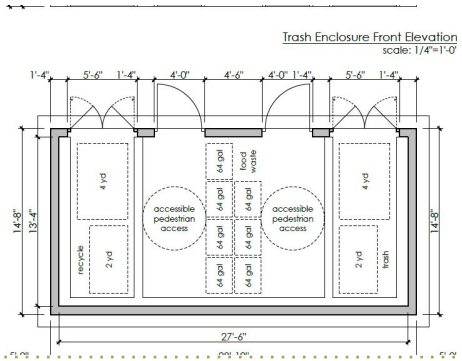
One bedroom unit:	562 s.f.	27 units = 18 %
Two bedroom unit:	822 s.f.	75 units = 50 %
Three bedroom unit:	1012 s.f.	48 units = 32 %

Phase I: 90 Units, Common Building

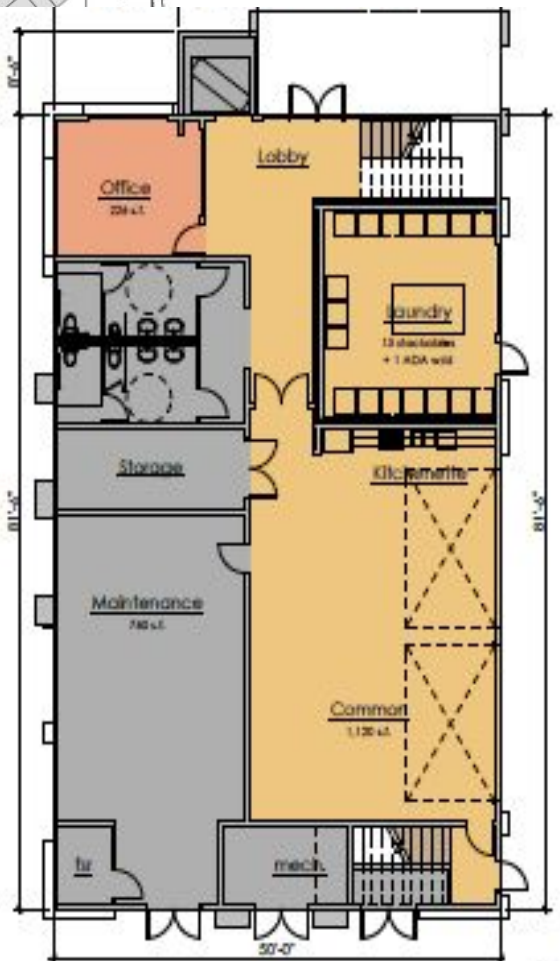
Phase II: 60 Units

Community Room Floor Plan Sheet EA.18





FIRST FLOOR



SECOND FLOOR



Public Comments

Community Meetings

- On October 19, 2020: Community Workshop.
  - Cypress Neighborhood - mailed notices sent to approximately 1,360 (716 residents/644 owners);
  - On-site posted notice; and
  - 31 members of the public attended the workshop.
- On October 21, 2015: Inter-Neighborhood Council Organization (INCO).
  - Representatives from various neighborhoods attended the meeting;
  - Applicant presented the development proposal;
    - At both meetings, questions / answers regarding
      - Pedestrian crossing,
      - Traffic impacts to existing levels of service, and
      - Compatibility with existing neighborhood.
- Public Comment attached to the staff report.
- Additional members of the public have contacted City staff regarding today's public hearing, and they have received invitations.

Environmental Review - Statutorily Exempt

- Pursuant to Senate Bill 35, Government Code Section 65913.4 and Public Resources Code Section 21080(b)(1), Streamlined Infill Projects are statutorily exempt from the California Environmental Quality Act (CEQA) as a ministerial project. Development Projects satisfying all of the objective planning standards of Government Code Section 65913.4(a) are subject to the streamlined, ministerial approval process provided by Government Code Section 65913.4(b) and (c).

- Objective Standard Compliance
  - R-2 Multiple-Family Zone (OCC §16-43 to 16-48)
  - All Affordable Housing Opportunity Program (OCC §16-420A to 16-420H)
  - Attached Dwelling Unit Development Standards (OCC §16-360 to §16-363)

Key Conditions of Approval

- **Condition #3:** Permit Expiration Period
- **Condition #8:** All DDR Conditions Incorporated by Reference
- **Condition #9:** Prevailing Wage
- **Conditions #10-11:** 55-Year Affordable Requirement

Staff Recommendation

That the Planning Commission:

- Finds the project to be exempt pursuant to Senate Bill 35, Government Code Section 65913.4 and Public Resources Code Section 21080(b)(1), Streamlined Infill Projects are statutorily exempt from the California Environmental Quality Act (CEQA) as a ministerial project; and

- Adopt a Resolution 2021-XX approving Planning and Zoning Permit No. 20-535-02 (Density Bonus Permit), subject to certain findings and conditions.

End of Presentation

CITY OF OXNARD CALIFORNIA

Planning Commission

Staff Report

PLAN

G-3

PZ 19-500-03

Tru Hilton



CITY OF OXNARD CALIFORNIA

CITY OF OXNARD CALIFORNIA

PLANNING COMMISSION
STAFF REPORT

TO: Planning Commission

FROM: Joe Pearson II, AICP, Senior Planner

DATE: February 18, 2021

SUBJECT: **Project Name: Tru Hilton Special Use Permit;** Planning and Zoning Permit No. 19-500-03 (Special Use Permit) and Addendum No. 1 to Mitigated Negative Declaration No. 12-01; Located at 180 West Esplanade Drive (APN: 142-0-310-045).

1) **Recommendation:** That pursuant to Oxnard City Code (OCC) section 16-531, the Planning Commission approve an Addendum No. 1 to Final Mitigated Negative Declaration No. 12-01, and adopt Resolution 2021-XX approving Planning and Zoning Permit No. 19-500-03 (Special Use Permit), subject to certain findings and conditions.

2) **Project Description and Applicant:** A request for a Special Use Permit (SUP) for the construction of a new hotel on an existing 9,120 square-foot pad in the Food 4 Less shopping center. The proposed hotel would be 41,422 square feet with 88 hotel rooms. The hotel building would be five stories with a maximum height of 70 feet. The Project would also include 2,267 square feet of landscaped area and the required 88 parking spaces (i.e., one parking space per hotel room), which are included in a shared parking agreement for the shopping center that has a combined 632 parking stalls. Two modifications are being requested with the approval of the SUP: 1) allow for a building exceeding two stories or 35 feet, and 2) grant administrative parking relief to allow for a decrease in the number required parking spaces for the overall shopping center. The approximately 1-acre Project site is located at 180 West Esplanade Drive (APN: 142-0-310-045) within the 14.5-acre Food 4 Less shopping center site within the 2030 General Plan land use designation of Commercial General and is zoned General Commercial-Planned Development (C-2-PD) in the City of Oxnard (Attachment A).

   For the purposes of this staff report, the foregoing project description shall be referred to as "the Project." Filed by Marcus Frisco, Developer, 11913 Tarron Avenue, Hawthorne, CA 90205 on behalf of Ralphs Grocery Co., Property Owner, 1100 West Artesia Boulevard, Compton, CA 90220.

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

3) **Existing & Surrounding Land Uses:** The Project site is located at 180 West Esplanade Drive in the center of the 14.5-acre Food 4 Less shopping center site in the City of Oxnard. The project site, comprising the 9,120 square-foot building pad and immediate surroundings within the larger 14.5-acre Food 4 Less shopping center, has a General Plan designation of

Commercial – General (CG) and is zoned General Commercial Planned Development (C-2-PD). The Food 4 Less shopping center is generally located west of United States Highway 101 (U.S. 101), east of Oxnard Boulevard, and north of Vineyard Avenue. The Project site within the shopping center is bounded on the north by the parking area for Food 4 Less with the Food 4 Less store beyond, West Esplanade Drive to the east, Gold's Gym and parking area to the south, and a parking area and commercial loading docks to the west.

The table below provides uses, City General Plan designations, and zoning. Attachment A includes a regional location and vicinity map, an aerial photo of the project site and surrounding area, and an Oxnard General Plan and zoning designation map.

Table 1: General Plan Designation and Zoning

LOCATION	GENERAL PLAN	ZONING	LAND USE
Project Site	Commercial General	C-2-PD	Shopping Center
North	Commercial Regional	C-2-PD	Across Esplanade Drive: The Esplanade Shopping Center.
South	Commercial General	C-2-PD	West side of Vineyard Ave: Vacant Site General Commercial; Commercial/Office Uses.
East	Commercial Office	C-2-PD	Across Vineyard Avenue: Financial Towers/Office Buildings
West	Easement & Commercial General	ESM-RW & C-2-PD-AH	Union Pacific Railroad: vacant Commercial Building (former Levitz)

4) Background Information:

a) In February 1963, the City approved Annexation No. 62-27, bringing the subject parcel within the city limits.

b) In March 1963, a building permit allowed a 114,000 square foot building and a 7,600 square foot covered area (for a nursery) with site improvements consisting of 967 parking spaces (known as the former Target Building).

c) In November 1968, PD 82 allowed for a Mobil Service Station on what used to be part of the subject site.

d) In 1976, Parcel Map 75-8 split off the service station from the rest of the subject parcel.

e) On April 21, 1983, PD 403 was approved which allowed for construction of a 40,000 square foot Ralphs Grocery Store (now Golds Gym). Subsequent minor modification permits have resulted in minor site and building improvements.

f) On October 16, 1986, the Planning Commission approved PD 436 allowing construction of an 18,432 office supply store (SW intersection of Wagon Wheel Road and Esplanade Drive).

g) In 2012, an entitlement process for the redevelopment of the shopping center was completed, and a Mitigated Negative Declaration (MND) was prepared and approved for the redevelopment project (Food 4 Less Shopping Center Redevelopment Project, Planning & Zoning Permit 12-540-01). The Food 4 Less Shopping Center Redevelopment Project involved demolition of an existing big-box retail building (former 117,534 square feet Target building) and redevelopment of a 159,954 square-foot shopping center, including the following components: construction of a new big-box retail building (84,000 square feet), new gas station (178 square feet), and two new retail buildings (6,695 square feet and 9,120 square feet); and rehabilitation of two existing retail buildings (41,529 square feet and 18,432 square feet). Potential environmental impacts associated with the redevelopment project were identified throughout Final MND No. 12-01, along with applicable mitigation measures where necessary. Final MND No. 12-01 identified Potentially Significant Impacts, which could be reduced to Less Than Significant Impacts with Mitigation Incorporated, in the areas of Air Quality, Cultural Resources, Geology and Soils, and Noise. No Significant and Unavoidable Impacts were identified in Final MND No. 12-01.

5) Environmental Determination: In accordance with the California Environmental Quality Act (CEQA), Final MND No. 12-01 was prepared to analyze potential environmental impacts associated with the approval and the implementation of the Food 4 Less Shopping Center Redevelopment Project (Planning & Zoning Permit 12-540-01).

An environmental consultant, under the supervision of Planning Division staff, has prepared Addendum No. 1 to the approved Final MND No. 12-01 to evaluate potential environmental impacts of the proposed Project (see Attachments C and D). Addendum No. 1 to the Final MND No. 12-01 was prepared pursuant to the requirements of the California Environmental Quality Act (CEQA, Public resources Code § 21000, et seq.), the regulations promulgated thereunder (14 California Code of Regulations, §15000, et seq., CEQA Guidelines), and the City's Environmental Review Guidelines. The City of Oxnard is the Lead Agency. Addendum No. 1 is appropriate pursuant to CEQA Guidelines § 15164 since only minor changes and additions to Final MND No. 12-01 are necessary to address the Project changes and no circumstances exist calling for the preparation of an additional CEQA document pursuant to CEQA Guidelines § 15162 and 15163.

Evaluation of the Project determined the changes to the partially constructed Food 4 Less Shopping Center Redevelopment Project by this Project are minor and would not create potentially significant environmental impacts beyond those already identified in Final MND No. 12-01. Also, the Project would not substantially increase the magnitude or severity of impacts that were previously identified. Addendum No. 1 does not require public circulation because it does not provide significant new information that changes the Final MND No. 12-01 in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project or a feasible way to mitigate or avoid such an effect.

Addendum No. 1 used the City of Oxnard CEQA Thresholds and California recommended thresholds to determine if an environmental impact was large enough to be significant. The Final MND No. 12-01 found four potential areas of significant impacts (Air Quality, Cultural Resources, Geology and Soils, and Noise) for which mitigations are identified that reduce the impacts to a less than significant level. No additional potentially significant impacts were identified in Addendum No. 1 prepared for this Project, and the original mitigation will remain applicable. These mitigations have been included in the Project conditions of approval. Addendum No. 1 found that the proposed Project would not result in a development footprint beyond what was analyzed in Final MND No. 12-01 and would be subject to applicable federal, state, and local regulatory measures. Therefore, staff has determined that there is no substantial evidence that the Project would result in new or substantially more severe impacts than those identified in Final MND No. 12-01. Accordingly, none of the conditions that trigger the need to prepare a subsequent Environmental Impact Report pursuant to CEQA Guidelines § 15162 or Negative Declaration would occur. Pursuant to CEQA Guidelines §15164, the Commission shall consider Addendum No. 1 with Final MND No. 12-01 prior to making recommendations on the Project.

6) **Analysis:**

a) ***General Discussion:*** As noted above the Project consists of the development of a new five story hotel on an existing pad within the existing Food 4 Less shopping center. The existing pad was initially approved for the development of a one-story, 9,120 square-foot retail building.

Table 2: Food 4 Less Redevelopment Project (PDP No. 12-540-01) Buildout Status

Pad/Food 4 Less Project Component	Square Footage	Current Use/Status
A: New retail building	6,627	Vacant building pad
B: Rehabilitated retail building	44,900	Gold's Gym
C: New retail building	9,120	Vacant building pad – Tru Hilton Project Site
D: Retail building replacement	84,000	Food 4 Less

E: Gas station	30,454	Gas station
F: Rehabilitated retail building	18,432	Offices

b) ***General Plan Consistency:*** The City's 2030 General Plan land use designation for the subject site is General Commercial (CG) which allows retail centers and free-standing commercial uses along major corridors. The proposed hotel use is retail commercial, and the Project is consistent with the 2030 General Plan land use designation.

Consistency with 2030 General Plan policies is defined by the relationship between the policies (Goals and Policies, Section 3.6 and Chapters 4 through 8, inclusive) and the proposed project. The three consistency classification levels are:

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

II. Related or Indirect Applicability to the Proposed Project or Program (policy title and an explanation for each or groups of related or indirectly related policies).

III. No or Distant Applicability to the Proposed Project or Program (all policies not listed as Level I and II are assumed to be consistent).

The Project's consistency review with 2030 General Plan policies is included as Attachment E and finds the Project consistent with General Plan policies.

c) ***Conformance with Zoning Development Standards:*** The Project would be developed under the "General Commercial-Planned Development" (C-2-PD) zone district. A hotel is allowed in the C-2 zone, pursuant to OCC Section 16-136(A)(1), which allows for all related uses permitted in the Commercial Office zone (OCC Section 16-107(C)) to be permitted in the C-2 zone subject to approval of a Special Use Permit. As shown in Zoning Compliance Table, provided in Attachment F, the Project meets applicable development standards, with the approval of the SUP, to allow for a building exceeding two stories or 35 feet and an administrative parking relief under OCC 16-651(B)(4), "Off-site parking" Decrease in required parking spaces.

d) ***Site Design:*** The Project is within an existing shopping center, on an existing building pad. The shopping center is surrounded on three sides by public streets, with the primary frontage along Esplanade Drive. Buildings A-C, as identified in Table 2 above, are setback from Esplanade Drive with the main parking field between the buildings and Esplanade Drive. The Food 4 Less building is located along Esplanade Drive, but the entrance faces Vineyard Avenue, with its main parking field between the building and Buildings A-C. Building E's primary frontage is along Esplanade Drive, with the parking field between Building E and Building D. The service station is parallel to Esplanade Drive, north of Project site. Pedestrian walkways lead from both Esplanade Drive and Vineyard Avenues to the buildings and between the buildings.

e) ***Circulation and Parking:*** As noted above, the shopping has been largely developed, with only two vacant building pads remaining. All site circulation improvements are currently in place, and the proposed Project will not alter the circulation to and from the site. The site curb cuts, driveways, interior circulation and site access are designed to meet City engineering standards and City Fire Department standards to ensure fire apparatus can reach all parts of the site, and no safety issues have been identified. Driveways onto the site are provided along Esplanade Drive and Vineyard Avenue, with turning movement limitations on most of the driveways leading onto and from the site.

Parking: The existing shopping has a total of 640 parking spaces. As a result of the proposed Project, eight (8) parking spaces will be removed to allow for the construction of a rear patio/pool area for a total stall count of 632 spaces. Off-street parking will be shared via a reciprocal parking and access agreement. A summary of the required and provided parking for the shopping center and Project is provided below:

Table 2: Parking Compliance

DEVELOPMENT	REQUIREMENT PER OXNARD CITY CODE SECTION 16-622(F)	PARKING STUDY PEAK DEMAND	PROPOSED	COMPLIES?
Tru Hotel	88 rooms without kitchenette = 88 spaces	88 spaces	632 Shared Parking Spaces	
Food 4 Less	1space/250 square feet. 84,178 square feet = 337 spaces	124 spaces		
Retail Commercial (including food for less)	1space/250 square feet. 34,247 square feet = 137 spaces	137 spaces		
Health and Fitness Club	Ten spaces are required for each spa health club, plus an additional one space for every 200 square feet of gross floor area in excess of 1,000 gross square feet = 230 spaces	297 spaces		

Total Project	792 spaces	572 spaces	632 spaces	Yes*

*Pursuant to approval of parking Study (Attachment G) and recordation of a reciprocal parking agreement.

OCC Section 16-651(B)(4) allows the Planning Commission to grant administrative relief from the parking provisions of the OCC when a requirement is shown to be excessive. Pursuant to the OCC the applicant has provided a parking study prepared by a professional traffic engineer registered by the State, demonstrating that the required parking is excessive and showing the amount of parking that should be required for the overall shopping center based on compliance with the OCC and a site survey (Attachment G). As part of the site study, peak hour parking lot counts were taken for the Food 4 Less. The parking study determined that the Food 4 Less never exceeded usage of more than 129 parking spaces, lowering the required parking ratio demand from 4 spaces / 1,000 SF to 1.53 spaces / 1,000 SF. Based on this reduced demand for the Food 4 Less, and compliance with the OCC for the other uses, there would be an excess of 48 parking spaces onsite, with the construction of the proposed Project. Additionally, the peak hour parking demands of the existing uses within the shopping center occur during the day, but the peak hour parking demands of the Project would occur during the night. The City's Traffic team independently reviewed the study, and they agreed with the determination that the off-street parking provided is sufficient to serve the anticipated demand of the Project and surrounding shopping center. Conditions of approval have also been incorporated to address parking issues, in the unlikely event that they may arise. Therefore administrative relief from this provision is included within the SUP application.

f) ***Building Design:*** The proposed hotel would be a maximum of five stories or 70 feet in height and would provide front, rear, and side setbacks, consistent with the underlying commercial zoning for the site. The proposed hotel would be designed to complement the urban character of surrounding uses, with a contemporary design. The proposed development would also include parking and landscaping features around the new building and associated amenities to enhance the site's visual character.

The proposed building would consist of mostly light and dark grey with blue and yellow accent colors. The upper four floors feature dark bronze windows that will be vertically aligned over the ground floor. On the ground floor the primary entrance will face Esplanade Drive, with patrons entering off of the parking lot. The entrance will feature a long blue awning along the frontage. The elevation consists of flat roofs with varying roof heights and setbacks in the facade. The proposed pop-outs and varied roof elevations serve to break up the overall massing of the building.

Landscaping and Open Space: Landscaping within the shopping center was installed with the redevelopment of the Food 4 Less Shopping Center. The existing landscaping will remain as originally approved, with the exception of one landscape finger, which will be removed to allow for the pool area at the rear of the building. The landscape improvements proposed as part of this Project consist of potted plants and small landscape area rear pool area. The potted plants will be located along the Project's

frontage and in the rear pool area. The potted plants and small landscape area will consist of drought tolerant plants, generally consistent with the existing plant palette of the shopping center.

g) ***Development Impact Fees:*** The City requires development connection and/or impact fees to be collected as part of any new development to pay a proportional share of providing public services and improvements to new development. The proposed Project will be required to pay all applicable impact fees, including, but not limited to the fees authorized by City Council Resolution 15,329 (Growth Requirement Capital Fee, Park and Recreation Fee, Traffic Circulation Fee, Storm Drainage Fee, Mobility Fee, Public Art Program Fee, and Utility and Undergrounding in-Lieu Fee) for wastewater, water system, water service and meter, storm drain, traffic (City and County), growth capital, park, public art, and General Plan maintenance connection and/or impact fees.

7) Development Advisory Committee: The Development Advisory Committee (DAC) reviewed this Project on January 15, 2020. The DAC process led to changes in the Project reflected in the attached plans (Attachment B). Conditions of approval from DAC are included in the attached Resolution 2021-XX (Attachment H).

8) Community Workshop and Public Input: The Project is not located within a General Plan identified neighborhood; therefore, a Community Workshop was not conducted for the proposed Project.

Consistent with public noticing requirements, the Planning Commission hearing was advertised in the newspaper, with an on-site posting, and by mail to property owners within 300 feet of the subject property. To date, Staff has not received any concerns or public comments regarding the proposed Project.

9) Appeal Procedure: In accordance with Section 16-545 of the Oxnard City Code, the Planning Commission's action may be appealed to the City Council within 18 days after the decision date. Appeal forms may be obtained from the City Clerk and must be submitted with the appropriate fees before the end of the appeal period. If an appeal to the City Council is not filed within 18 days of the Planning Commission's decision, the decision of the Planning Commission shall be considered final.

Attachments:

A. Vicinity, General Plan, and Zoning Maps and Aerial Photo
B. Reduced Project Plans
C. Addendum No. 1 to Final MND No. 12-01
D. Final MND No. 12-01
E. 2030 General Plan Consistency Table
F. Zoning Compliance Table (C-2-PD)
G. Parking Memorandum (May 26, 2020)

H. Resolution 2021-XX (Special Use Permit)
I. Staff Presentation

ATTACHMENT A

MAPS
(VICINITY, GENERAL PLAN, ZONING, AERIAL MAP)

Vicinity Map



CITY OF OXNARD CALIFORNIA

Oxnard Planning

January 26, 2021

PZ 19-500-03
Location: 180 W Esplanade Dr
APN: 142031045
Tru Hotel

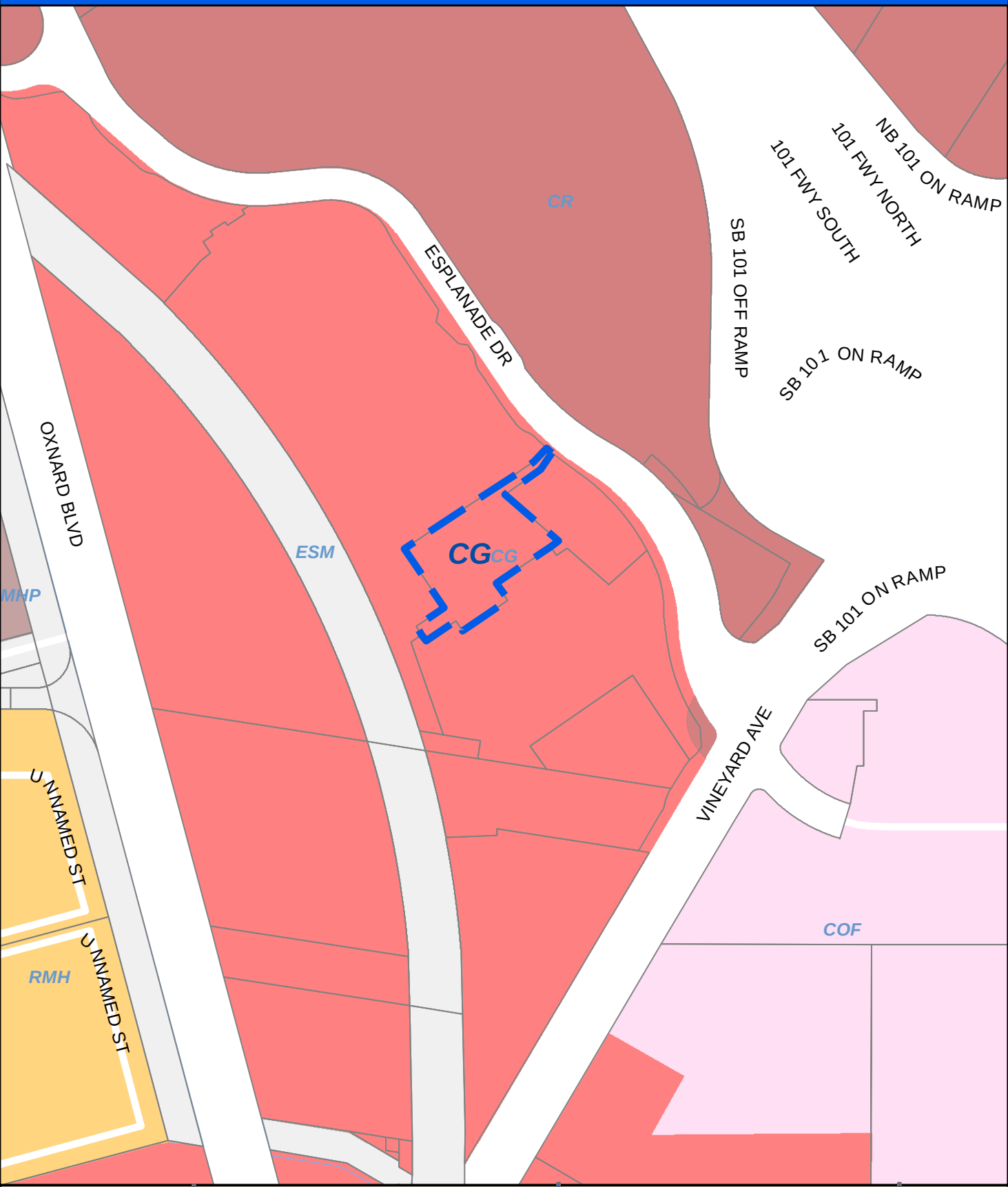
Vicinity Map

Miles
0 0.5 1 1.5 2

N

1:70,000

2030 General Plan Land Use Map



CITY OF OXNARD CALIFORNIA

Oxnard Planning

January 26, 2012

PZ 19-500-03
Location: 180 W Esplanade Dr
APN: 142031045
Tru Hotel

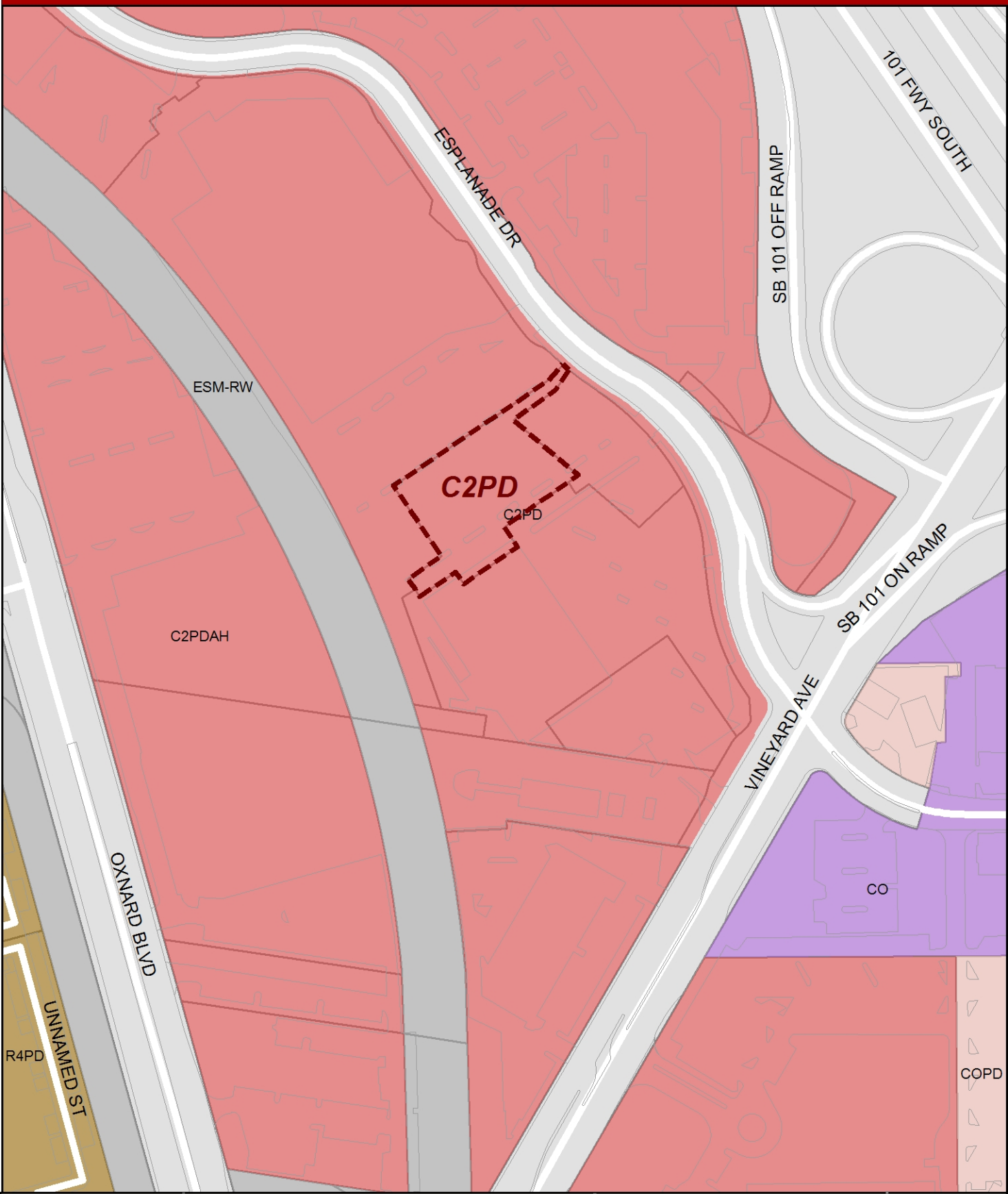
0 100 200 400 Feet

2030 General Plan Land Use Map

N W E S

1:3,000

Zoning/Specific Plan Map



CITY OF OXNARD CALIFORNIA

Oxnard Planning

January 26, 2021

PZ 19-500-03
Location: 180 W Esplanade Dr
APN: 142031045
Tru Hotel

0 50 100 200 300 400 Feet

Zoning/Specific Plan Map

N W E S

1:2,500

Aerial Map



CITY OF OXNARD CALIFORNIA

Oxnard Planning

January 26, 2021

PZ 19-500-03
Location: 180 W Esplanade Dr
APN: 142031045
Tru Hotel

0 25 50 100 150 200 Feet

Aerial Map

N W E S

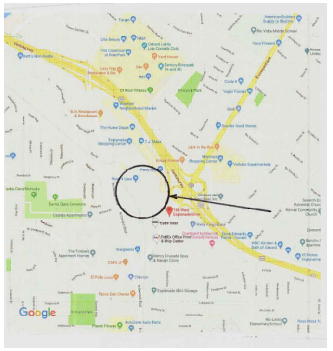
ATTACHMENT B

REDUCED PROJECT PLANS



tru by Hilton

VICINITY MAP:



PROJECT SCOPE:

THIS PROJECT WILL CONSIST OF CONSTRUCTION OF A FIVE STORY HOTEL WITH 88 GUEST ROOMS ON AN APPROXIMATELY 1 ACRE SITE WITHIN AN EXISTING RETAIL CENTER. CONCRETE CURB AND SIDEWALKS ARE IN PLACE AROUND THE EXISTING PAD SITE WHERE THIS HOTEL IS PROPOSED AND UTILITIES ARE ON SITE.

WORK WILL INCLUDE AN OUTDOOR SWIMMING POOL WITH RESTROOM AND POOL EQUIPMENT ENCLOSURE. SITE WORK WILL INCLUDE REMOVING SEVEN EXISTING PARKING SPACES AND REWORKING AN ADDITIONAL EXISTING SEVEN SPACES TO ADD ADDITIONAL ACCESSIBLE PARKING SPACES.

BUILDING CODES:

THIS PROJECT SHALL BE CONSTRUCTED TO CONFORM TO CALIFORNIA TITLE 24 CODE AND ALL CITY OF OXNARD AMENDMENTS

MAIN REFERENCE CODES:

2019	CALIFORNIA BUILDING CODE (CBC)
2019	CALIFORNIA MECHANICAL CODE (CMC)
2019	CALIFORNIA PLUMBING CODE (CPC)
2019	CALIFORNIA ELECTRICAL CODE (CEC)
2019	CALIFORNIA FIRE CODE
2019	CALIFORNIA ENERGY CODE
2019	CALIFORNIA GREEN BUILDING STANDARDS (CalGreen)

SHEET INDEX:

A001	COVER SHEET / PROJECT SCOPE
SP1.0	ARCHITECTURAL SITE PLAN
A1.0	FLOOR PLANS
A1.1	FLOOR PLANS AND ROOF PLAN
A2.0	EXTERIOR ELEVATIONS
A3.0	EXTERIOR ELEVATIONS
A4.0	EXTERIOR ELEVATIONS - COLOR
C1.0	CONCEPTUAL GRADING PLAN
L1.0	CONCEPTUAL LANDSCAPE PLAN

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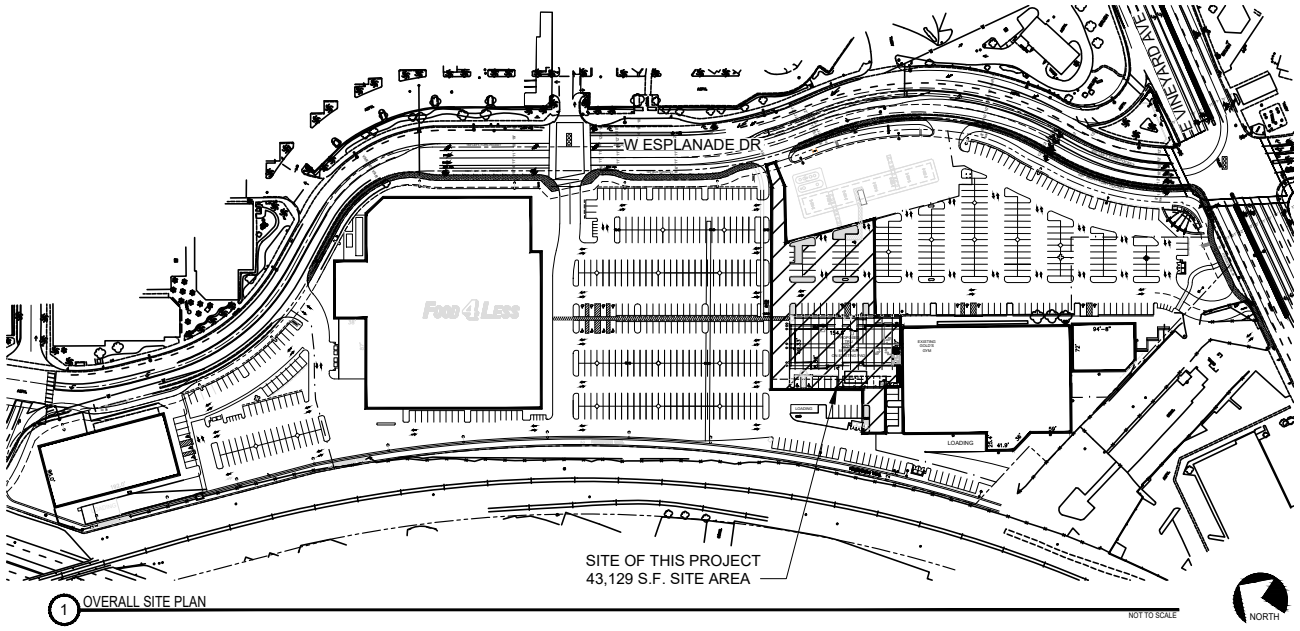

1 OVERALL SITE PLAN

NOT TO SCALE

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project:
TRU by HILTON
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OXNARD, CA

HILTON PROJECT INFORMATION
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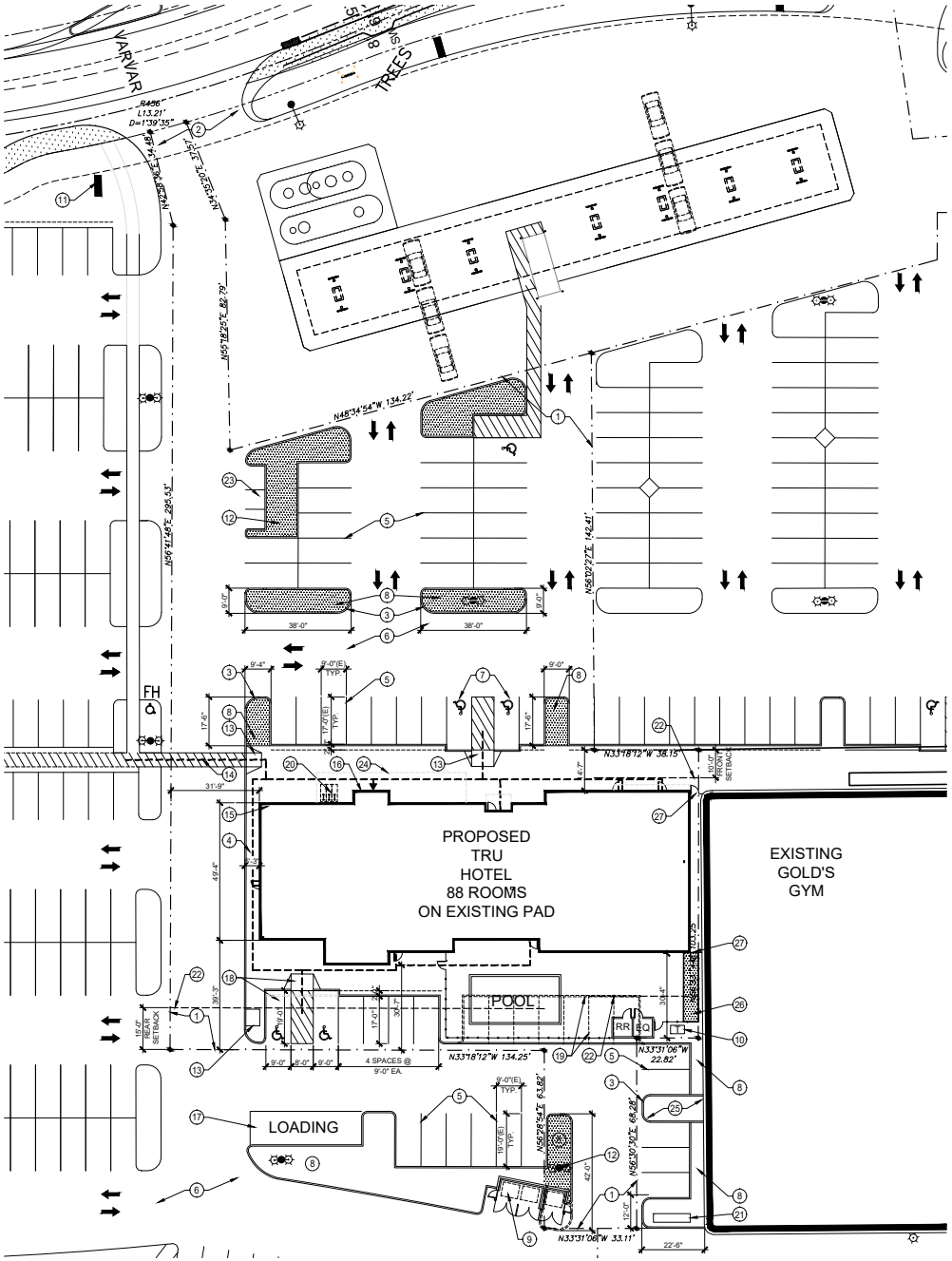

1 ARCHITECTURAL SITE PLAN

KEYED NOTES:

1. PROPERTY LINE
2. EXISTING DRIVEWAY TO REAMIN
3. EXISTING CONCRETE CURB TO REMAIN.
4. EXISTING CONCRETE SIDEWALK TO REMAIN.
5. EXISTING PARKING SPACES AND STRIPING
6. EXISTING ASPHALT PAVING TO REMAIN.
7. EXISTING ACCESSIBLE PARKING SPACE, TYP.
8. EXISTING LANDSCAPE AREA.
9. EXISTING TRASH ENCLOSURE WITH NEW EXPANSION AREA TO HANDLE THREE WASTE STREAMS (ORGANICS, WASTE AND RECYCLE) FIRE DEPARTMENT WILL REQUIRE TRASH ENCLOSURE TO HAVE FIRE SPRINKLERS. (129 S.F. OF LANDSCAPE BEING REMOVED)
10. LOCATION OF EXISTING ELECTRICAL TRANSFORMER
11. PROPOSED LOCATION FOR NEW MONUMENT SIGN. MAXIMUM 3' HIGH IF LOCATED WITHIN VISIBILITY TRIANGLE. ALL SIGNAGE UNDER SEPARATE PERMIT AND NOT A PART OF THIS REVIEW.
12. EXISTING LED PARKING LOT LIGHT TO REMAIN, TYP.
13. EXISTING ACCESSIBLE CURB RAMP TO REMAIN
14. ACCESSIBLE PATH (DASHED LINE)
15. PROPOSED LOCATION OF FDC
16. PROPOSED LOCATION OF KNOX BOX
17. EXISTING LOADING ZONE TO REMAIN
18. NEW ACCESSIBLE PARKING SPACES WITH NEW CURB RAMP
19. EXISTING CONCRETE CURB AND ASPHALT PARKING SPACES BEING REMOVED (SHOWN DASHED)
20. LOCATION FOR 'INVERTED-U' BICYCLE RACKS FOR A TOTAL OF 6 BICYCLE CAPACITY UNDER FRONT COVERED CANOPY (NOTE: ORDINANCE DOES NOT LIST HOTELS IN TABLES SHOWING NUMBER REQUIRED)
21. EXISTING BACKFLOW DEVICE TO REMAIN, FIELD VERIFY LOCATION
22. REQUIRED SETBACK LINES
23. EXISTING BICYCLE PARKING SPACES
24. LINE OF ROOF CANOPY ABOVE
25. THIS AREA IS EXISTING CONCRETE PAVING AND IS AN EXIT ACCESS FOR THE ADJACENT, EXISTING GYM. THIS AREA IS TO REMAIN IN THE CURRENT CONDITION AND WILL REMAIN OPEN AND NOT BLOCKED BY THE NEW HOTEL OR AT ANY TIME DURING CONSTRUCTION.
26. NEW LANDSCAPE AREA TO REPLACE LANDSCAPE AREA BEING LOST TO TRASH ENCLOSURE EXPANSION. (131 S.F.)
27. CHAINLINK FENCE AND GATE BETWEEN NEW HOTEL AND EXISTING ADJACENT BUILDING. GATE TO BE 3'x7' AND FENCE TO BE 10' HIGH.

PROJECT DATA:

OWNER:	MATTICUS HOSPITALITY GROUP 11913 TARRON AVENUE HAWTHORNE, CA 90205 CONTACT: MARCUS FRISCO (310) 200-6476
PROPERTY ADDRESS:	180 W ESPLANADE OXNARD, CA
PARCEL NUMBER:	142-0-310-045
CURRENT ZONING:	C-2-PD
LOT AREA:	1.0 AC (43,129 S.F.)
BUILDING AREA:	41,422 S.F. TOTAL 8,450 S.F. GROUND FLOOR (19.6% COVERAGE) 8,243 S.F. EACH FLOOR 2 - 5
BUILDING HEIGHT:	58' - 0" MAIN PARAPET 70' - 0" MAX AT ELEVATOR TOWER 5 STORIES
LANDSCAPE:	2,267 S.F. (5.3%)
OCCUPANCY GROUP:	R-1 (HOTEL, PRIMARY) A-3, B, F, S (ACCESSORY USES)
CONSTRUCTION TYPE:	V-A, FULLY SPRINKLERED
SPRINKLER TYPE:	NFPA 13
PARKING REQUIRED:	88 SPACES @ 1/ROOM THERE IS A SHARED PARKING AGREEMENT

SITE COVERAGE TABLE		
ITEM	SQUARE FEET	PERCENT
BUILDING AREA	8,495	19.7
ASPHALT AREA	24,335	56.4
CONCRETE AREA (INCL POOL AREA)	8,032	18.6
LANDSCAPE AREA	2,267	5.3
TOTALS	43,129	100

GUESTROOM TABLE						
ROOM TYPE	GROUND	2nd FLR	3rd FLR	4th FLR	5th FLR	TOTAL
KING	-	11	11	11	11	44
KING-X	-	1	-	1	-	2
DOUBLE QUEEN	3	8	8	8	8	35
DOUBLE QUEEN - X	-	1	-	1	-	2
KING ADA	1	-	1	-	1	3
DBL QUEEN ADA	-	1	-	-	1	2
TOTALS	4	21	21	21	21	88

SITE APPROVAL NOTES:

1. AS A CONDITION OF APPROVAL OWNER WILL BE REQUIRED TO REPAIR CHAINLINK FENCING BETWEEN THE REAR OF THE PROPERTY AND THE ADJACENT RAILROAD RIGHT-OF-WAY.
2. AS A CONDITION OF APPROVAL OWNER WILL BE REQUIRED TO SUPPLY NEW, SOLAR POWERED LIGHT FIXTURES TO CITY TO UPGRADE THE FIXTURES AT TWO EXISTING BUS SHELTERS ON WEST ESPLANADE DRIVE. OWNER SUPPLIED FIXTURES TO BE APPROVED BY AUTHORITY HAVING JURISDICTION AND WILL BE INSTALLED BY AUTHORITY HAVING JURISDICTION OF BUS SHELTERS.

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project: TRU by HILTON
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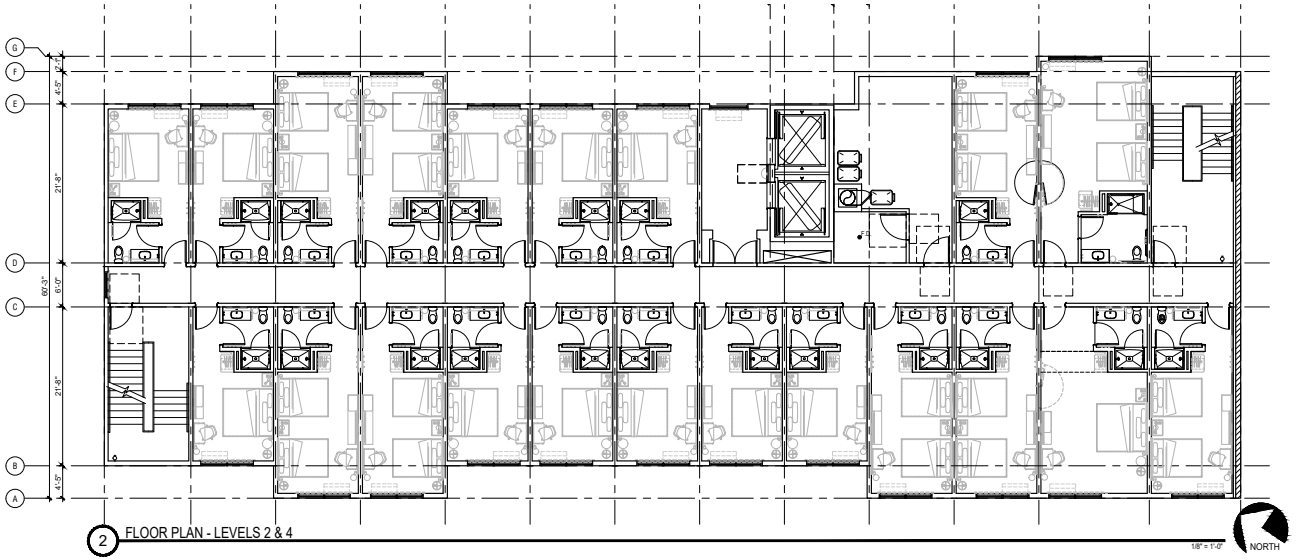
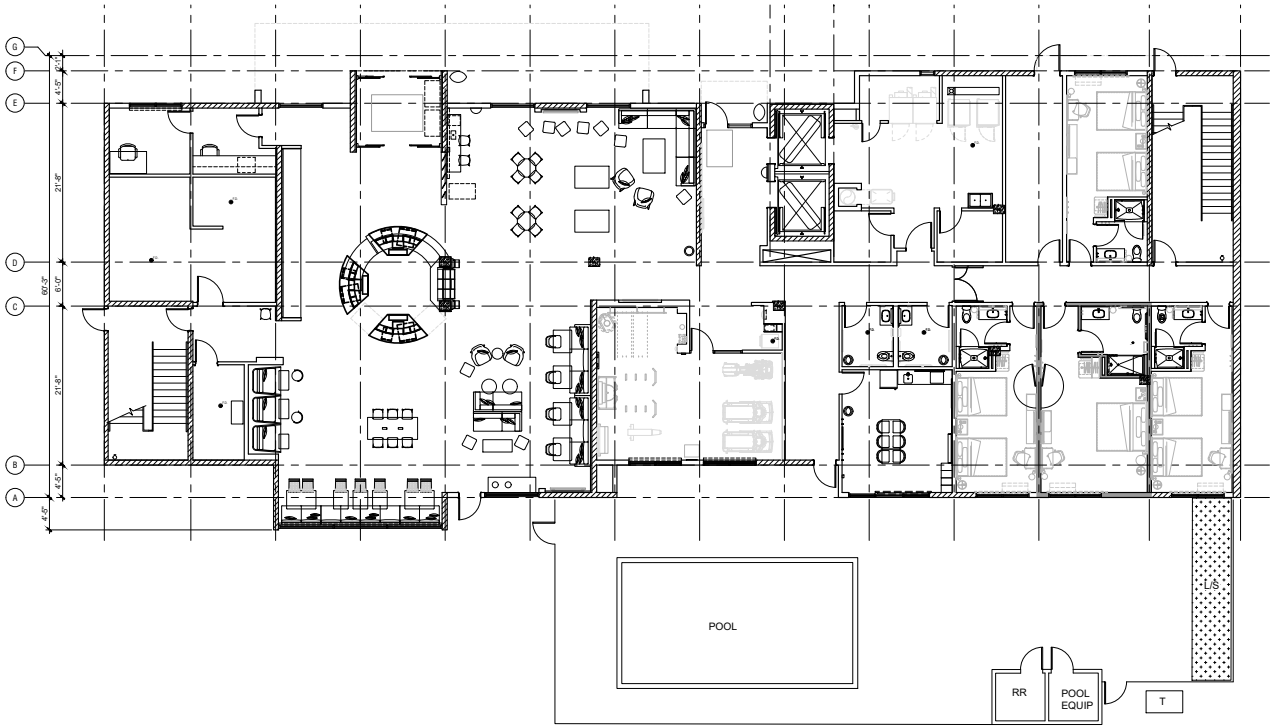


2 FLOOR PLAN - LEVELS 2 & 4

1/8" = 1'-0"

NORTH



1 FLOOR PLAN - LEVEL 1

1/8" = 1'-0"

NORTH

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180 W ESPLANADE
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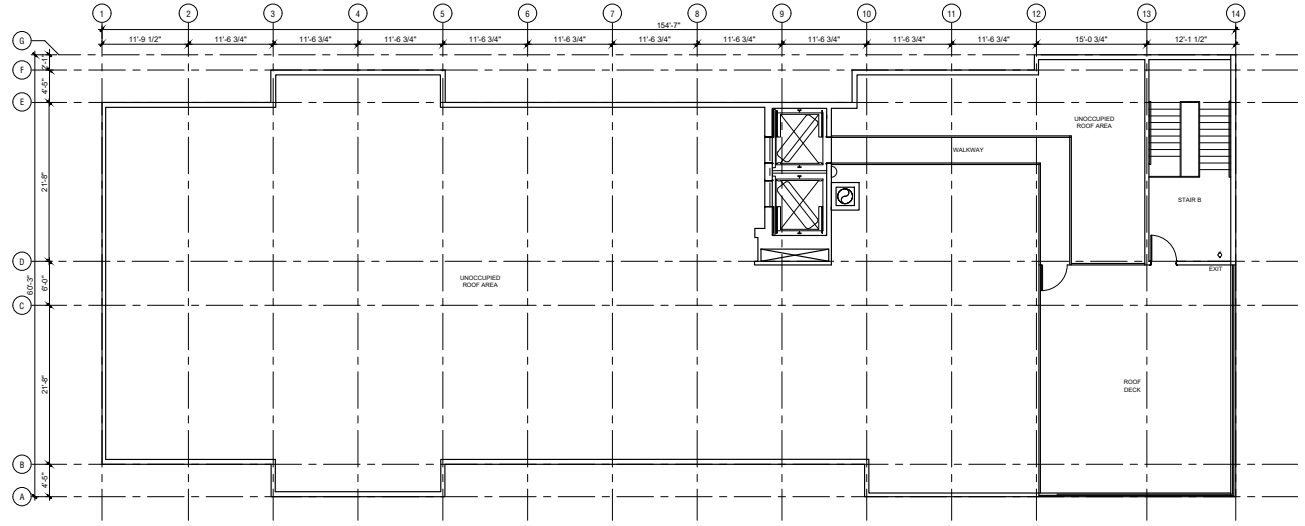
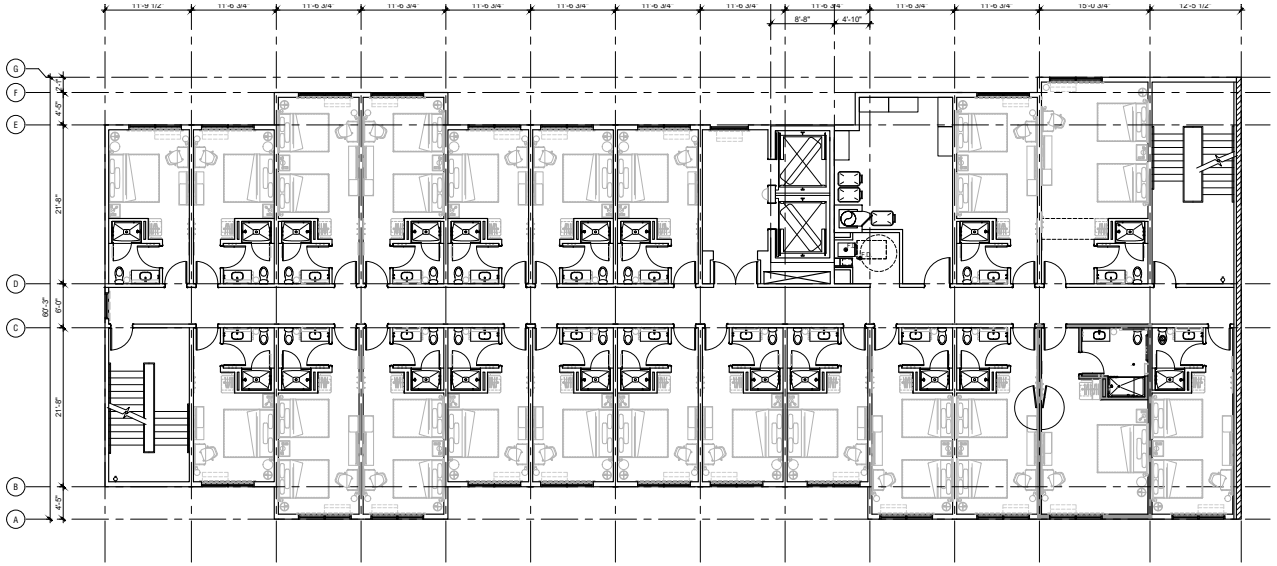


2 ROOF PLAN

1/8" = 1'-0"

NORTH



1 FLOOR PLAN - LEVELS 3 & 5

1/8" = 1'-0"

NORTH

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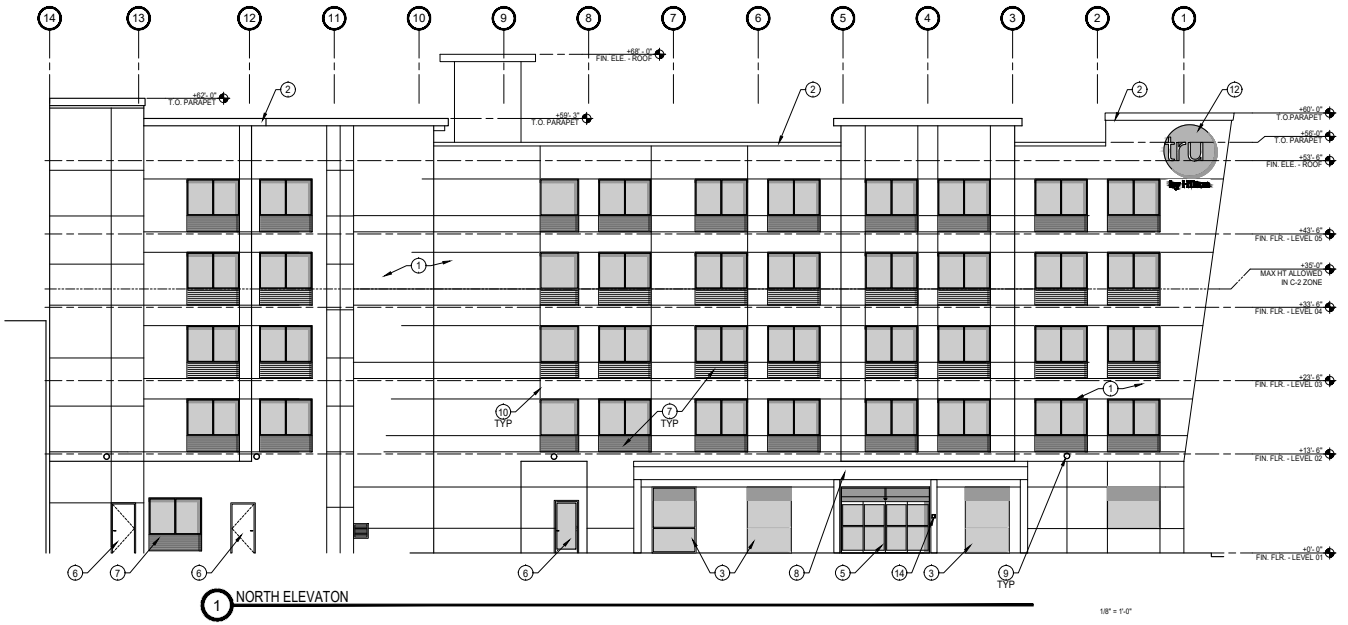
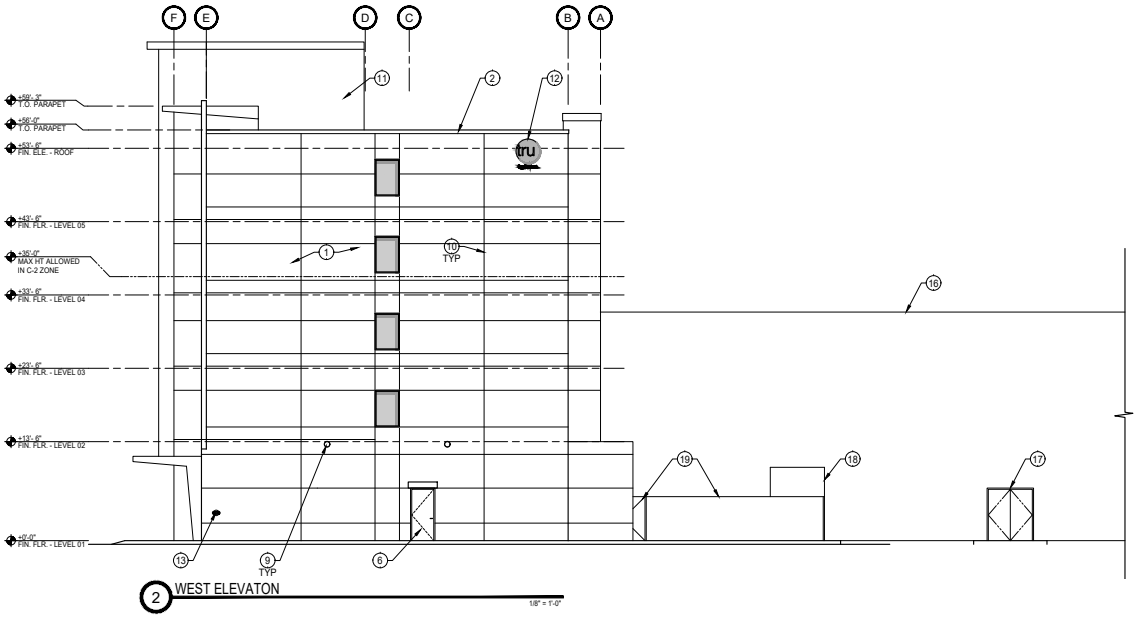


1 NORTH ELEVATON

1/8" = 1'-0"



2 WEST ELEVATON

1/8" = 1'-0"

KEYED NOTES:

1. E.I.F.S. FINISH - SEE MATERIAL LEGEND FOR COLOR
2. GALVANIZED SHEET METAL CAP FLASHING PAINTED FINISH TO MATCH ADJACENT E.I.F.S.
3. ANODIZED ALUMINUM STOREFRONT WINDOW SYSTEM, DARK BRONZE COLOR WITH CLEAR, LOW-E GLAZING
4. ANODIZED ALUMINUM STOREFRONT DOOR, DARK BRONZE COLOR WITH CLEAR, LOW-E CLEAR TEMPERED GLAZING
5. ANODIZED ALUMINUM FRAME SLIDING DOOR EQUIPPED WITH BREAK-AWAY, DARK BRONZE COLOR WITH CLEAR, LOW-E TEMPERED GLAZING PANELS.
6. METAL INSULATED DOOR AND FRAME, PAINTED TO MATCH ADJACENT FINISH
7. INTEGRATED EXTERIOR ALUMINUM WINDOW AND PTAC LOUVER, DARK BRONZE COLOR, TYP.
8. ENTRANCE CANOPY
9. LOCATION OF EXTERIOR LED LIGHT FIXTURE, SEE ELECTRICAL AND HILTON EXTERIOR LIGHTING DRAWINGS, TYP.
10. 3/4" REVEAL
11. ELEVATOR PENTHOUSE BEYOND
12. LOCATION FOR BUILDING SIGNAGE. PROVIDE ELECTRICAL SERVICE TO LOCATIONS WHERE SIGNAGE TO BE INSTALLED. REFER TO HILTON SIGNAGE GUIDELINES FOR MORE INFORMATION. ALL SIGNAGE UNDER SEPARATE REVIEW AND PERMIT PROCESS WITH JURISDICTION HAVING AUTHORITY.
13. PROPOSED LOCATION OF FDC.
14. PROPOSED LOCATION OF FIRE DEPARTMENT KNOX BOX, SURFACE MOUNTED TO WALL PER LOCAL FIRE DEPT. STANDARDS.
15. GLASS GUARDRAIL AT ROOFTOP DECK LOCATION
16. WALL OF EXISTING GYM BUILDING BEYOND TO REMAIN
17. EXIT DOORS FROM EXISTING GYM TO REMAIN IN PLACE AND UNOBSTRUCTED DURING CONSTRUCTION AND WHEN HOTEL IS COMPLETED
18. LINE OF POOL RESTROOM BUILDING BEYOND
19. LINE OF POOL FENCING AND GATE BEYOND

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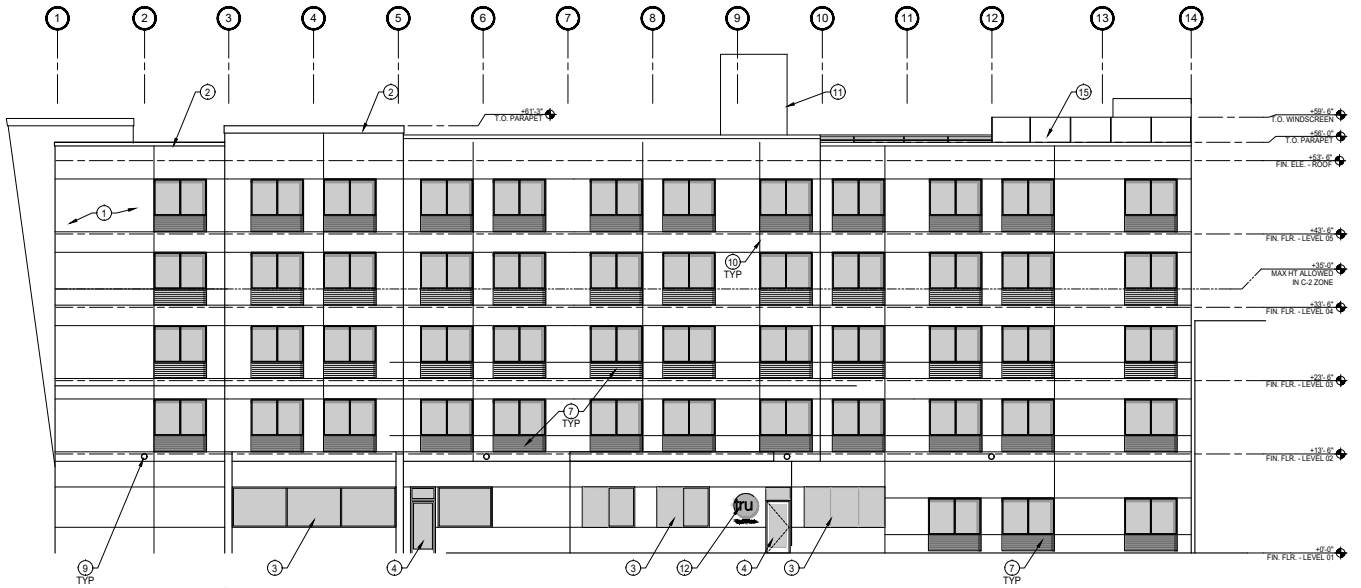

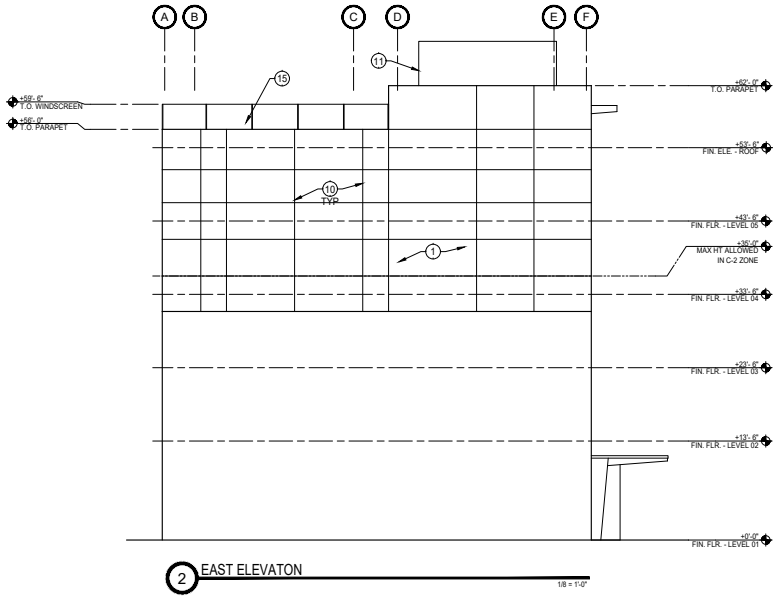

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7. INTEGRATED EXTERIOR ALUMINUM WINDOW AND PTAC LOUVER, DARK BRONZE COLOR, TYP., WINDOWS TO BE TRIPLE GLAZED ON BACK SIDE OF HOTEL FACING TRAIN TRACKS.
8. ENTRANCE CANOPY
9. LOCATION OF EXTERIOR LIGHT FIXTURE, SEE ELECTRICAL AND HILTON EXTERIOR LIGHTING DRAWINGS, TYP.
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14. LOCATION OF FIRE DEPARTMENT KNOX BOX, SURFACE MOUNTED TO COL. @ 5'-0" A.F.F. PER LOCAL FIRE DEPT. STANDARDS.
15. GLASS GUARDRAIL AT ROOFTOP DECK LOCATION

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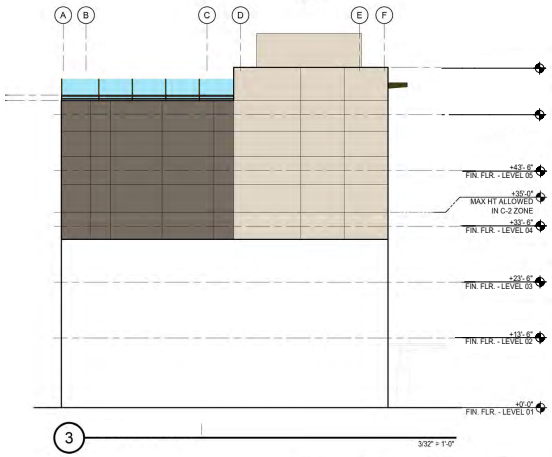

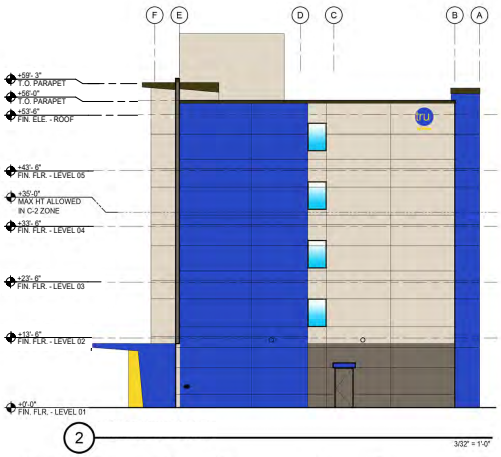



MATERIAL LEGEND:

- E.I.F.S. SANDBLAST FINISH
  SHERWIN WILLIAMS COLOR :SW 9109 NATURAL LINEN
- E.I.F.S. SANDBLAST FINISH
  SHERWIN WILLIAMS COLOR :SW 7026 GRIFFIN
- E.I.F.S. SANDBLAST FINISH - ACCENT
  BENJAMIN MOORE SUN PORCH COLOR
- TRESPA METEON PANEL ACCENT
  BLUE COLOR
- STOREFRONT AND GUESTROOM WINDOW FRAMES
  DARK BRONZE COLOR

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OXNARD, CA

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revision no.:	date:
job no.:	19-105

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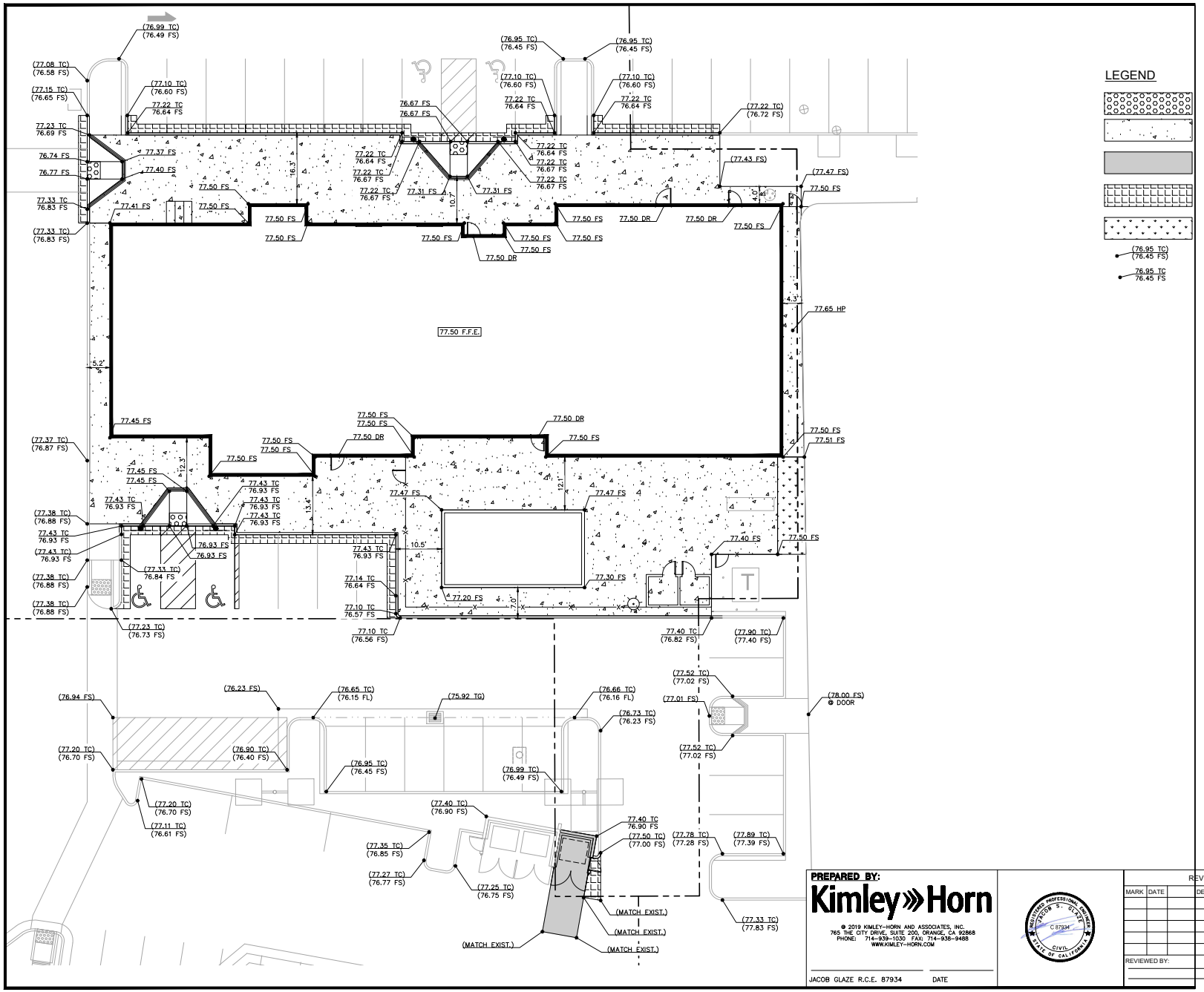
sheet no.:
A4.0



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DATE
DATE

CITY OF OXNARD DEVELOPMENT SERVICES DEPARTMENT

CONCEPTUAL GRADING PLAN

APPROVED: CITY ENGINEER R.C.E. 48333 EXP. DATE 12-31-14 DATE

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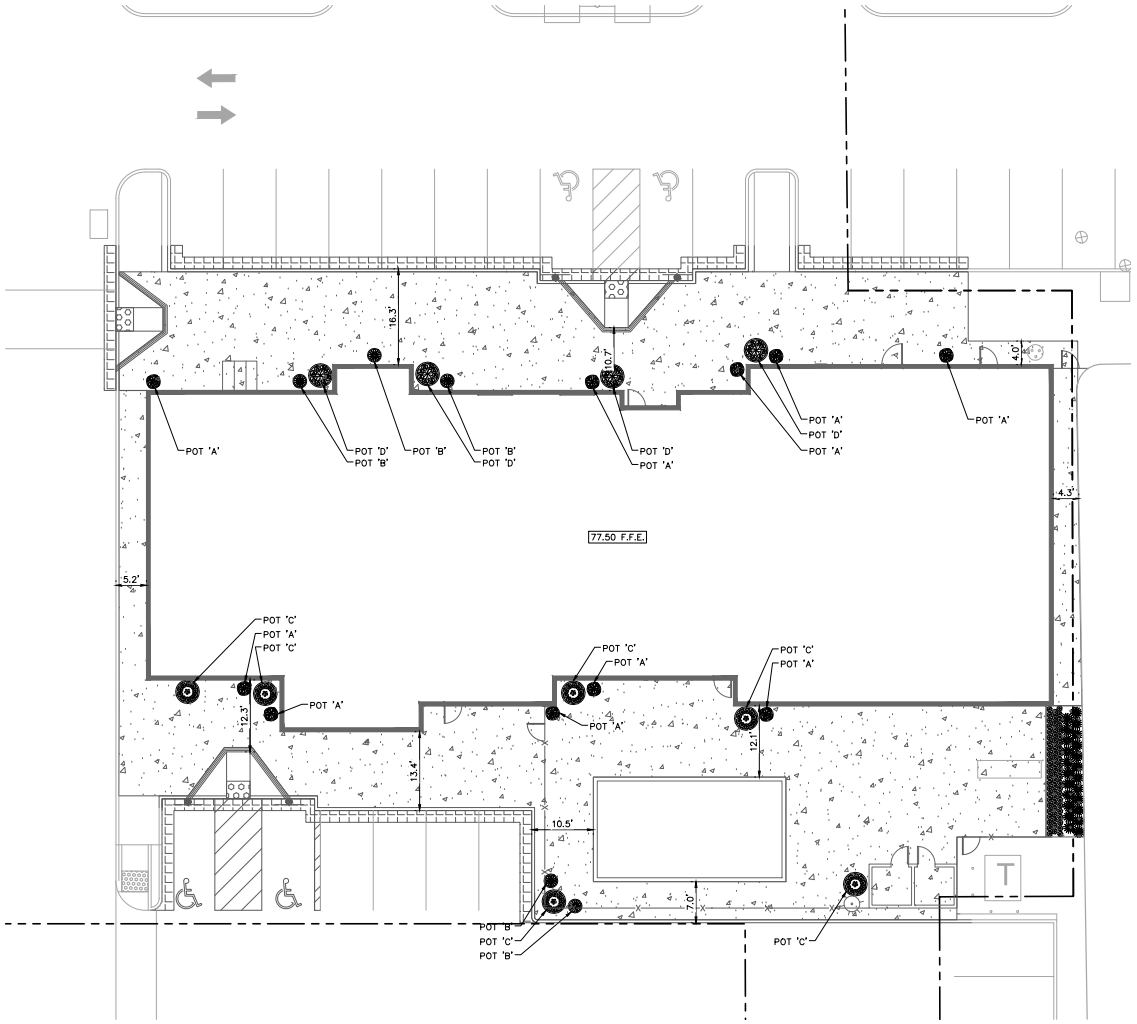
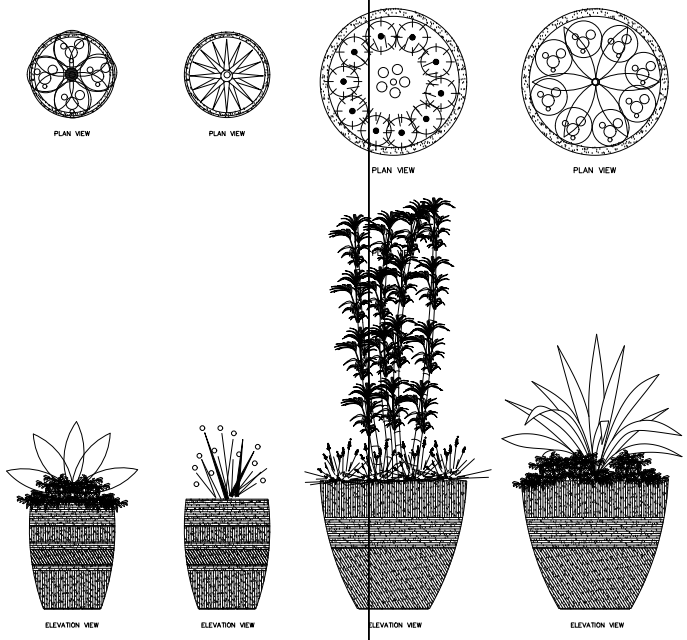


CONCEPTUAL PLANT POT SCHEDULE

SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME
	AV	10	AGAVE ATTENUATA `VARIEGATA` / VARIEGATED AGAVE
	BG	6	BAMBUSA MULTIPLEX `GOLDEN GODDESS` / GOLDEN GODDESS BAMBOO
	CE	28	CHONDROPETALUM TECTORUM `EL CAMPO` / CAPE RUSH
	CF	4	CORDYLINE X `FESTIVAL GRASS` / DRACAENA
	FG	128	FESTUCA GLAUCA / BLUE FESCUE
	SB	72	SENECIO MANDRALISCAE `BLUE CHALK STICKS` / SENECIO



POT STYLE 'A' | POT STYLE 'B' | POT STYLE 'C' | POT STYLE 'D'



POTS A&B: QCP, QR-BAY2836P
COLOR: TBD
QTY TOTAL: 19



POTS C&D: QCP, QR-BAY4842P
COLOR: TBD
QTY TOTAL: 9

NORTH

GRAPHIC SCALE IN FEET
0 5 10 20

SCALE: 1" = 10'
WHEN PRINTED AT FULL SIZE 24"x36"

PREPARED BY:

Kimley»Horn

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MICHAEL MADSEN PLA 5798 DATE

REVISIONS

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CITY OF OXNARD — DEVELOPMENT SERVICES DEPARTMENT

CONCEPTUAL LANDSCAPE PLAN

APPROVED: CITY ENGINEER R.C.E. 46333 EXP. DATE 12-31-14 DATE

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ATTACHMENT
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ADDENDUM NO. 1 TO FINAL MND NO. 12-01



Tru Hilton Project

Addendum to Mitigated Negative Declaration for the 2012 Food 4 Less Shopping Center Redevelopment Project

prepared by

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January 2021

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Addendum to the Mitigated Negative Declaration for the Food 4 Less Shopping Center Redevelopment Project

1. Introduction

This document is an Addendum to the Mitigated Negative Declaration (MND) that was prepared and adopted for the Food 4 Less Shopping Center Redevelopment Project on October 16, 2012.

This Addendum has been prepared in accordance with the relevant provisions of the California Environmental Quality Act (CEQA) of 1970 (as amended) and the State CEQA Guidelines as implemented by the City of Oxnard. According to Section 15164(b) of the State CEQA Guidelines, an addendum to a negative declaration is the appropriate environmental document in instances when "only minor technical changes or additions are necessary or none of the conditions described in Section 15261 calling for the preparation of a subsequent EIR or negative declaration have occurred." Section 15162(a) of the State CEQA Guidelines states that no subsequent EIR (or negative declaration) shall be prepared for a project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant 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 or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(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 or the Negative Declaration was adopted, shows any of the following:

   (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

   (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

   (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; or

   (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 changes to the partially constructed Food 4 Less Shopping Center Redevelopment Project by the Tru Hilton Project (Modified Project) that are being proposed are minor and would not create

potentially significant environmental impacts beyond those already identified in the Food 4 Less Shopping Center Redevelopment Project Mitigated Negative Declaration (2012 MND). Also, the Modified Project would not substantially increase the magnitude or severity of impacts that were previously identified. This Addendum does not require public circulation because it does not provide significant new information that changes the 2012 MND in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Modified Project or a feasible way to mitigate or avoid such an effect.

This Addendum includes this introduction, a description of the Modified Project, and a comparison of the impacts for all environmental issue areas listed in the City of Oxnard CEQA Guidelines.

The City of Oxnard shall consider this Addendum with the 2012 MND prior to making a decision on the Modified Project. The MND is available for review on the City's website and at the Planning & Environmental Services Division of the City of Oxnard Community Development Department, located at 214 South C Street, Oxnard, California 93030.

2. Previous Environmental Review

The project site is located at 180 West Esplanade Drive in the center of the 14.5-acre Food 4 Less shopping center site in the City of Oxnard. An entitlement process for the redevelopment of the shopping center began in 2012 and an MND was prepared and approved for the redevelopment project (Food 4 Less Shopping Center Redevelopment Project, Planning & Zoning Permit 12-540-01). The Food 4 Less Shopping Center Redevelopment Project involved demolition of an existing big-box retail building (117,534 square feet) and redevelopment of a 159,954 square-foot shopping center, including the following components: construction of a new big-box retail building (84,000 square feet), new gas station (178 square feet), and two new retail buildings (6,695 square feet and 9,120 square feet); and rehabilitation of two existing retail buildings (41,529 square feet and 18,432 square feet). The evaluation of the Food 4 Less Shopping Center Redevelopment Project included air pollutant emissions modeling, a supplemental analysis of project consistency with applicable GHG emissions reduction strategies, hazardous materials sites review, and preparation of the Evaluation of Site Circulation Changes by Kimley-Horn and Associates, Inc (May 2012). Potential environmental impacts associated with the project were identified throughout the MND, along with applicable mitigation measures where necessary. No Significant and Unavoidable Impacts were identified in the 2012 MND. The 2012 MND identified Potentially Significant Impacts, which could be reduced to Less Than Significant Impacts with Mitigation Incorporated, in the areas of air quality, cultural resources, geology and soils, and noise.

3. Description of the Modified Project

As of May 2020, all construction for the Food 4 Less Shopping Center Redevelopment Project has been completed except for construction of the two new retail buildings, for which the building pads of approximately 6, 627 square feet and 9,120 square feet have been prepared (refer to Table 1). Preparation of the existing building pads included installation of utility infrastructure as well as at-grade infrastructure for vehicular and pedestrian access.

Table 1 Food 4 Less Redevelopment Project (PDP No. 12-540-01) Buildout Status

Pad/Food 4 Less Project Component	Square Footage	Current Use/Status
A: New retail building	6,627	Vacant building pad
B: Rehabilitated retail building	40,998	Gold's Gym
C: New retail building	9,120	Vacant building pad – Tru Hilton Project Site
D: Retail building replacement	84,000	Food 4 Less
E: Gas station	30,454	Gas station
F: Rehabilitated retail building	18,432	Offices

The proposed Tru Hilton Project involves a modification to the Food 4 Less Shopping Center Redevelopment Project that would result in the construction of a new hotel on the existing 9,120 square-foot pad (Pad C) in the Food 4 Less shopping center. The 9,120 square-foot pad was anticipated to be developed with a one-story 9,120 square-foot retail building. The proposed hotel would be 41,422 square feet with 88 hotel rooms. The hotel building would be five stories with a maximum height of 70 feet, through approval of a Special Use Permit. The Modified Project would also include 2,267 square feet of landscaped area and the required 88 parking spaces (i.e., one parking space per hotel room), which are included in a shared parking agreement for the shopping center that has a combined 632 parking stalls. Figure 1 shows the regional location of the project site within the City of Oxnard, Figure 2 shows the project site location within the Food 4 Less shopping center, and Figure 3 shows the conceptual site plan for the Modified Project.

The project site, comprised of the 9,120 square-foot building pad and immediate surroundings within the larger 14.5-acre Food 4 Less shopping center, has a General Plan designation of Commercial – General (CG) and is zoned General Commercial Planned Development (C-2-PD). The Food 4 Less shopping center is generally located west of United States Highway 101 (U.S. 101), east of Oxnard Boulevard, and north of Vineyard Avenue. The project site within the shopping center is bounded on the north by the parking area for Food 4 Less with the Food 4 Less store beyond, West Esplanade Drive to the east, Gold's Gym and parking area to the south, and a parking area and commercial loading docks to the west.

4. Impact Analysis

This Addendum reviews the proposed Tru Hilton Project in relation to the 2012 MND and current baseline environmental conditions based on the City's Initial Study (IS) Checklist. The proposed Tru Hilton Project would not result in a development footprint beyond what was analyzed in the 2012 MND and would be subject to applicable federal, state, and local regulatory measures. Accordingly, for all issue areas, the Addendum concludes that that Modified Project would not result in new or substantially more severe impacts than those identified in the 2012 MND. The Addendum also concludes that none of the conditions that trigger the need to prepare a Subsequent Environmental Impact Report or Negative Declaration would occur. The Addendum also expands upon the analysis in the 2012 MND for several issues based on recent legislative updates. These include aesthetics and urban design, air quality, climate change and greenhouse gas emissions, and transportation and circulation.

Figure 1 Regional Location



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Project Location

N

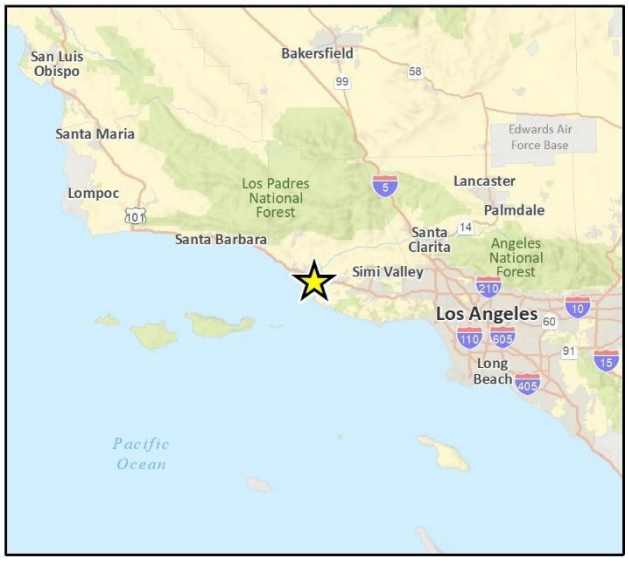

Fig 1 Regional Location

Figure 2 Project Site Location within the Food 4 Less Shopping Center



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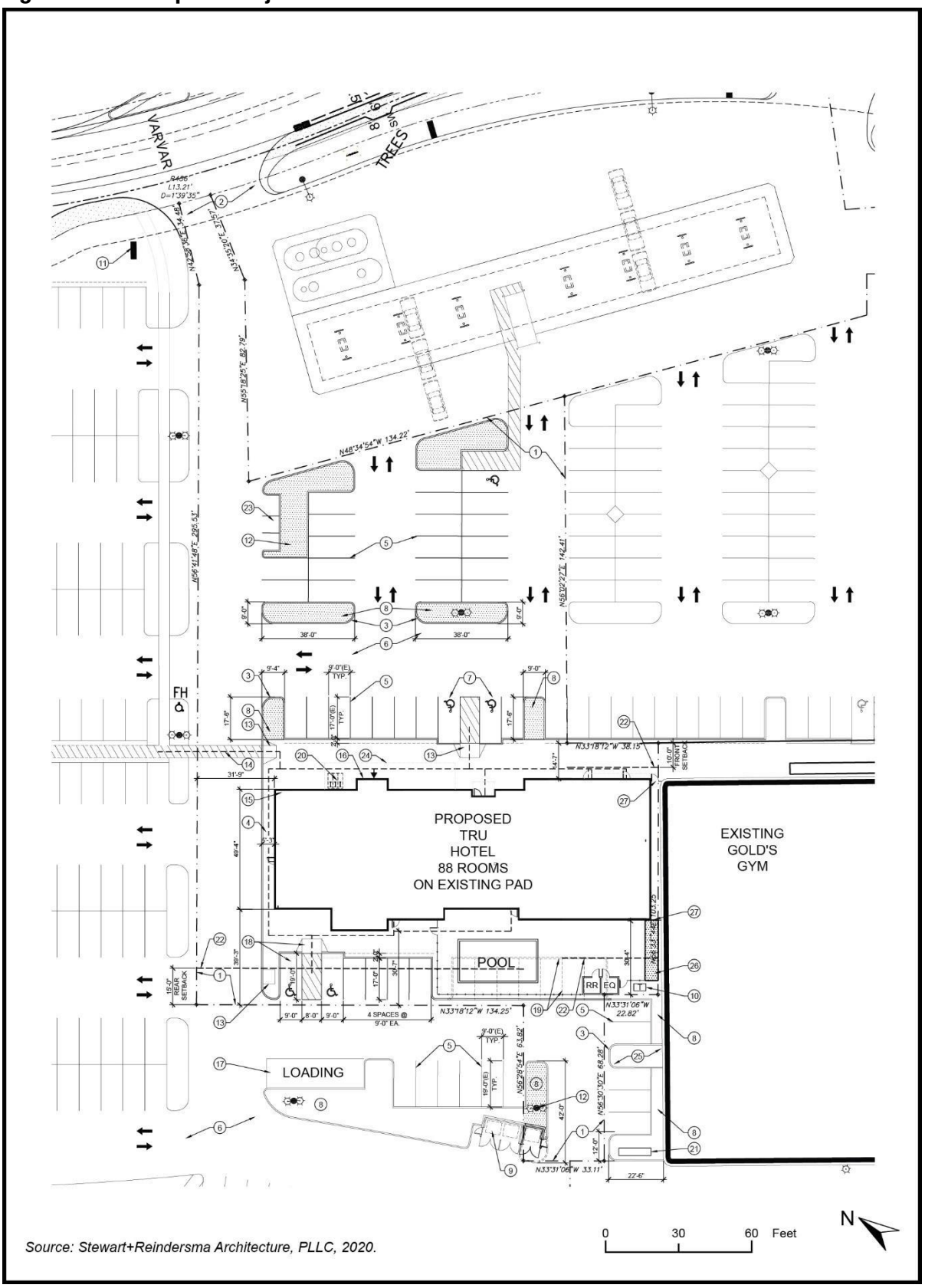
Fig 2 Project Location

Figure 3 Conceptual Project Site Plan



Source: Stewart+Reindersma Architecture, PLLC, 2020.

5. City of Oxnard CEQA Initial Study Checklist Issue Topics

Aesthetics and Urban Design	Where Impact Was Analyzed in the 2012 MND	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Is Preparation of a Supplemental or Subsequent MND Required?
1. Would the Modified Project have a substantial adverse effect on a scenic vista such as an ocean or mountain view from an important view corridor or location as identified in the 2030 General Plan or other City planning documents?	Discussion 1-3, Section A. Aesthetics	No	No	No
2. Would the Modified 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?	Discussion 1-3, Section A. Aesthetics	No	No	No
3. Would the Modified Project substantially degrade the existing visual character or quality of the site or its surroundings such as by creating new development or other physical changes that are visually incompatible with surrounding areas or that conflict with visual resource policies contained in the 2030 General Plan or other City planning documents?	Discussion 1-3, Section A. Aesthetics	No	No	No

Aesthetics and Urban Design	Where Impact Was Analyzed in the 2012 MND	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Is Preparation of a Supplemental or Subsequent MND Required?
4. Would the Modified Project add to or compound an existing negative visual character associated with the project site?	Discussion 1-3, Section A. Aesthetics	No	No	No
5. Would the Modified Project create a source of substantial light or glare that would adversely affect day or nighttime views in the area?	Discussion 4, Section A. Aesthetics	No	No	No

Discussion

The project site is currently developed with parking areas and the 9,120 square-foot building pad implemented as part of the Food 4 Less Shopping Center Redevelopment Project. The building pad was anticipated to be developed with a one-story, 9,120 square-foot retail building. The project site currently has an urban character due to the existing commercial development onsite and on the properties surrounding the site. The site is located in a developed portion of the City along West Esplanade Drive and East Vineyard Avenue, and west of U.S. 101, with surrounding uses consisting of various big box retail, shopping mall, hotel, and other commercial uses that are similar in character. The project site is surrounded by existing commercial uses, parking areas, and roadways that provide lighting and potential sources of glare on the site. Nighttime lighting sources also exist along West Esplanade Drive and East Vineyard Avenue in the vicinity of the site.

According to the 2012 MND, development facilitated by the Food 4 Less Shopping Center Redevelopment Project would not result in significant impacts to scenic resources or as a result of new sources of light and glare on the project site. In contrast to the proposed one-story retail buildings that would be developed on the project site under the Food 4 Less Shopping Center Redevelopment Project, the project would involve development of a hotel that would be five stories and up to 70 feet in height and include potential new sources of light and glare. Accordingly, the project's proposed increase in height and changed use within a portion of the shopping center is further analyzed below to determine the level of impacts related to aesthetics and urban design in comparison to the development of the project site under the Food 4 Less Shopping Center Redevelopment Project.

1-2) The commercial development in the shopping center does not constitute the type of urban landscape considered an important aesthetic resource in the City's 2030 General Plan. Therefore, changes to the appearance of the site from surrounding viewpoints due to the Modified Project would not result in an adverse effect on a scenic vista. The project site is not located in the vicinity of natural scenic resources in the City, including beaches, coastline, agricultural areas, and parks. Therefore, development of the project site would not have a substantial adverse effect on any identified scenic vistas.

According to the California Department of Transportation (Caltrans) Designated Scenic Highway Route Map for Ventura County, the nearest Eligible State Scenic Highway to the project site is United States Highway 101 (U.S. 101). However, U.S. 101 is not officially designated as a State Scenic Highway and does not provide expansive views of the project site due to intervening development and vegetation. According to Section 5.3.2 of the Background Report for the 2030 General Plan, Vineyard Avenue between Los Angeles Avenue and Patterson Road, from which the project site is visible, is included in the City's designated Scenic Highway/Roadway System. According to 2030 General Plan Goal CD-9.4, View Corridor Preservations, a landscaped buffer corridor of at least 30 feet deep is required along designated scenic corridors and other major transportation corridors. Views of the site from Vineyard Avenue are dominated by the existing, intervening commercial development and associated parking and landscaping in the southeastern portion of the Food 4 Less shopping center as well as by the properties surrounding the site that are developed with urban uses. While the Modified Project would result in development of a hotel of greater height than retail uses envisioned for the Food 4 Less Shopping Center Redevelopment Project, no scenic resources that would be blocked or adversely impacted by the Modified Project are prominently visible on or through the project site from Vineyard Avenue. Therefore, the Modified Project would not result in substantial damage to scenic resources within a state or local scenic route.

In summary, the Modified Project would not result in new or substantially more severe impacts to scenic vistas or other scenic resources when compared to the previously approved retail uses that were evaluated in the 2012 MND for the Food 4 Less Shopping Center Redevelopment Project. The 2012 MND does not include any mitigation measures for potential impacts to scenic vistas or scenic resources, and none are required for the Modified Project.

3-4) The proposed hotel would be a maximum of five stories or 70 feet in height and would provide front, rear, and side setbacks, consistent with the underlying commercial zoning for the site. The proposed hotel would be designed to complement the urban character of surrounding uses. The proposed development would also include parking and landscaping features around the new building and associated amenities to enhance the site's visual character and would be subject to the City's design review process to ensure consistency with the City's goals, policies, and design guidelines. The Modified Project would be visually compatible with the character and quality of the surrounding urban development and consistent with City visual resource policies. Therefore, the Modified Project would not result in new or substantially more severe impacts to scenic quality or character of the project area when compared to the previously approved retail uses that were evaluated in the 2012 MND. The 2012 MND does not include any mitigation measures for potential impacts to scenic quality or character, and none are required for the Modified Project.

5) New sources of lighting associated with the Modified Project would include security and street lighting similar to that of the surrounding commercial development and would be required to comply with Section 16-320 of the Oxnard City Code, which specifies on-site lighting requirements that are applicable in all zones of the City. The proposed hotel would include windows on the exterior of the building that could result in a potential new source of glare in the shopping center area. However, based on the conceptual architectural plans for the Modified Project, non-reflective, glazed glass would be used in the windows, which would reduce the potential for glare. All other exterior building materials would consist of non-reflective, textured surfaces. The Modified Project would also be developed in a location that is surrounded by existing development that includes nighttime lighting and potential sources of glare visible from surrounding roadways and other public viewpoints. The Modified Project would not include any sources of high-intensity lighting. As a standard condition of approval, all proposed lighting would be subject to the City's review and

approval process, which would include the preparation of a photometric plan for the Modified Project. Due to the existing ambient light conditions in the surrounding area as well as on the project site, the proposed use of non-reflective building materials, and compliance with the City's lighting requirements and review processes, the Modified Project would not create a source of substantial light or glare that would adversely affect day or nighttime views in the area. Therefore, the Modified Project would not result in new or substantially more severe impacts related to light and glare when compared to the previously approved retail uses that were evaluated in the 2012 MND. The 2012 MND does not include any mitigation measures for potential impacts related to light and glare, and none are required for the Modified Project.

Agricultural Resources	Where Impact Was Analyzed in the 2012 MND	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Is Preparation of a Supplemental or Subsequent MND Required?
1. Would the Modified Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use?	Discussion 1-3, Section B. Agricultural Resources	No	No	No
2. Would the Modified Project conflict with existing zoning for agricultural use or an existing Williamson Act contract?	Discussion 1-3, Section B. Agricultural Resources	No	No	No
3. Would the Modified Project involve other changes in the existing environment that, due to their location or nature, could result in conversion of off-site farmland to non-agricultural use?	Discussion 1-3, Section B. Agricultural Resources	No	No	No

Discussion

The project site and surrounding area is currently developed with the Food 4 Less Shopping Center and is not used for agricultural purposes. The project site is not zoned for agricultural use and is not included in a Williamson Act Contract. The nearest substantial agricultural property is unincorporated farmland located east of North Vineyard Avenue between Lemar Avenue and Central Avenue, approximately 1.25 miles from the project site.

According to the 2012 MND, development facilitated by the Food 4 Less Shopping Center Redevelopment Project would not convert, conflict with, or otherwise affect the use of existing agricultural land. The development footprint for the Modified Project would be within the development footprint of the Food 4 Less Shopping Center Redevelopment Project in the 2012 MND.

1-3) The Modified Project would occur on the same site and within the same development footprint of the Food 4 Less Shopping Center Redevelopment Project evaluated in the 2012 MND. Accordingly, development on the project site for the Modified Project would not result in land use changes that would convert, conflict with, or otherwise affect the use of existing agricultural land. Therefore, impacts to agricultural resources would be similar to impacts of the Food 4 Less Shopping Center Redevelopment Project evaluated in the 2012 MND and the project would not result in any new or substantially more severe impacts to agricultural resources. The 2012 MND does not include any mitigation measures for potential impacts to agricultural resources and none are required for the Modified Project.

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Air Quality	Where Impact Was Analyzed in the 2012 MND	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Is Preparation of a Supplemental or Subsequent MND Required?
1. Would the Modified Project conflict with or obstruct implementation of the Ventura County AQMP?	Discussion 1-3, Section C. Air Quality	No	No	No
2. Would the Modified Project violate a federal or state air quality standard or contribute substantially to an existing or projected air quality standard violation?	Discussion 1-3, Section C. Air Quality	No	No	No
3. Would the Modified Project result in a cumulatively considerable net increase of any criteria in excess of quantitative thresholds recommended by the VCAPCD)?	Discussion 1-3, Section C. Air Quality	No	No	No
4. Would the Modified Project expose sensitive receptors to pollutant concentrations exceeding state or federal standards or in excess of applicable health risk criteria for toxic air contaminants?	Discussion 4, Section C. Air Quality	No	No	No
5. Would the Modified Project create objectionable odors affecting a substantial number of people?	Discussion 5, Section C. Air Quality	No	No	No

Discussion

The project site is located in the South Central Coast Air Basin (SCCAB), which includes all of Ventura, Santa Barbara, and San Luis Obispo counties. The SCCAB is currently a nonattainment area for both the federal and State standards for ozone and the State standard for PM10.

The Modified Project would be developed on previously prepared building pads and would avoid grading and excavation and other activities that involve vehicle traffic and construction on unpaved surfaces that would result in air pollutant emissions. Project-generated emissions were estimated for the approved retail development as well as the Modified Project based on the proposed land use

assumptions and vehicle emissions factors using the California Emissions Estimator Model (CalEEMod; Version 2016.3.2). The CalEEMod data output is included in Appendix A. The changes to air pollutant emissions resulting from development of the approved retail building to the proposed Tru Hilton hotel are detailed in the discussions of construction and operational impacts below.

According to the 2012 MND, development facilitated by the Food 4 Less Shopping Center Redevelopment Project would result in potential impacts to air quality as a result of project construction and operations, including mobile emissions as a result of vehicle trips generated by the project. The 2012 MND for the Food 4 Less Shopping Center Redevelopment Project did not evaluate the components of the redevelopment project on an individual basis. Accordingly, the changed use and development density within a portion of the shopping center under the project is analyzed further below to determine the level of impacts to air quality in comparison to the development of the project site under the Food 4 Less Shopping Center Redevelopment Project.

1) According to the Ventura County Air Quality Assessment Guidelines (Ventura County Air Pollution Control District [VCAPCD] 2003), a project must conform to the local general plan and must not result in or contribute to an exceedance of the County's projected population growth forecast in order to be consistent with the Air Quality Management Plan (AQMP). Based on the San Diego Association of Governments estimated building area per employee for lodging uses of 917 square feet per employee, the proposed 41,422 square foot hotel would require an estimated 45 employees in addition to hotel users. Based on an assumption of full occupancy with one to two occupants per room (average of 1.5 occupants per room), the proposed hotel would accommodate 132 guests per day. In contrast, based on the San Diego Association of Governments estimated building area per employee for community retail uses of 383 square feet per employee, the approved 9,120 square foot retail use would require an estimated 24 employees. While the proposed hotel would require more employees than the approved retail use, the proposed hotel is a visitor-serving use and is anticipated to employ existing, local residents. As a result, the project would not increase the population in the City of Oxnard or County of Ventura. VCAPCD's AQMP utilizes regional population and employment forecasts developed by the Southern California Association of Governments (SCAG). SCAG's 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy growth forecast projects a population of 237,300 people and employment of 79,200 people in the City in 2040. The total population in the City would not grow with implementation of the Modified Project and the proposed Tru Hilton hotel is anticipated to employ existing, local residents. Therefore, the project would not change or exceed SCAG's most recent growth projections for the City. As such, the growth forecast is also within the population growth parameters considered in the AQMP. Therefore, development of the Modified Project would not obstruct implementation of the AQMP or attainment of State or federal air quality standards resulting in new or more severe impacts or mitigation measures when compared to the Food 4 Less Shopping Center Redevelopment Project evaluated in the 2012 MND.

2-3) *Construction Emissions*

The Modified Project would generate temporary construction emissions. The primary source of reactive organic gases (ROG), nitrogen oxides (NO_X), carbon monoxide (CO), and sulfur oxides (SO_X) emissions is from internal combustion of construction equipment exhaust and on-road haul-truck trips, while the majority of particulate matter emissions occur as a result of fugitive dust emissions generated during grading and excavation activities. Primary sources of PM_{10} and $PM_{2.5}$ emissions are clearing activities, excavation and grading operations, construction vehicle traffic on unpaved ground, and wind blowing over exposed earth surfaces. The Modified Project would be developed on previously prepared building pads and would avoid grading and excavation and other activities

that involve vehicle traffic and construction on unpaved surfaces that would result in these types of air pollutant emissions. VCAPCD's Air Quality Assessment Guidelines recommend significance thresholds that were developed for projects proposed in Ventura County. Under these guidelines, projects that generate more than 25 pounds per day (lb/day) of ROG or NOX are considered to individually and cumulatively jeopardize attainment of the federal ozone standard and thus have a significant adverse impact on air quality. However, VCAPCD's 25 lb/day threshold for ROG and NOX do not apply to construction emissions because construction emissions are not permanent. Nevertheless, for construction impacts, the VCAPCD recommends imposition of mitigation if emissions of either pollutant exceed 25 lb/day. The VCAPCD requires minimizing fugitive dust through various dust control measures as documented in Rule 55.

Project-generated construction emissions were estimated for the approved retail development as well as the Modified Project based on the proposed land use assumptions and vehicle emissions factors using CalEEMod (refer to Appendix A). A comparison of the estimated project-generated construction and operational emissions are shown in Table 2.

Table 2 Comparison of Construction and Operational Emissions Generation

	Maximum Emissions (lb/day)		VCAPCD Threshold	Threshold Exceeded?
	ROG	NO_X		
Approved Retail Development				
Construction	42.5	8.1	N/A	No
Operations	0.8	2.1	25 lb/day	No
Modified Project				
Construction	39.6	8.1	N/A	No
Operations	1.1	3.5	25 lb/day	No

Source: CalEEMod output, Appendix A

As shown in Table 2, the Modified Project would result in lower emissions of ROG from project construction and higher emissions of ROG and NO_X from project operations than the approved retail development. Neither the approved nor Modified Project would result in emissions exceeding VCAPCD thresholds.

As for the approved retail project, the Modified Project would be required to implement all applicable standard VCAPCD emissions control measures including construction equipment controls, such as minimizing idle time, maintaining equipment engines, using alternatively fueled equipment, and minimizing the number of pieces of equipment operated simultaneously. Additionally, all construction activities would be required to adhere to the VCAPCD Rule 50 for Opacity and Rule 51 for Nuisance. As determined for the Food 4 Less Shopping Center Redevelopment Project in the 2012 MND, compliance with the required VCAPCD measures would reduce potential air pollutant emissions associated with project construction to a less than significant level. The Modified Project would also be subject to Mitigation Measure C-1, C-7, C-9 from the 2012 MND, which include additional requirements and specifications to further reduce air pollutant emissions from project construction activities.

Operational Emissions

Operational emissions associated with the Modified Project would be generated by both stationary and mobile sources as a result of normal day-to-day use of the proposed hotel. Stationary emissions would be generated by the consumption of natural gas for space and water heating equipment. Mobile emissions would be generated by vehicles traveling to and from the project site. Project-generated operational emissions were estimated based on the proposed land use assumptions and vehicle emissions factors using CalEEMod. As shown in Table 2, project operations would generate up to 1.1 lb/day of ROG and 3.5 lb/day of NO_X. These emissions would not exceed the VCAPCD significance thresholds of 25 lb/day. Additionally, the proposed Tru Hilton Project would be required to implement Mitigation Measure C-10 of the 2012 MND to mitigate operational air quality emissions associated with development of the subject site through a contribution to the City's Transportation Demand Management (TDM) program prior to issuance of building permits for the Modified Project. With implementation of Mitigation Measure C-10 from the 2012 MND, the Modified Project would not result in new or substantially more severe impacts to air quality associated with new stationary sources of emissions and increased vehicle trips in the area when compared to development of the site in the Food 4 Less Shopping Center Redevelopment Project.

With regard to determining the significance of the Modified Project's contribution to air quality violations, the VCAPCD neither recommends quantified analyses of cumulative operational emissions nor provides methodologies or threshold of significance to be used to assess cumulative construction or operational impacts. Instead, the VCAPCD recommends that a project's contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Therefore, if implementation of the Modified Project would generate operational emissions that exceed the VCAPCD-recommended daily thresholds for project-specific impacts, then the Modified Project would also cause a cumulatively considerable increase in emissions for those pollutants for which SCCAB is in nonattainment. As previously discussed, operational daily emissions associated with the Modified Project would not exceed VCAPCD significance thresholds. Implementation of Mitigation Measure C-10 from the 2012 MND would further reduce the Modified Project's contribution to a cumulatively considerable increase in emissions for which SCCAB is in nonattainment.

In summary, with implementation of Mitigation Measure C-10 from the 2012 MND, the Modified Project would not result in new or substantially more severe impacts to air quality nor require new mitigation measures when compared to those that were anticipated in the air quality analysis included in the 2012 MND.

4) Construction of the Modified Project would result in temporary emissions of diesel particulate matter (DPM), which consists of exhaust $PM_{2.5}$ and PM_{10} and is a Toxic Air Contaminant (TAC). The primary generator of TACs in the form of DPM during construction activities is grading, which has already been completed for the project. In addition, the Modified Project would be required to comply with the California Air Resources Board (CARB) Airborne Toxic Control Measures' anti-idling measure, which limits idling to no more than five minutes at any location for diesel-fueled commercial vehicles, as well as the required and applicable Best Available Control Technology and the In-Use Off-Road Diesel Vehicle Regulation to avoid and/or reduce emissions of DPM associated with project construction to the maximum extent possible. During long-term project operation, TACs could be emitted as part of periodic maintenance operations, cleaning, and painting, and from periodic delivery trucks and service vehicles onsite. However, these uses are expected to be occasional and result in minimal exposure to on- and off-site sensitive receptors. Given that the Modified Project consists of a hotel, the Modified Project would not include unique sources of

substantive TAC emissions identified by the VCAPCD- or CARB-siting recommendations. Therefore, with implementation of the required CARB DPM control measures and minimal sources of TAC emissions associated with project operations, the Modified Project would not expose sensitive receptors to pollutant concentrations exceeding state or federal standards or in excess of applicable health risk criteria for TACs and would not exacerbate existing environmental conditions associated with DPM emissions at the site from heavily trafficked roadways in the project vicinity. The 2012 MND included mitigation for potential impacts to air quality as a result of construction on the project site. However, with implementation of the required CARB DPM control measures, no additional mitigation measures would be required for Modified Project.

5) Land uses likely to produce objectionable odors include agriculture, chemical plants, composting operations, dairies, fiberglass molding, landfills, refineries, rendering plants, rail yards, and wastewater treatment plants. The Modified Project would not involve development or operation of any of these types of uses. Potential activities that may emit odors during project construction activities include the use of architectural coatings and solvents and the combustion of diesel fuel in on- and off-road equipment. VCAPCD Rule 74.2 would limit the amount of ROGs in architectural coatings and solvents. In addition, project construction activities would be required to comply with the applicable provisions of the CARB Air Toxics Control Measure regarding idling limitations for diesel trucks. Through mandatory compliance with VCAPCD rules and CARB idling limitation, construction activities would not create objectionable odors affecting a substantial number of people. Therefore, the Modified Project would not result in new or substantially more severe impacts related to odors when compared to the Food 4 Less Shopping Center Redevelopment Project evaluated in the 2012 MND. The 2012 MND does not include any mitigation measures for potential impacts from objectionable odors and none are required for the Modified Project.

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Biological Resources	Where Impact Was Analyzed in the 2012 MND	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Is Preparation of a Supplemental or Subsequent MND Required?
1. Would the Modified 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?	Discussion 1-6, Section D. Biological Resources	No	No	No
2. Would the Modified 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 Wildlife and Wildlife or U.S. Fish and Wildlife Service?	Discussion 1-6, Section D. Biological Resources	No	No	No
3. Would the Modified Project have a substantial adverse effect on federally protected waters of the U.S. as defined by Section 404 of the federal Clean Water Act or protected waters of the state as defined by Section 1600 et seq. of the California Fish and Game Code (including, but not limited to, marshes, vernal pools, and coastal wetlands) through direct removal, filling, hydrological interruption, or other means?	Discussion 1-6, Section D. Biological Resources	No	No	No

Biological Resources	Where Impact Was Analyzed in the 2012 MND	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Is Preparation of a Supplemental or Subsequent MND Required?
4. Would the Modified 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?	Discussion 1-6, Section D. Biological Resources	No	No	No
5. Would the Modified Project conflict with any local policies or ordinances protecting biological resources?	Discussion 1-6, Section D. Biological Resources	No	No	No
6. Would the Modified Project conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Discussion 1-6, Section D. Biological Resources	No	No	No

Discussion

The project site is currently developed with parking areas and an existing building pad implemented as part of the Food 4 Less Shopping Center Redevelopment Project. No biological resources or habitats currently exist on the project site.

According to the 2012 MND, development facilitated by the Food 4 Less Shopping Center Redevelopment Project would not result in significant impacts to biological resources or conflict with existing policies or plans intended to protect biological resources. The development footprint for the Modified Project would be within the development footprint of the Food 4 Less Shopping Center Redevelopment Project in the 2012 MND. The analysis of potential impacts to biological resources in the 2012 MND determined that no candidate, sensitive, or special status species are known to inhabit the project site. The City of Oxnard 2030 General Plan does not identify environmentally sensitive habitat, wetlands, riparian corridors, or migratory corridors on or within the vicinity of the project site. No native plant communities or areas of unique or sensitive habitat identified in local, regional, or state habitat conservation plans are located within the vicinity of the project site.

1-6) The Modified Project would occur on the same site and within the same development footprint of the Food 4 Less Shopping Center Redevelopment Project evaluated in the 2012 MND. Biological conditions on the project site have not changed since the analysis of the Food 4 Less Shopping Center Redevelopment Project in the 2012 MND. Development on the project site would also be subject to the same uniformly applied condition of approval for the Food 4 Less Shopping Center Redevelopment Project for removal of any trees from the project site, requiring the economic appraisal value of the trees removed be put back into new upgraded tree sizes for the project in addition to meeting the City's minimum tree size of 24" box. Therefore, the project would not result in new or substantially more severe impacts to biological resources than those determined in the 2012 MND. The 2012 MND does not include any mitigation measures for potential impacts to biological resources and none are required for the Modified Project.

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Climate Change and Greenhouse Gas Emissions	Where Impact Was Analyzed in the 2012 MND	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Is Preparation of a Supplemental or Subsequent MND Required?
1. Would the Modified Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Section F. Greenhouse Gas Emissions	No	No	No
2. Would the Modified Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases or otherwise conflict with the state goal or reducing greenhouse gas emissions in California?	Section F. Greenhouse Gas Emissions	No	No	No
3. Would the Modified Project contribute or be subject to potential secondary effects of climate change (e.g., sea level rise, increase fire hazard)?	Section F. Greenhouse Gas Emissions	No	No	No

Discussion

According to the 2012 MND, development facilitated by the Food 4 Less Shopping Center Redevelopment Project would not result in potential impacts from greenhouse gas emissions. The Modified Project would not be expected to result in new or substantially more severe impacts associated with GHG emissions. Nevertheless, the analysis in the 2012 MND predates updates to AB 32 and the stipulations of SB 32 and did not address the more recent 2030 GHG emissions targets. Therefore, additional analysis is included below to determine the level of impacts relative to the most current GHG emissions targets and in comparison the analysis in the Food 4 Less Shopping Center Redevelopment Project.

1-3) In response to an increase in man-made GHG concentrations over the past 150 years, California has implemented Assembly Bill (AB) 32, the "California Global Warming Solutions Act of 2006." AB 32 codifies the Statewide goal of reducing emissions to 1990 levels by 2020 (essentially a 15 percent reduction below 2005 emission levels) and the adoption of regulations to require reporting and verification of statewide GHG emissions. In 2016, the governor signed Senate Bill (Senate Bill) 32 into law, which requires the State to further reduce GHGs to 40 percent below 1990 levels by 2030. SB 32 is an extension of AB 32. The other provisions of AB 32 remain unchanged.

On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 GHG emissions reduction target established by SB 32. To meet reduction targets, the 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, as well as implementation of policies such as SB 350 and SB 1383. SB 350, the Clean Energy and Pollution Reduction Act of 2015, has two objectives: to increase the procurement of electricity from renewable sources from 33 percent to 50 percent by 2030 and to double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation. Adopted in September 2016, SB 1383 requires CARB to approve and begin implementing a comprehensive strategy to reduce emissions of short-lived climate pollutants and requires CalRecycle, in consultation with ARB, to adopt regulations that achieve specified targets for reducing organic waste in landfills. The 2017 Scoping Plan also puts an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies.

The 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally-appropriate quantitative thresholds consistent with a statewide per capita goal of six metric tons (MT) CO_2e by 2030 and two MT CO_2e by 2050 (CARB 2017). As stated in the 2017 Scoping Plan, these goals are appropriate for plan-level analyses (city, county, subregional, or regional level), but not for specific individual projects because they include all emissions sectors in the State. In the United States, most of the emissions of human-caused GHG emissions come from burning fossil fuels for energy use in transportation and electricity generation (U.S. Energy Information Administration 2017); therefore, per capita GHG emissions reduction goals would be expected to result in corresponding reductions in per capita energy consumption.

A project-specific efficiency threshold can be calculated by dividing statewide GHG emissions by the sum of statewide jobs and residents. However, not all statewide emission sources would be impacted by the proposed land use (e.g., agriculture and industrial). Accordingly, consistent with the concerns raised in the Golden Door (2018) and Newhall Ranch (2015) decisions regarding the correlation between state and local conditions, the 2030 statewide inventory target was modified with substantial evidence provided to establish a locally-appropriate, evidence-based, commercial project-specific threshold consistent with the SB 32 target.

To develop this threshold, the local planning area was first evaluated to determine emissions sectors that are present and would be directly affected by potential land-use changes. The Agricultural and Industrial Sector source emissions (i.e., oil, gas, and hydrogen production; refineries; general fuel use; and mining operations) would not be directly impacted by the proposed hotel; therefore, these sectors were removed from the State 2030 emissions forecast to retain a more conservative locally-appropriate target. Additionally, Cap and Trade emissions reductions occur independent of any local jurisdictional land use decisions and were also excluded from the locally-appropriate target. After removing Agricultural, Industrial, and Cap and Trade emissions, the remaining emissions sectors with sources within the planning area were then summed to create a locally-appropriate emissions total for a commercial project in Oxnard. This locally-appropriate emissions total is divided by the statewide 2030 service person population to determine a locally-appropriate, project-level threshold of 3.2 MT of CO_2e per service population that is consistent with SB 32 targets, as shown in Table 3 and Table 4.

Table 3 SB 32 Scoping Plan Emissions Sector Targets

GHG Emissions Sector[1]	2030 State Emissions Target (MMT)[1]	Locally Appropriate[2]	Project Specific	Major Sources[3]
Residential and Commercial	38	Yes	Yes	Natural gas end uses, including space and water heating of buildings
Electric Power	53	Yes	Yes	Electricity uses, including lighting, appliances, machinery and heating
High GWP	11	Yes	Yes	SF_6 from power stations, HFCs from refrigerants and air conditioning[4]
Recycling and Waste	8	Yes	Yes	Waste generated by residential, commercial, and other facilities
Transportation	103	Yes	Yes	Passenger, heavy duty, and other vehicle emissions
Industrial	83	No	No	Oil, gas, and hydrogen production, refineries, general fuel use, and mining operations do not occur substantially within the City and would not be allowed under the proposed RRSP amendments[5]
Agriculture	24	No	No	Enteric fermentation, crop residue burning, and manure management do not occur substantially within the City and would not be allowed under the proposed RRSP amendments
Cap and Trade Reductions	-60	No	No	Reductions from facilities emitting more than 10,000 MT CO_2e per year[6]
Scoping Plan Target (All Sectors)	**260**	**No**	**No**	**All emissions sectors**
Locally Inapplicable Sector (Industrial)	-83	No	No	Oil, gas, and hydrogen production, refineries, general fuel use, and mining operations[5]
Locally Inapplicable Sector (Agriculture)	-24	No	No	Enteric fermentation, crop residue burning, and manure management
Locally Inapplicable Sector (Cap and Trade)	60	No	No	Reductions from facilities emitting more than 10,000 MT CO_2e per year[6]
2030 Locally Applicable Emissions Sectors	**213**	**Yes**	**Yes**	**Emissions applicable to the local planning area**

MMT = million metric tons

[1] All State targets in MMT CO_2e. See the 2017 Climate Change Scoping Plan, page 31 for sector details (CARB 2017).

[2] Locally-appropriate is defined as having significant emissions in Scoping Plan Categorization categories within the planning area.

[3] See CARB GHG Emissions Inventory Scoping Plan Categorization for details, available at: https://www.arb.ca.gov/cc/inventory/data/data.htm

GHG Emissions Sector[1]	2030 State Emissions Target (MMT)[1]	Locally Appropriate[2]	Project Specific	Major Sources[3]

[4] SF_6 is used primarily as an insulator in electrical substations while HFCs can be found in many residential and commercial refrigeration and air conditioning units. HFCs are in the process of being phased out through 2036 in most developed countries.

[5] The majority of this sector is not applicable to the local planning area, and any potential applicable subsectors cannot be disaggregated due to CARB accounting methods. Therefore, the entire sector has been removed to ensure a more conservative target.

[6] Cap and Trade is excluded as reductions will occur independent of local project land use decisions and are therefore not locally appropriate.

Table 4 SB 32 Locally-Appropriate Project-Specific Threshold

California 2017 Climate Change Scoping Plan	California 2030 Population (persons)[1]	43,939,250
	California 2030 Employment Projection (persons)[2]	23,459,500
	Service Population (persons)	67,398,750
Locally-Appropriate 2030 Project Threshold	2030 Locally-Appropriate Emissions Sectors (MT of CO_2e)	213,000,000
	2030 Service Population (persons)	67,398,750
	2030 Service Person Target (MT of CO_2e per Service Person)	3.2[2]

[1] California Department of Finance 2018

[2] Average of employment range projections under implementation scenario. See CARB 2017 Climate Change Scoping Plan Update, page 55 (CARB 2017).

[3]Total of 3.16 has been rounded up per Scoping Plan general methodology. Lead agencies may determine this threshold as they deem appropriate.

Construction of the approved retail development as well as the Modified Project would emit GHG emissions through the combustion of fossil fuels by heavy-duty construction equipment and through vehicle trips generated by construction workers and vendors traveling to and from the project site. Neither the California Air Resources Board, VCAPCD, nor the City of Oxnard has adopted a numerical GHG significance threshold for land use development projects (e.g., residential/commercial projects). However, based on the CalEEMod results, a comparison of the estimated GHG emissions from construction of the approved and Modified Projects are shown in Table 5 for informational purposes.

Table 5 Comparison of Estimated GHG Emissions during Construction

	Approved Project Emissions (MT of CO_2e per year)	Modified Project Emissions (MT of CO_2e per year)
Construction Year 2021	57.6	56.3
Amortized over 30 years	1.92	1.87

Notes: All emissions modeling was completed using CalEEMod. See Appendix A for modeling results. Some numbers may not sum exactly due to rounding.

As shown in Table 4, the Modified Project would generate lower GHG emissions than the approved retail development. New development on the project site would generate long-term GHG emissions from new vehicle trips (mobile emissions), combustion of natural gas and use of electricity (energy emissions), solid waste disposal, water use and wastewater generation, and consumer products, architectural coatings, and landscaping equipment (area emissions). Table 6 provides a comparison of the combined construction, operational, and mobile GHG emissions associated with the approved retail development and Modified Project. Based on the San Diego Association of Governments estimated building area per employee for retail uses of 588 square feet per employee, the proposed 9,120 square foot approved retail space would require an estimated 15.5 employees per day. Based on the San Diego Association of Governments estimated building area per employee for lodging uses of 917 square feet per employee, the proposed 41,422 square foot hotel would require an estimated 45 employees in addition to hotel users. Based on an assumption of full occupancy with an average of one to two occupants per room, the proposed hotel would accommodate 132 guests per day. Therefore, the service population for the Modified Project would be 177 persons per day.

Table 6 Comparison of Combined Annual GHG Emissions

Emission Source	Approved Project Emissions (MT of CO_2e per year)	Modified Project Emissions (MT of CO_2e per year)
Construction	1.9	1.9
Operational		
Area	< 0.1	< 0.1
Energy	34.3	40.2
Solid Waste	4.8	24.2
Water	5.2	13.2
Mobile	250.8	496.4
Total Emissions	**297**	**575.9**
Service Population	15.5	177
Emissions per Service Population (MT CO_2e/SP/year)	**0.1**	**< 0.1**
Project-Specific Efficiency Threshold (MT CO_2e/SP/year)	3.2	3.2
Exceed Project-Specific Threshold?	**No**	**No**

See Appendix A for CalEEMod results.

As shown in Table 6, combined annual GHG emissions from the modified development would be less than 0.1 MT of CO_2e per service person per year, which would not exceed the locally-appropriate, project-specific threshold of 3.2 MT of CO_2e per service person per year nor the estimated GHG emissions from the approved retail development. Therefore, the Modified Project would not result in a potentially significant increase in GHG emissions.

In addition, the California Air Pollution Control Officers Association (CAPCOA) suggests making significance determinations on a case-by-case basis when no significance threshold has been formally adopted by a lead agency. This includes evaluating a project's sources of GHG emissions and considering project consistency with applicable emission reduction strategies and goals. The

2012 MND determined that the Food 4 Less Shopping Center Redevelopment Project would result in a less than significant impact relative to GHG emissions and no mitigation would be required. The Modified Project would be consistent with the policies identified in the City's 2030 General Plan for addressing energy issues of climate change mitigation and adaptation, sea level rise, and energy conservation and generation by incorporating implementing features consistent with the latest requirements of the 2019 Building Energy Efficiency Standards. Additionally, the project's post-2020 GHG emissions trajectory is expected to follow a declining trend, consistent with the State's 2030 and 2050 and the goals of AB 32. The project would incorporate energy reduction and water conservation measures, identified in the City's 2030 General Plan, that reduce GHG emissions compared to a conventional project of similar size and scope. Additionally, GHG emissions reductions would be achieved through energy-efficient lighting, installation of low-flow appliances, and water conservation. Therefore, the project would not result in new or substantially more severe impacts associated with GHG emissions and conflicts with any applicable GHG reduction plan, policy, or regulation, when compared to those that were anticipated in the GHG emissions analysis included in the 2012 MND. The 2012 MND does not include any mitigation measures for potential impacts associated with GHG emissions and none are required for the Modified Project.

Cultural Resources	Where Impact Was Analyzed in the 2012 MND	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Is Preparation of a Supplemental or Subsequent MND Required?
1. Would the Modified Project cause a substantial adverse change in the significance of an historical resource as defined in CEQA Guidelines Section 15064.5?	Discussion 1-4, Section E. Cultural Resources	No	No	No
2. Would the Modified Project cause a substantial adverse change in the significance of a unique archaeological resource pursuant to State CEQA Guidelines Section 15064.5?	Discussion 1-4, Section E. Cultural Resources	No	No	No
3. Would the Modified Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Discussion 1-4, Section E. Cultural Resources	No	No	No
4. Would the Modified Project disturb any human remains, including those interred outside of formal cemeteries?	Discussion 1-4, Section E. Cultural Resources	No	No	No

Discussion

The project site is currently developed with parking areas and an existing building pad implemented as part of the Food 4 Less Shopping Center Redevelopment Project. No known cultural resources exist on the project site.

According to the 2012 MND, development facilitated by the Food 4 Less Shopping Center Redevelopment Project could result in adverse effects to previously unidentified archaeological or ethnographic resources because such resources have potential to be encountered in the City and vicinity of the project site. The 2012 MND determined that impacts to these resources would be less than significant level with mitigation requiring Native American monitoring for subsurface grading, trenching, or construction activities. The 2012 MND did not identify any historic buildings or structures on the project site. The development footprint for the Modified Project would be within the development footprint of the Food 4 Less Shopping Center Redevelopment Project in the 2012 MND.

1-4) Conditions related to historic buildings and structures on the project site have not changed since the analysis of the Food 4 Less Shopping Center Redevelopment Project in the 2012 MND

because no new historic structures or buildings have been identified. The grading for the Modified Project has been completed, and the Modified Project does not propose any changes that would result in additional site disturbance beyond what was evaluated for Food 4 Less Shopping Center Redevelopment Project in the 2012 MND. Nevertheless, the Modified Project would be required, as applicable, to comply with Mitigation Measure E-1 in the 2012 MND, requiring Native American monitoring for subsurface grading, trenching, or construction activities to avoid impacts to cultural resources. Therefore, with implementation of Mitigation Measure E-1 from the 2012 MND, the project would not result in any new or substantially more severe impacts to cultural resources than what was evaluated in the 2012 MND.

Energy	Where Impact Was Analyzed in the 2012 MND	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Is Preparation of a Supplemental or Subsequent MND Required?
1. Would the Modified Project involve wasteful, inefficient, or unnecessary consumption of energy during project construction, operation, maintenance, and/or removal?	N/A; New CEQA checklist item added subsequent to 2012 MND	No	No	No
2. Would the Modified Project require additional energy facilities, the provision of which may have a significant effect on the environment?	N/A; New CEQA checklist item added subsequent to 2012 MND	No	No	No
3. Would the Modified Project be inconsistent with existing energy standards?	N/A; New CEQA checklist item added subsequent to 2012 MND	No	No	No
4. Would the Modified Project preempt future energy development or future energy conservation, or inhibit the future use of renewable energy or energy storage?	N/A; New CEQA checklist item added subsequent to 2012 MND	No	No	No

Discussion

Currently, there are no uses on the existing building pad that require utilities or energy. Nevertheless, preparation of the existing building pad on the project site included installation of utility infrastructure as well as at-grade infrastructure for vehicular and pedestrian access.

The analysis in the 2012 MND predates updates to the State CEQA Guidelines requiring the evaluation of potential impacts related to energy consumption and resources and, therefore, did not address such impacts. Additional analysis is included below to determine the level of potential

energy-related impacts and in comparison to the analysis in the Food 4 Less Shopping Center Redevelopment Project.

1-4) The California Energy Code provides energy conservation standards for all new commercial buildings constructed in California. The California Energy Code applies to the building envelope, space-conditioning systems, and water-heating and lighting systems of buildings and appliances. The California Energy Code provides guidance on construction techniques to maximize energy conservation and minimum efficiency standards for a variety of building elements, including appliances, heating and cooling equipment, and insulation for doors, pipes, walls and ceilings.

As with the approved retail uses on the project site under the Food 4 Less Shopping Center Redevelopment Project, the proposed hotel would involve the use of energy during construction and operation. Energy use during the construction phase would be primarily in the form of fuel consumption to operate heavy equipment, light-duty vehicles, machinery, and generators for lighting. Temporary grid power may also be provided to construction trailers or electric construction equipment. Long-term operation of the project would require permanent grid connections for electricity and natural gas service to power internal and exterior building lighting, and heating and cooling systems.

While operation of the Modified Project would result in the consumption of natural gas, increasingly efficient building features and automobile engines are expected to reduce the project's energy demand. The project would also be subject to energy conservation requirements in the California Energy Code (Title 24, Part 6, of the California Code of Regulations, California's Energy Efficiency Standards for Residential and Nonresidential Buildings) and the California Green Building Standards Code (CALGreen; Title 24, Part 11 of the California Code of Regulations). Adherence to Title 24 requirements would ensure that the project is consistent with current energy standards and would not result in wasteful and inefficient use of non-renewable resources due to building operation. Therefore, the Modified Project would not result in new or substantially more severe potential impacts related to energy demand and use compared to development of previously approved retail uses. The 2012 MND does not include any mitigation measures for potential impacts related to energy demand and use, and no such measures are required for the Modified Project.

Geology and Soils	Where Impact Was Analyzed in the 2012 MND	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Is Preparation of a Supplemental or Subsequent MND Required?
1. Would the Modified Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: a. 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?	Discussion 1-4, Section G. Geology and Soils	No	No	No
b. Strong seismic groundshaking that cannot be addressed through compliance with standard Code requirements?	Discussion 1-4, Section G. Geology and Soils	No	No	No
2. Would the Modified 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 on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse that cannot be addressed through compliance with standard Code requirements?	Discussion 1-4, Section G. Geology and Soils	No	No	No
3. Would the Modified Project be located on expansive soil, creating substantial risks to life or property that cannot be addressed through compliance with standard Code requirements?	Discussion 1-4, Section G. Geology and Soils	No	No	No

Geology and Soils	Where Impact Was Analyzed in the 2012 MND	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Is Preparation of a Supplemental or Subsequent MND Required?
4. Would the Modified Project expose people or structures to inundation by seiche or tsunami?	Discussion 1-4, Section G. Geology and Soils	No	No	No
5. Would the Modified Project rely on dredging or other maintenance activity by another agency that is not guaranteed to continue?	Discussion 1-4, Section G. Geology and Soils	No	No	No

Discussion

Oxnard is in an area that has a high potential for seismic ground shaking. While there are no known active faults within the City limits, active and potentially active faults are present in the surrounding region and may extend into the subsurface beneath the City. In addition, the City of Oxnard 2030 General Plan Background Report identifies the project site as being located in an area marked by high to moderate potential for liquefaction. The project site is not located near the coastline, creeks, or drainage courses. Therefore, the area is not prone to inundation by seiche or tsunami.

According to the 2012 MND, development facilitated by the Food 4 Less Shopping Center Redevelopment Project would be at risk of ground failure. The 2012 MND determined that potential impacts due to geologic hazards would be potentially significant and mitigation would be required to avoid significant impacts. With implementation of the Mitigation Measure G-1, the 2012 MND concluded that potential impacts would be reduced to a less than significant level.

1-5) The geological conditions on the project site have not substantially changed since the analysis of the Food 4 Less Shopping Center Redevelopment Project in the 2012 MND. The hotel proposed as part of the Modified Project would be in the same location as the development evaluated in the 2012 MND. The proposed hotel would be developed on an existing building pad created for retail use and originally anticipated as part of the Food 4 Less Shopping Center Redevelopment Project. Accordingly, the proposed hotel would be subject to the conditions of Mitigation Measure G-1 from the 2012 MND that require incorporation of construction techniques or other measures identified from the required geotechnical evaluation for the Food 4 Less Shopping Center Redevelopment Project to prevent significant liquefaction/compressible soils impacts. These measures would minimize and/or avoid risks to life and property associated with geologic and soil hazards. The project would not rely on dredging or other maintenance activity by another agency that is not guaranteed to continue. Therefore, with compliance with the conditions of Mitigation Measure G-1 from the 2012 MND, the Modified Project would not result in new or substantially more severe significant impacts relative to geological and soils conditions in the project area.

Hazards and Hazardous Materials	Where Impact Was Analyzed in the 2012 MND	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Is Preparation of a Supplemental or Subsequent MND Required?
1. Would the Modified Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Discussion 1-4, Section H. Hazards and Hazardous Materials	No	No	No
2. Would the Modified Project create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment?	Discussion 1-4, Section H. Hazards and Hazardous Materials	No	No	No
3. Would the Modified 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?	Discussion 1-4, Section H. Hazards and Hazardous Materials	No	No	No
4. Would the Modified 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?	Discussion 1-4, Section H. Hazards and Hazardous Materials	No	No	No
5. Would the Modified Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Discussion 5-8, Section H. Hazards and Hazardous Materials	No	No	No

Discussion

The proposed hotel would not introduce any new hazards or hazardous materials to the project site beyond those identified for the Food 4 Less Shopping Center Redevelopment Project in the 2012 MND. The project site is currently developed with parking areas and an existing building pad. There are no current operations on the project site that require transport, use, or disposal of hazardous materials.

According to the 2012 MND, development facilitated by the Food 4 Less Shopping Center Redevelopment Project would not result in significant impacts related to hazards or hazardous materials. The development of the Food 4 Less Shopping Center Redevelopment Project would be subject to the uniformly applied development policies requiring oversight by the City's Certified Unified Permitting Agency (CUPA) for compliance with all applicable hazards and hazardous materials regulations.

1-5) The project will not emit any known hazardous materials during or after construction. The project site is not on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The Oxnard Fire Department responds to hazardous materials incidents within the City. To minimize hazards, as well as assist the business operators and the Fire Department in responding to emergencies involving hazardous materials, the City's Certified Unified Permitting Agency (CUPA) requires compliance with the City's hazardous materials regulations. Therefore, with implementation of uniformly applied development policies that require oversight for on-site hazardous materials, the Modified Project would not result in new or substantially more severe significant impacts related to hazards, hazardous materials, or emergency response. The 2012 MND does not include any mitigation measures for potential impacts related to hazards and hazardous materials, and none are required for the Modified Project.

Hydrology and Water Quality	Where Impact Was Analyzed in the 2012 MND	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Is Preparation of a Supplemental or Subsequent MND Required?
1. Would the Modified Project cause a violation of any adopted water quality standards or waste discharge requirements?	Discussion 1-6, Section I. Hydrology and Water Quality	No	No	No
2. Would the Modified Project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	Discussion 1-6, Section I. Hydrology and Water Quality	No	No	No
3. Would the Modified 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?	Discussion 1-6, Section I. Hydrology and Water Quality	No	No	No
4. Would the Modified 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?	Discussion 7-9, Section I. Hydrology and Water Quality	No	No	No

Hydrology and Water Quality	Where Impact Was Analyzed in the 2012 MND	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Is Preparation of a Supplemental or Subsequent MND Required?
5. Would the Modified Project impede or redirect flood flows such that it would increase on- or off-site flood potential?	Discussion 7-9, Section I. Hydrology and Water Quality	No	No	No
6. Would the Modified 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?	Discussion 7-9, Section I. Hydrology and Water Quality	No	No	No
7. Would the Modified Project be exposed to a substantial risk related to inundation by seiche, tsunami, or mudflow?	Discussion 7-9, Section I. Hydrology and Water Quality	No	No	No

Discussion

Hydrological conditions in the project site vicinity have not substantially changed since the analysis of the Food 4 Less Shopping Center Redevelopment Project in the 2012 MND. The project site is already developed, with impervious surface covering the site. The project site is located outside of the 100-year flood plain, and is not located near the coastline, creeks, or drainage courses.

According to the 2012 MND, development facilitated by the Food 4 Less Shopping Center Redevelopment Project would not result in significant impacts to hydrology or water quality in the project vicinity. The development of the Food 4 Less Shopping Center Redevelopment Project would be subject to all applicable uniformly applied development policies and water quality regulations. The 2012 MND also determined that development on the project site would not result in any impacts related to risk of flooding or inundation by seiche, tsunami, or mudflow.

1-3) The project does not involve any changes that would result in additional site disturbance beyond what was evaluated for the Food 4 Less Shopping Center Redevelopment Project in the 2012 MND. Water quality impacts associated with the proposed use would primarily be those associated with motor vehicles and landscape maintenance. The primary source of non-point contaminants would be oil, grease, and particulates emitted by motor vehicles. As applicable, development of the proposed hotel would be required to comply with National Pollutant Discharge Elimination System (NPDES) Permit issued by the Regional Water Quality Control Board as well as the Ventura Countywide Stormwater Quality Urban Impact Mitigation Plan (SQUIMP) to reduce potential development impacts to water quality. Furthermore, compliance with existing local, state, and federal regulations for the use of hazardous materials would minimize potential impacts to

water quality as a result of the project. Therefore, the project would not result in new or substantially more severe significant impacts related to hydrology and water quality. The 2012 MND does not include any mitigation measures for potential impacts to hydrology and water quality, and none are required for the Modified Project.

4-7) The project site is located outside of the 100-year flood plain. Additionally, the project site is not located near the coastline, creeks, or drainage courses. Therefore, the project site is not located in an area that is prone to risks associated with the 100-year floodplain or inundation by seiche, tsunami, or mudflow. Therefore, the Modified Project would not result in new or substantially more severe significant impacts associated with risks of flooding or inundation. The 2012 MND does not include any mitigation measures for potential impacts associated with risks of flooding or inundation, and none are required for the Modified Project.

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Land Use and Planning	Where Impact Was Analyzed in the 2012 MND	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Is Preparation of a Supplemental or Subsequent MND Required?
1. Would the Modified 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?	Discussion 1-3, Section J. Land Use and Planning	No	No	No
2. Would the Modified Project involve land uses that are not allowed under any applicable airport land use compatibility plan?	Discussion 5-6, Section I. Noise	No	No	No
3. Would the Modified Project conflict with an applicable habitat conservation plan or natural community conservation plan?	Discussion 1-3, Section J. Land Use and Planning	No	No	No
4. Would the Modified Project physically divide an established community?	Discussion 1-3, Section J. Land Use and Planning	No	No	No

Discussion

The General Plan Land Use (General Commercial) and Zoning (Regional Commercial) for the project site have not been subject to a General Plan Amendment or Zone Change since the analysis of the Food 4 Less Shopping Center Redevelopment Project in the 2012 MND.

According to the 2012 MND, development facilitated by the Food 4 Less Shopping Center Redevelopment Project would be consistent with the land use designations and permitted uses under the zoning on the project site. Accordingly, the 2012 MND concluded that development of the project site under the Food 4 Less Shopping Center Redevelopment Project would not result in any impacts related to land use and planning.

1-4) The Modified Project does not include any proposed changes to the General Plan Land Use, Zoning or other modifications that would result in development that would divide an established community in the City or conflict with a habitat conservation plan or natural community

conservation plan. The project site is not located near the Oxnard Airport and is outside the airport planning area. The proposed hotel would be required to comply with all zoning, land use, and development regulations applicable to the project site. Therefore, the Modified Project would not result in new or substantially more severe significant impacts associated with applicable land use, habitat conservation, or natural community conservation plans, or dividing an established community. The 2012 MND does not include any mitigation measures for potential impacts related to land use and planning, and none are required for the Modified Project.

Mineral Resources	Where Impact Was Analyzed in the 2012 MND	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Is Preparation of a Supplemental or Subsequent MND Required?
1. Would the Modified Project result in the loss of availability of a known mineral resource of value to the region or state?	Discussion 1-2. Section K. Mineral Resources	No	No	No
2. Would the Modified Project result in the loss of availability of a locally important mineral resource recovery site delineated in the 2030 General Plan, specific plan or other land use plan?	Discussion 1-2. Section K. Mineral Resources	No	No	No

Discussion

The City of Oxnard has mineral/sand/gravel deposits primarily along the Santa Clara River Channel, along the United State Highway 101 freeway corridor, and along the eastern edge of the City extending west of Oxnard Boulevard. The project site is already developed with parking areas and an existing building pad. The site does not currently provide mineral resources of value to the region nor serve as a mineral resource recovery site.

According to the 2012 MND, the Food 4 Less Shopping Center Project area is in a "Non-Designated MRZ-2" area. MRZ-2 areas are areas where adequate information indicates significant mineral deposits are present or where there is a high likelihood of the presence of mineral deposits. However, because the original project site is not located in a designated MRZ-2 area and was already fully developed, the 2012 MND determined that the Food 4 Less Shopping Center Project would not result in impacts to mineral resources.

1-2) The project site is located in a "Non-Designated MRZ-2" area in the same previously developed area evaluated in the 2012 MND for the Food 4 Less Shopping Center Redevelopment Project. The Modified Project would not result in disturbance beyond the Food 4 Less Shopping Center Redevelopment Project area. Therefore, the Modified Project would not result in new or substantially more severe impacts to mineral resources. The 2012 MND does not include any mitigation measures for potential impacts to mineral resources, and none are required for the Modified Project.

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Noise	Where Impact Was Analyzed in the 2012 MND	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Is Preparation of a Supplemental or Subsequent MND Required?
1. Would the Modified Project generate or expose persons to noise levels in excess of standards established in the Oxnard 2030 General Plan or Noise Ordinance, or applicable standards of other agencies?	Discussion 1-4, Section I. Noise	No	No	No
2. Would the Modified Project generate or expose persons to excessive groundborne vibration or groundborne noise levels?	Discussion 1-4, Section I. Noise	No	No	No
3. Would the Modified Project generate a substantial temporary or periodic increase in ambient noise in the project vicinity above levels existing without the project?	Discussion 1-4, Section I. Noise	No	No	No
4. Would the Modified Project generate a substantial permanent increase in ambient noise in the project vicinity above levels existing without the project?	Discussion 1-4, Section I. Noise	No	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 Modified Project expose people residing or working in the project area to excessive noise levels?	Discussion 5-6, Section I. Noise	No	No	No
6. Would the Modified Project expose non-human species to excessive noise?	Discussion 1-4, Section I. Noise	No	No	No

Discussion

The project site is currently developed with parking areas and an existing building pad implemented as part of the Food 4 Less Shopping Center Redevelopment Project. Accordingly, there are no current operations on the project site that produce noise. However, the site is located in a developed portion of the City along West Esplanade Drive, East Vineyard Avenue, and the Union Pacific Railroad (UPRR), and west of U.S. 101. Surrounding uses consist of various big box retail, shopping mall, hotel, and other commercial uses. The surrounding uses, UPRR, and roadways produce noise in the project vicinity.

While there are no identified sensitive receptors or residents in close proximity to the Food 4 Less Shopping Center, the 2012 MND determined that construction of the Food 4 Less Shopping Center Redevelopment Project could result in potentially significant noise impacts and mitigation would be required to reduce construction noise impacts to a less than significant level. According to the 2012 MND, long-term noise levels generated by the future occupancy of the shopping center development were expected to be consistent with the current commercial development and other commercial developments located nearby. Further, the 2012 MND did not identify any airport noise impacts.

1-4) According to the analysis in the 2012 MND, development on the project site could expose existing uses to temporary construction noise. The noise environment on and surrounding the project site has not substantially changed since the evaluation of the Food 4 Less Shopping Center Redevelopment Project in the 2012 MND. Additionally, construction of the hotel would generate noise levels similar to those generated by construction of the previously approved retail development.

As discussed in the 2012 MND, the project site is within an existing shopping center that is adjacent to a state highway and UPRR. The traffic noise level 100 feet from the centerline of Vineyard Ave and Esplanade Drive is 74 CNEL (General Plan Background Report Table 6-7). The UPRR single line railroad runs adjacent to the western boundary of the shopping center, approximately 120 feet from the project site. While noise events from individual train movements are above City ambient noise levels, the average daily noise level generated by railroad operation does not substantially rise above the average daily traffic noise contour (General Plan Background Report page 6-33). As was found in the development of the project site under the Food 4 Less Shopping Center Redevelopment Project, new sources of long-term noise generated by the proposed hotel, including stationary equipment, such as HVAC systems, trash hauling, parking lot noise, and other general activities associated with hotel and parking land uses, would be similar to those associated with the existing development in and surrounding the shopping center. Delivery truck and trash hauling trips to the site would be an occasional source of noise and would be similar in noise level and frequency to existing truck trips associated with the adjacent commercial uses within the shopping center.

The Modified Project would introduce a new noise-sensitive land use to the project site. However, the hotel would be set back from the major roadways in the vicinity of the shopping center and the UPRR line, with intervening structures and vegetation reducing traffic noise experienced at the hotel. The hotel would also be required to be constructed to include sufficient noise attenuation to maintain interior noise levels to City standards for hotel and lodging uses. This would typically require the use of such features as double-paned windows on all windows that are exposed to traffic noise, glazing area limitations, solid-core doors, and walls insulated in conformance with California Title 24 requirements. Additionally, the proposed Tru Hilton Project would be required to implement Mitigation Measures L-1 and L-2 of the 2012 MND to limit construction hours and

mitigate noise from construction equipment for the Modified Project. Therefore, the project would not result in a new or substantially more severe noise impact nor new mitigation measures when compared to the development of the project site under the Food 4 Less Shopping Center Redevelopment Project.

5) The project site is not located near the Oxnard Airport and is outside the noise contours as depicted on Figure 6-4 in the 2030 General Plan Background Report. No private airstrips are in the vicinity of the project site. Therefore, the Modified Project would not result in new or substantially more severe impacts associated with airport noise. The 2012 MND does not include any mitigation measures for potential airport noise impacts, and none are required for the Modified Project.

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Population, Education and Housing	Where Impact Was Analyzed in the 2012 MND	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Is Preparation of a Supplemental or Subsequent MND Required?
1. Would the Modified Project involve a General Plan amendment that could result in an increase in population over that projected in the 2030 General Plan that may result in one or more significant physical environmental effects?	Section M. Population and Housing	No	No	No
2. Would the Modified Project induce substantial growth on the project site or surrounding area, resulting in one or more significant physical environmental effects?	Section M. Population and Housing	No	No	No
3. Would the Modified 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?	Section M. Population and Housing	No	No	No
4. Would the Modified 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?	Section M. Population and Housing	No	No	No

Population, Education and Housing	Where Impact Was Analyzed in the 2012 MND	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Is Preparation of a Supplemental or Subsequent MND Required?
5. Would the Modified Project cause an increase in enrollment at local public schools that would exceed capacity and necessitate the construction of new or expanded facilities?	Discussion 3, Section N. Public Services	No	No	No
6. Would the Modified Project directly or indirect interfere with the operation of an existing or planned school?	Discussion 3, Section N. Public Services	No	No	No

Discussion

The project site is currently developed with parking areas and an existing building pad. There are no current uses on the project site that affect housing, population, or education in the project vicinity.

According to the 2012 MND, development facilitated by the Food 4 Less Shopping Center Redevelopment Project would not substantially affect the population of the City or displace housing or people, and no impacts would result. The 2012 MND also determined that development facilitated by the Food 4 Less Shopping Center Redevelopment Project would be subject to payment of all applicable school impact fees and impacts to schools would be less than significant.

1-4) The Modified Project involves the development of a hotel in place of a new retail building evaluated as part of the 2012 Food 4 Less Shopping Center Redevelopment Project. The proposed hotel would be developed on an existing building pad in a shopping center already developed with commercial uses. The Modified Project would not provide permanent housing that would result in an increase in the population in the City of Oxnard. As discussed in the *Air Quality* section, the proposed Tru Hilton hotel would require an estimated 45 employees and accommodate 132 guests per day. In contrast, the approved 9,120 square foot retail use would require an estimated 24 employees. While the proposed hotel would require more employees than the approved retail use, the proposed hotel is a visitor-serving use and is anticipated to employ existing, local residents. As a result, the Modified Project would not increase the population in the City of Oxnard or County of Ventura. Therefore, the Modified Project would not result in new or substantially more severe impacts than the Food 4 Less Shopping Center Redevelopment Project from population growth, dividing an established community, or loss of housing in the City. The 2012 MND does not include any mitigation measures for potential impacts related to population and housing, and no such measures are required for the Modified Project.

5-6) The 2012 MND for the Food 4 Less Shopping Center Redevelopment Project noted that development on the project site would be served by the Rio School District and development on the site would be required to pay school fees to offset impacts to schools in the district. The proposed hotel would not increase the population in the City and, therefore, would not increase demand on

public schools. Nevertheless, the applicant would be required to pay applicable school impact fees. Therefore, the project would not result in new or substantially more severe impacts to schools nor required new mitigation beyond what was identified in the 2012 MND. The 2012 MND does not include any mitigation measures for potential impacts to schools, and none are required for the Modified Project.

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Public Services and Recreation	Where Impact Was Analyzed in the 2012 MND	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Is Preparation of a Supplemental or Subsequent MND Required?
1. Would the Modified 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?	Discussion 1, Section N. Public Services	No	No	No
2. Would the Modified 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?	Discussion 2, Section N. Public Services	No	No	No
3. Would the Modified 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?	Discussion 4, Section N. Public Services Discussion 1-2, Section O. Recreation	No	No	No
4. Would the Modified 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?	Discussion 5, Section N. Public Services	No	No	No

Discussion

The project site is currently developed with parking areas and an existing building pad. There are no current uses on the project site that affect public services and recreation in the area.

According to the 2012 MND, development facilitated by the Food 4 Less Shopping Center Redevelopment Project would be subject to uniformly applied development policies for public services and facilities, and would result in less than significant impacts to fire, police, school, park, and other public facilities and services. The 2012 MND also determined that development facilitated by the Food 4 Less Shopping Center Redevelopment Project would not increase the City population and, therefore, would not result in impacts to recreational facilities or services.

1) The project site and proposed development would be under the jurisdiction of the Oxnard Fire Department (OFD). The services provided by OFD are equivalent to the services provided at the time of the previous analysis of the Food 4 Less Shopping Center Redevelopment Project in the 2012 MND. The OFD fire station nearest to the project site is Station 4, located approximately 0.5 mile south of the site at 230 West Vineyard Avenue. The Modified Project would increase development intensity on the project site, resulting in a potential increase in demand for OFD services. However, the increase in demand would not be substantially different than that required for retail development under the Food 4 Less Shopping Center Redevelopment project nor would it affect the provision of fire protection given the location of the project in an urbanized area of the City and in the current OFD service area. The proposed hotel would also be required to meet all fire and building code provisions to the satisfaction of the OFD. The increase in demand for OFD services would not result in the need for new or expanded facilities to maintain acceptable service levels, the construction of which may have significant environmental effects. Therefore, the Modified Project would not result in new or substantially more severe impacts to fire protection services or facilities beyond what was identified in the 2012 MND. The 2012 MND does not include any mitigation measures for potential impacts to fire protection facilities and services, and no such measures are required for the Modified Project.

2) The project site is under the jurisdiction of the Oxnard Police Department (OPD) for law enforcement protection services. The services provided by OPD are equivalent to the services provided at the time of the previous analysis of the Food 4 Less Shopping Center Redevelopment Project in the 2012 MND. OPD operates from its police station located at 251 South C Street, approximately 2.5 miles south of the project site. OPD also operates a police substation located within the Collection RiverPark center at 2751 Park View Court, approximately one mile north of the project site. The City is divided into four police districts, each of which is further divided into smaller response beats. The project site is located in Beat 14, which is part of the RiverPark District.

The Modified Project would increase development intensity on the project site, resulting in a potential increase in demand for OPD services. However, the increase in demand would not be substantially different than that required for retail development under the Food 4 Less Shopping Center Redevelopment project nor would it affect the provision of police protection given the location of the project in an urbanized area of the City that is within the current OPD service area. Additionally, the hotel would incorporate various security features, such as fencing, surveillance cameras, and security lighting, to minimize trespassing, vandalism, and other uses that could place an additional demand on OPD. The increase in demand for OPD services would not result in the need for new or expanded facilities to maintain acceptable service levels, the construction of which may have significant environmental effects. Therefore, the project would not result in new or substantially more severe impacts to police protection services or facilities beyond what was identified in the 2012 MND. The 2012 MND does not include any mitigation measures for potential impacts to police protection facilities and services, and no such measures are required for the Modified Project.

3-4) As determined for the Food 4 Less Shopping Center Project in the 2012 MND, the project does not include any residential uses that would create additional demand on existing parks or other public facilities in the project vicinity. The Modified Project does not involve any additional public recreational uses or permanent alterations of existing recreational or library facilities in Oxnard. In accordance with the City's 2030 General Plan, the project applicant would be required to pay applicable developer fees to finance public facilities needed to offset any additional demand from hotel visitors on parks and recreational facilities and library facilities. These developer fees would be assessed and determined by the City's Community Development Department through the plan check and permitting process prior to the issuance of building permits. Furthermore, the project would not result in a population increase that would result in higher demand on public facilities. As such, the project would not result in an increased use of recreational or library facilities that would induce physical deterioration or require construction with a potential adverse effect on the environment when compared to what was analyzed in the 2012 MND. Therefore, the project would not result in new or substantially more severe impacts to parks or recreational facilities, or library facilities. The 2012 MND does not include any mitigation measures for potential impacts to parks or recreational facilities, or library facilities, and no such measures are required for the Modified Project.

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Transportation and Circulation	Where Impact Was Analyzed in the 2012 MND	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Is Preparation of a Supplemental or Subsequent MND Required?
1. Would the Modified 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 (LOS) standards?	Discussion 1-2, Section P. Transportation/Traffic	Further Addressed in MND Addendum.	No	No
2. Would the Modified Project exceed, either individually or cumulatively, and LOS standard established by the Ventura County Congestion Management Program (CMP) for designated roads or highways?	Discussion 1-2, Section P. Transportation/Traffic	Further Addressed in MND Addendum	No	No
3. Would the Modified 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?	Discussion 3-5, Section P. Transportation/Traffic	No	No	No

Transportation and Circulation	Where Impact Was Analyzed in the 2012 MND	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Is Preparation of a Supplemental or Subsequent MND Required?
4. Would the Modified Project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Discussion 3-5, Section P. Transportation/Traffic	No	No	No
5. Would the Modified Project result in inadequate emergency access?	Discussion 3-5, Section P. Transportation/Traffic	No	No	No
6. Would the Modified Project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	Discussion 7, Section P. Transportation/Traffic	No	No	No

Discussion

The project site is currently developed with parking areas and an existing building pad implemented as part of the Food 4 Less Shopping Center Redevelopment Project. Accordingly, the project site is not currently developed with any operational uses that are generating vehicle trips affecting the transportation and circulation system in the area.

According to the 2012 MND, development facilitated by the Food 4 Less Shopping Center Redevelopment Project would not result in deficiencies in the local circulation system. The *Evaluation of Site Circulation Changes* for the Food 4 Less Shopping Center Redevelopment Project determined that the shopping center would result in a net increase in 1,332 trips per day, with 37 AM peak trips and 16 PM peak trips, and 18,323,079 vehicle miles traveled (VMT) annually. The 2012 MND for the Food 4 Less Shopping Center Redevelopment Project did not evaluate the components of the redevelopment project on an individual basis.

Since adoption of the 2012 MND the CEQA statute and guidelines have been revised to require evaluation of impacts on the local transportation and circulation system on the basis of VMT. Accordingly, the project's proposed increase in development intensity within a portion of the shopping center is analyzed further below, incorporating the VMT estimates for the proposed project to determine the level of impacts to transportation and circulation in comparison to the development of the project site under the Food 4 Less Shopping Center Redevelopment Project.

Per SB 743, the State CEQA Guidelines have been updated to incorporate vehicle miles traveled (VMT) as the primary metric for analyzing transportation impacts under CEQA. This update occurred after preparation of the 2012 MND so VMT is not specifically addressed in the prior analysis. However, because the Office of Planning and Research (OPR) has imposed a July 1, 2020 deadline for lead agencies to switch to use of the VMT metric, consideration of VMT is appropriate. The July 1, 2020 switch furthers the State's commitment to the goals of SB 375, AB 32, and AB 1358. Senate Bill 743 adds Chapter 2.7, Modernization of Transportation Analysis for Transit-Oriented Infill Projects, to Division 13 (Section 21099) of the Public Resources Code. Key provisions of SB 743 include reforming CEQA analysis for aesthetics and parking for urban infill projects and replacing the measurement of automobile delay with VMT as a metric that can be used for measuring environmental impacts. Under SB 743, the focus of the environmental impacts of transportation shift from driver delay to reduction of GHG emissions, creation of multimodal networks, and promotion of a mix of land uses, and LOS standards become local policy thresholds as adopted among individual agencies.

The City of Oxnard has not adopted any specific significance thresholds related to VMT. OPR's Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018) provides guidance on analyzing VMT impacts in light of SB 743. According to the Technical Advisory, a 15 percent lower per capita VMT than existing development is both generally achievable and is supported by evidence that connects this level of reduction to the state's emissions goals. As a result, this 15 percent per capita reduction target is recommended in the Technical Advisory as the threshold for VMT impacts. If the per capita VMT for a project would not be reduced compared to the City's VMT per capita by a factor of 15 percent, then VMT impacts would be considered significant.

1-2) The total VMT associated with the Modified Project was estimated using CalEEMod. Based on the CalEEMod analysis (see Appendix A), the Modified Project would result in an annual VMT of 1,313,428, or an average daily VMT of 3,598 (annual VMT divided by 365 days per year). Based on the San Diego Association of Governments estimated building area per employee for lodging uses of 917 square feet per employee, the proposed 41,422 square foot hotel would require an estimated 45 employees in addition to hotel users. Based on an assumption of full occupancy with one to two occupants per room (average of 1.5 occupants per room), the proposed hotel would accommodate 132 guests per day. Accounting for both employees and hotel guests (177 persons), the Modified Project would result in 7,420 miles per person per year or about 20.3 miles per person per day. This suggests an average commute distance of 10.2 miles (20.3/2). By comparison, the Southern California Association of Governments' 2016 Regional Transportation Plan/Sustainable Communities Strategy (SCAG's RTP/SCS) estimates the 2040 average work trip length at 15.5 miles. This suggests an average of 31 miles (15.5 x 2) per employee per day. The 20.3 miles per employee per day for the project would be about 34.5% lower than this average, which exceeds the 15% reduction threshold that the OPR recommends for projects.

Based on the above, the project is expected to generally reduce VMT on both a local and regional level by minimizing travel distances for both employee trips and goods shipment. Although the 2012 MND does not address VMT, significant VMT impacts are not anticipated. Therefore, the current proposal would not create a new significant transportation impact related to VMT that is not identified in the 2012 MND. The 2012 MND does not include any mitigation measures for potential impacts related to increases in VMT, and no such measures are required for the Modified Project.

3-6) As for the Food 4 Less Shopping Center Redevelopment Project evaluated in the 2012 MND, curb cuts, driveways, interior circulation, and site access for the project would be designed to meet

City engineering standards and City Fire Department standards to ensure fire apparatus can reach all parts of the site, and no safety issues have been identified. Furthermore, development of the project would be required to comply with all applicable 2030 General Plan policies intended to calm traffic and enhance the walkability throughout the City. Implementation of these policies, in combination with continued application of standard safety requirements and ongoing City programs, would maintain safe conditions for pedestrians on the project site. Therefore, the project would not result in new or substantial increases in traffic hazards when compared to what was analyzed in the 2012 MND. The 2012 MND does not include any mitigation measures for potential impacts from traffic hazards, and none are required for the Modified Project.

7) Evaluation of the Food 4 Less Shopping Center Redevelopment Project in the 2012 MND included implementation of the following alternative transportation improvements: a Class II bicycle lane along Esplanade Drive; dedication of land area sufficient to develop a Class I multi-use trail along the railroad at the western shopping center property line; and land dedication for City construction of bus bays, shelters, and benches on both sides of Esplanade Drive and Vineyard Avenue. The project would not change or impair implementation of these alternative transportation improvements, or otherwise conflict with any other policies, plans, or programs supporting alternative transportation. Therefore, the project would not result in new or substantially more severe conflict with plans, policies, or programs for such facilities than what was analyzed in the 2012 MND. The 2012 MND does not include any mitigation measures for potential impacts related to alternative transportation, and none are required for the Modified Project.

Tribal Cultural Resources	Where Impact Was Analyzed in the 2012 MND	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Is Preparation of a Supplemental or Subsequent MND Required?
Would the Modified Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	Discussion 1-4, Section E. Cultural Resources	No	No	No
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	Discussion 1-4, Section E. Cultural Resources	No	No	No

Discussion

Although not explicitly included in the adopted 2012 MND, a discussion of tribal cultural resources is included in this Addendum per the most recent version of the State CEQA Guidelines. Changes to the State CEQA Guidelines requiring analysis of tribal cultural resources took effect July 2015. Because the project's environmental review process was initiated prior to July 2015, analysis of impacts to tribal cultural resources is not required. The analysis below is included for informational purposes.

The project site is currently developed with parking areas and an existing building pad implemented as part of the Food 4 Less Shopping Center Redevelopment Project. No known tribal cultural resources exist on the project site.

According to the 2012 MND, development facilitated by the Food 4 Less Shopping Center Redevelopment Project could result in adverse effects to previously unidentified archaeological or ethnographic resources because such resources have potential to be encountered in the City and vicinity of the project site. The 2012 MND determined that impacts to these resources would be less than significant level with mitigation requiring Native American monitoring for subsurface grading, trenching, or construction activities.

1-2) As determined in the 2012 MND, development of the project site could result in adverse effects to previously unidentified archaeological or ethnographic resources because such resources have potential to be encountered in the City and vicinity of the project site. The grading for the Modified Project has been completed, and the Modified Project does not propose any changes that would result in additional site disturbance beyond what was evaluated for Food 4 Less Shopping Center Redevelopment Project in the 2012 MND. Nevertheless, the Modified Project would be required, as applicable, to comply with Mitigation Measure E-1 in the 2012 MND, requiring Native American monitoring for subsurface grading, trenching, or construction activities to avoid impacts to tribal cultural resources. Therefore, with implementation of Mitigation Measure E-1 from the 2012 MND, the project would not result in any new or substantially more severe impacts to tribal cultural resources than what was evaluated in the 2012 MND.

Utilities and Energy*	Where Impact Was Analyzed in the 2012 MND	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Is Preparation of a Supplemental or Subsequent MND Required?
1. Would the Modified Project need new or expanded water supply entitlements that are not anticipated in the current Urban Water Management Plan?	Discussion 4, Section Q. Utilities and Service Systems	No	No	No
2. Would additional wastewater conveyance or treatment capacity be required to serve the Modified Project demand and existing commitments?	Discussion 1-3, 5, Section Q. Utilities and Service Systems	No	No	No
3. Would the Modified Project generate solid waste that would exceed the permitted capacity of a landfill serving the City?	Discussion 6-7, Section Q. Utilities and Service Systems	No	No	No
4. Would the Modified Project conflict with federal, state, or local statutes or regulations related to solid waste?	Discussion 6-7, Section Q. Utilities and Service Systems	No	No	No

* The CEQA Initial Study Checklist questions and the analysis of potential impacts related to energy demand and use are addressed in the standalone Energy section above.

Discussion

Currently, there are no uses on the existing building pad that require utilities or energy. Nevertheless, preparation of the existing building pad on the project site included installation of utility infrastructure as well as at-grade infrastructure for vehicular and pedestrian access.

According to the 2012 MND, development facilitated by the Food 4 Less Shopping Center Redevelopment Project would not result in additional demand on master-planned utilities and service systems anticipated in the General Plan buildout scenario for the project area. The 2012 MND concluded that the Food 4 Less Shopping Center Redevelopment Project could be served without adversely impacting existing utility services, and impacts to utilities and service systems would be less than significant.

1) The 2012 MND for the Food 4 Less Shopping Center Redevelopment Project determined that the City of Oxnard would provide the retail development on the project site with water that is supplied by Oxnard City Water Services. The City's current water supply consists of imported surface water

from the Calleguas Municipal Water District (CMWD), groundwater from the United Water Conservation District (UWCD), and local groundwater from City wells.

CMWD purchases water from the Metropolitan Water District of Southern California (MWD). MWD supplies surplus water from the Colorado River and the State Water Project for municipal, industrial, and agricultural users within its service area.

As with the retail uses approved as part of the Food 4 Less Shopping Center Redevelopment project, the proposed Tru Hilton Project applicant will be required to obtain a "will serve" letter from the City of Oxnard Water Division to ensure that the Water Division has adequate water to serve the development. The project would also be subject to standard City conditions requiring all projects to provide drought-tolerant landscaping to reduce the amount of water consumed by the project. Therefore, the project would not result in new or substantially more severe impacts to water resources or facilities than the project analyzed in the 2012 MND. The 2012 MND does not include any mitigation measures for potential impacts to water resources or facilities, and no such measures are required for the Modified Project.

2) The 2012 MND for the Food 4 Less Shopping Center Redevelopment Project determined that redevelopment of the project site would result in less than significant impacts to wastewater facilities. The proposed hotel development on the site would connect to the existing sewer system in the project area. The project would be required to comply with all applicable County and City wastewater discharge limitations and requirements. Additionally, the applicant would be required to pay the City-required Sewer Connection Fees (SCF) and service charges that finance the operation and maintenance of the sewer system in the City. Therefore, with payment of these fees and compliance with local wastewater regulations, the project would not result in new or substantially more severe impacts related to wastewater conveyance or facilities. The 2012 MND does not include any mitigation measures for potential impacts to wastewater conveyance or facilities, and none are required for the Modified Project.

3-4) As with the previously approved Food 4 Less Shopping Center Redevelopment Project, the Modified Project would be subject to standard conditions of approval requiring compliance with the City's recycling programs, which require solid waste recycling and disposal plans and reporting during construction and operation of the facility. Therefore, with these provisions, the Modified Project would not result in new or substantially more severe impacts related to solid waste generation and disposal than the project analyzed in the 2012 MND. The 2012 MND does not include any mitigation measures for potential impacts related to solid waste generation and disposal, and none are required for the Modified Project.

Wildfire	Where Impact Was Analyzed in the 2012 MND	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Is Preparation of a Supplemental or Subsequent MND Required?
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Modified Project:				
1. Substantially impair an adopted emergency response plan or emergency evacuation plan?	Discussion 5-8, Section H. Hazards and Hazardous Materials	No	No	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?	N/A; New CEQA checklist item added subsequent to 2012 MND	No	No	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?	N/A; New CEQA checklist item added subsequent to 2012 MND	No	No	No
4. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	N/A; New CEQA checklist item added subsequent to 2012 MND	No	No	No

Discussion

The project site is in a developed portion of the City along West Esplanade Drive and East Vineyard Avenue, and west of U.S. 101, with surrounding uses consisting of various big box retail, shopping mall, hotel, and other commercial uses. The project site is currently developed with parking areas and an existing building pad implemented as part of the Food 4 Less Shopping Center

Redevelopment Project. The City and Food 4 Less Shopping Center are not located in or near state responsibility areas or lands classified as very high fire hazard severity zones (California Department of Technology 2020).

The analysis in the 2012 MND predates updates to the State CEQA Guidelines requiring the evaluation of potential impacts related to wildfire and, therefore, did not address such impacts. Additional analysis is included below to determine the level of potential wildfire-related impacts for the Modified Project and in comparison to the analysis in the Food 4 Less Shopping Center Redevelopment Project.

1-4) The Modified Project would occur in the same location as development Food 4 Less Shopping Center Redevelopment Project, which is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. Additionally, the Modified Project would be required to implement all uniformly applied development standards to ensure emergency access to the site and avoid conflict with City emergency response and evacuation plans. Due to the location of the project site in a developed portion of the City away from state responsibility areas or lands classified as very high fire hazard severity zones and required compliance with emergency standards and plans, the project would not exacerbate wildfire risks or otherwise expose people or structures to significant risks associated with wildfire or post-fire conditions. Therefore, the Modified Project would not result in new or substantially more severe potential impacts related to wildfire compared to development of previously approved retail uses. The 2012 MND does not include any mitigation measures for potential impacts related to wildfire risks or emergency plans, and no such measures are required for the Modified Project.

Cumulative Impacts	Where Impact Was Analyzed in the 2012 MND	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Is Preparation of a Supplemental or Subsequent MND Required?
1. Would cumulative impact of the Modified Project in combination with the impacts of past, present, and reasonably foreseeable future projects exceed a City significance threshold?	Sections A. through R. of 2012 MND	No	No	No
2. If so, would the Modified Project's contribution to the significant cumulative impact be cumulatively considerable?	Sections A. through R. of 2012 MND	No	No	No

Discussion

The Modified Project would not result in new or substantially more severe impacts compared to the previously approved project with implementation of mitigation measures discussed herein. The Modified Project is an urban infill project in an area planned for development under the 2030 General Plan and in the 2012 Food 4 Less Shopping Center Redevelopment Project. The 2012 MND notes that the cumulative project area was defined as the entire City of Oxnard at its planned 2030 buildout including development of the Food 4 Less Shopping Center Redevelopment Project. The 2012 MND determined that cumulative impacts were found not to be significant after implementation of the City's uniformly applied development policies and regulations. The 2012 MND also incorporated, by reference, the findings of the 2030 General Plan Program EIR for cumulative impacts. Cumulative citywide significant impacts were documented in the 2030 General Plan Program EIR and overriding considerations were adopted in 2011. Therefore, the Modified Project would not contribute to any cumulative impacts nor require additional mitigation beyond that considered in the General Plan EIR.

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6. Determination

In accordance with Section 15164 of the State CEQA Guidelines, the City of Oxnard has determined that this Addendum to the 2012 MND for the Food 4 Less Shopping Center Redevelopment Project is necessary to document changes or additions that have occurred in the project description since the 2012 MND was originally prepared. No new or more severe environmental impacts beyond those disclosed in the MND would occur as a result of the proposed Tru Hilton Project, and no additional mitigation would be required. The City has reviewed and considered the information contained in this Addendum in its consideration of the 2012 MND and finds the preparation of a subsequent negative declaration is not necessary.

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7. References

Please refer to the Additional References section in the 2012 MND for the Food 4 Less Shopping Center Redevelopment Project, in addition to the reference listed below.

California Air Resources Board (CARB). November 2017. California's 2017 Climate Change Scoping Plan. Available at: https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan

California Department of Technology, State Geoportal. November 18, 2020. California Fire Hazard Severity Zones (FHSZ) mapping database. Available at: https://gis.data.ca.gov/datasets/31219c833eb54598ba83d09fa0adb346?geometry=-119.890%2C34.084%2C-118.584%2C34.283

California Department of Transportation (Caltrans). November 2019. 2018 California Public Road Data, Statistical Information Derived from the Highway Performance Monitoring System. Available at: https://dot.ca.gov/programs/research-innovation-system-information/highway-performance-monitoring-system

Oxnard, City of. February 18, 2020. Oxnard, California Codified Ordinances, Chapter 16: Zoning Code. Available at: https://www.oxnard.org/city-department/community-development/planning/planning-and-zoning-search/

_____. October 2011. 2030 General Plan – Goals and Policies. Available at: https://www.oxnard.org/city-department/community-development/planning/2030-general-plan/

_____.2030 General Plan Program Environmental Impact Report (SCH 2007041024). Available at: https://www.oxnard.org/city-department/community-development/planning/2030-general-plan/

San Diego Association of Governments. May 13, 2008. Building Area Per Employee By Business Type. Available at: https://bt-wpstatic.freetls.fastly.net/wp-content/blogs.dir/2331/files/2016/11/Buildinga-Area-Per-Employee-by-Building-Type.pdf

State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2011-2020. Sacramento, California, May 2020. Available at: http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/

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Appendix A

California Emissions Estimator Model (CalEEMod Version 2016.3.2) Output

Existing Approved Retail on Tru Hilton Project Site

Ventura County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Regional Shopping Center	9.12	1000sqft	0.21	9,120.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2022
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

Project Characteristics -

Land Use -

Construction Phase -

Table Name	Column Name	Default Value	New Value

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	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
Year	tons/yr										MT/yr					
2021	0.1488	0.4364	0.4015	6.5000e-004	3.0400e-003	0.0241	0.0271	9.9000e-004	0.0222	0.0232	0.0000	57.1402	57.1402	0.0174	0.0000	57.5747
Maximum	**0.1488**	**0.4364**	**0.4015**	**6.5000e-004**	**3.0400e-003**	**0.0241**	**0.0271**	**9.9000e-004**	**0.0222**	**0.0232**	**0.0000**	**57.1402**	**57.1402**	**0.0174**	**0.0000**	**57.5747**

Mitigated Construction

	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
Year	tons/yr										MT/yr					
2021	0.1488	0.4364	0.4015	6.5000e-004	3.0400e-003	0.0241	0.0271	9.9000e-004	0.0222	0.0232	0.0000	57.1402	57.1402	0.0174	0.0000	57.5746
Maximum	**0.1488**	**0.4364**	**0.4015**	**6.5000e-004**	**3.0400e-003**	**0.0241**	**0.0271**	**9.9000e-004**	**0.0222**	**0.0232**	**0.0000**	**57.1402**	**57.1402**	**0.0174**	**0.0000**	**57.5746**

	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	N20	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**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2021	3-31-2021	0.2397	0.2397
2	4-1-2021	6-30-2021	0.3476	0.3476
		Highest	0.3476	0.3476

2.2 Overall Operational

Unmitigated Operational

	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					
Area	0.0462	0.0000	8.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.6000e-004	1.6000e-004	0.0000	0.0000	1.7000e-004
Energy	1.0000e-004	8.9000e-004	7.5000e-004	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	34.2160	34.2160	1.3900e-003	3.0000e-004	34.3407
Mobile	0.0809	0.3093	0.8475	2.7300e-003	0.2495	2.3800e-003	0.2518	0.0667	2.2200e-003	0.0689	0.0000	250.5219	250.5219	0.0111	0.0000	250.7997
Waste						0.0000	0.0000		0.0000	0.0000	1.9447	0.0000	1.9447	0.1149	0.0000	4.8178
Water						0.0000	0.0000		0.0000	0.0000	0.2143	4.2683	4.4826	0.0222	5.6000e-004	5.2031
Total	**0.1272**	**0.3102**	**0.8483**	**2.7400e-003**	**0.2495**	**2.4500e-003**	**0.2519**	**0.0667**	**2.2900e-003**	**0.0690**	**2.1590**	**289.0064**	**291.1654**	**0.1496**	**8.6000e-004**	**295.1615**

2.2 Overall Operational

Mitigated Operational

	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					
Area	0.0462	0.0000	8.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.6000e-004	1.6000e-004	0.0000	0.0000	1.7000e-004
Energy	1.0000e-004	8.9000e-004	7.5000e-004	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	34.2160	34.2160	1.3900e-003	3.0000e-004	34.3407
Mobile	0.0809	0.3093	0.8475	2.7300e-003	0.2495	2.3800e-003	0.2518	0.0667	2.2200e-003	0.0689	0.0000	250.5219	250.5219	0.0111	0.0000	250.7997
Waste						0.0000	0.0000		0.0000	0.0000	1.9447	0.0000	1.9447	0.1149	0.0000	4.8178
Water						0.0000	0.0000		0.0000	0.0000	0.2143	4.2683	4.4826	0.0222	5.6000e-004	5.2031
Total	**0.1272**	**0.3102**	**0.8483**	**2.7400e-003**	**0.2495**	**2.4500e-003**	**0.2519**	**0.0667**	**2.2900e-003**	**0.0690**	**2.1590**	**289.0064**	**291.1654**	**0.1496**	**8.6000e-004**	**295.1615**

	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	N20	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

Existing Approved Retail on Tru Hilton Project Site - Ventura County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/15/2021	1/15/2021	5	1	
2	Grading	Grading	1/16/2021	1/19/2021	5	2	
3	Building Construction	Building Construction	1/20/2021	6/8/2021	5	100	
4	Paving	Paving	6/9/2021	6/15/2021	5	5	
5	Architectural Coating	Architectural Coating	6/16/2021	6/22/2021	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 13,680; Non-Residential Outdoor: 4,560; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

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	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	3.00	1.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2021

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					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.2000e-004	3.9100e-003	2.0100e-003	0.0000		1.5000e-004	1.5000e-004		1.4000e-004	1.4000e-004	0.0000	0.4276	0.4276	1.4000e-004	0.0000	0.4310
Total	**3.2000e-004**	**3.9100e-003**	**2.0100e-003**	**0.0000**	**2.7000e-004**	**1.5000e-004**	**4.2000e-004**	**3.0000e-005**	**1.4000e-004**	**1.7000e-004**	**0.0000**	**0.4276**	**0.4276**	**1.4000e-004**	**0.0000**	**0.4310**

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	0.0000	0.0000	0.0000	0.0000	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	1.0000e-005	1.0000e-005	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0168	0.0168	0.0000	0.0000	0.0168
Total	**1.0000e-005**	**1.0000e-005**	**6.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0168**	**0.0168**	**0.0000**	**0.0000**	**0.0168**

3.2 Site Preparation - 2021

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					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.2000e-004	3.9100e-003	2.0100e-003	0.0000		1.5000e-004	1.5000e-004		1.4000e-004	1.4000e-004	0.0000	0.4276	0.4276	1.4000e-004	0.0000	0.4310
Total	**3.2000e-004**	**3.9100e-003**	**2.0100e-003**	**0.0000**	**2.7000e-004**	**1.5000e-004**	**4.2000e-004**	**3.0000e-005**	**1.4000e-004**	**1.7000e-004**	**0.0000**	**0.4276**	**0.4276**	**1.4000e-004**	**0.0000**	**0.4310**

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	0.0000	0.0000	0.0000	0.0000	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	1.0000e-005	1.0000e-005	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0168	0.0168	0.0000	0.0000	0.0168
Total	**1.0000e-005**	**1.0000e-005**	**6.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0168**	**0.0168**	**0.0000**	**0.0000**	**0.0168**

3.3 Grading - 2021

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					
Fugitive Dust					7.5000e-004	0.0000	7.5000e-004	4.1000e-004	0.0000	4.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.0000e-004	7.2500e-003	7.5700e-003	1.0000e-005		4.1000e-004	4.1000e-004		3.9000e-004	3.9000e-004	0.0000	1.0409	1.0409	1.9000e-004	0.0000	1.0458
Total	**8.0000e-004**	**7.2500e-003**	**7.5700e-003**	**1.0000e-005**	**7.5000e-004**	**4.1000e-004**	**1.1600e-003**	**4.1000e-004**	**3.9000e-004**	**8.0000e-004**	**0.0000**	**1.0409**	**1.0409**	**1.9000e-004**	**0.0000**	**1.0458**

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	0.0000	0.0000	0.0000	0.0000	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	3.0000e-005	2.0000e-005	2.5000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0670	0.0670	0.0000	0.0000	0.0671
Total	**3.0000e-005**	**2.0000e-005**	**2.5000e-004**	**0.0000**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0670**	**0.0670**	**0.0000**	**0.0000**	**0.0671**

3.3 Grading - 2021

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					7.5000e-004	0.0000	7.5000e-004	4.1000e-004	0.0000	4.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.0000e-004	7.2500e-003	7.5700e-003	1.0000e-005		4.1000e-004	4.1000e-004		3.9000e-004	3.9000e-004	0.0000	1.0409	1.0409	1.9000e-004	0.0000	1.0458
Total	**8.0000e-004**	**7.2500e-003**	**7.5700e-003**	**1.0000e-005**	**7.5000e-004**	**4.1000e-004**	**1.1600e-003**	**4.1000e-004**	**3.9000e-004**	**8.0000e-004**	**0.0000**	**1.0409**	**1.0409**	**1.9000e-004**	**0.0000**	**1.0458**

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	0.0000	0.0000	0.0000	0.0000	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	3.0000e-005	2.0000e-005	2.5000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0670	0.0670	0.0000	0.0000	0.0671
Total	**3.0000e-005**	**2.0000e-005**	**2.5000e-004**	**0.0000**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0670**	**0.0670**	**0.0000**	**0.0000**	**0.0671**

3.4 Building Construction - 2021

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	0.0388	0.3993	0.3632	5.7000e-004		0.0224	0.0224		0.0206	0.0206	0.0000	50.0410	50.0410	0.0162	0.0000	50.4456
Total	**0.0388**	**0.3993**	**0.3632**	**5.7000e-004**		**0.0224**	**0.0224**		**0.0206**	**0.0206**	**0.0000**	**50.0410**	**50.0410**	**0.0162**	**0.0000**	**50.4456**

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	0.0000	0.0000	0.0000	0.0000	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	1.4000e-004	4.8800e-003	1.3100e-003	1.0000e-005	3.3000e-004	1.0000e-005	3.5000e-004	1.0000e-004	1.0000e-005	1.1000e-004	0.0000	1.2372	1.2372	1.0000e-004	0.0000	1.2396
Worker	5.2000e-004	3.4000e-004	3.6900e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0051	1.0051	3.0000e-005	0.0000	1.0057
Total	**6.6000e-004**	**5.2200e-003**	**5.0000e-003**	**2.0000e-005**	**1.5400e-003**	**2.0000e-005**	**1.5700e-003**	**4.2000e-004**	**2.0000e-005**	**4.4000e-004**	**0.0000**	**2.2423**	**2.2423**	**1.3000e-004**	**0.0000**	**2.2454**

3.4 Building Construction - 2021

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					
Off-Road	0.0388	0.3993	0.3632	5.7000e-004		0.0224	0.0224		0.0206	0.0206	0.0000	50.0410	50.0410	0.0162	0.0000	50.4456
Total	**0.0388**	**0.3993**	**0.3632**	**5.7000e-004**		**0.0224**	**0.0224**		**0.0206**	**0.0206**	**0.0000**	**50.0410**	**50.0410**	**0.0162**	**0.0000**	**50.4456**

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	0.0000	0.0000	0.0000	0.0000	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	1.4000e-004	4.8800e-003	1.3100e-003	1.0000e-005	3.3000e-004	1.0000e-005	3.5000e-004	1.0000e-004	1.0000e-005	1.1000e-004	0.0000	1.2372	1.2372	1.0000e-004	0.0000	1.2396
Worker	5.2000e-004	3.4000e-004	3.6900e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0051	1.0051	3.0000e-005	0.0000	1.0057
Total	**6.6000e-004**	**5.2200e-003**	**5.0000e-003**	**2.0000e-005**	**1.5400e-003**	**2.0000e-005**	**1.5700e-003**	**4.2000e-004**	**2.0000e-005**	**4.4000e-004**	**0.0000**	**2.2423**	**2.2423**	**1.3000e-004**	**0.0000**	**2.2454**

3.5 Paving - 2021

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	1.8000e-003	0.0168	0.0177	3.0000e-005		8.8000e-004	8.8000e-004		8.2000e-004	8.2000e-004	0.0000	2.3481	2.3481	6.8000e-004	0.0000	2.3652
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.8000e-003**	**0.0168**	**0.0177**	**3.0000e-005**		**8.8000e-004**	**8.8000e-004**		**8.2000e-004**	**8.2000e-004**	**0.0000**	**2.3481**	**2.3481**	**6.8000e-004**	**0.0000**	**2.3652**

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	0.0000	0.0000	0.0000	0.0000	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	1.6000e-004	1.0000e-004	1.1100e-003	0.0000	3.6000e-004	0.0000	3.7000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3015	0.3015	1.0000e-005	0.0000	0.3017
Total	**1.6000e-004**	**1.0000e-004**	**1.1100e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.7000e-004**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**0.3015**	**0.3015**	**1.0000e-005**	**0.0000**	**0.3017**

3.5 Paving - 2021

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					
Off-Road	1.8000e-003	0.0168	0.0177	3.0000e-005		8.8000e-004	8.8000e-004		8.2000e-004	8.2000e-004	0.0000	2.3481	2.3481	6.8000e-004	0.0000	2.3652
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.8000e-003**	**0.0168**	**0.0177**	**3.0000e-005**		**8.8000e-004**	**8.8000e-004**		**8.2000e-004**	**8.2000e-004**	**0.0000**	**2.3481**	**2.3481**	**6.8000e-004**	**0.0000**	**2.3652**

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	0.0000	0.0000	0.0000	0.0000	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	1.6000e-004	1.0000e-004	1.1100e-003	0.0000	3.6000e-004	0.0000	3.7000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3015	0.3015	1.0000e-005	0.0000	0.3017
Total	**1.6000e-004**	**1.0000e-004**	**1.1100e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.7000e-004**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**0.3015**	**0.3015**	**1.0000e-005**	**0.0000**	**0.3017**

3.6 Architectural Coating - 2021

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					
Archit. Coating	0.1057					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.5000e-004	3.8200e-003	4.5400e-003	1.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6394
Total	**0.1062**	**3.8200e-003**	**4.5400e-003**	**1.0000e-005**		**2.4000e-004**	**2.4000e-004**		**2.4000e-004**	**2.4000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6394**

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	0.0000	0.0000	0.0000	0.0000	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	1.0000e-005	1.0000e-005	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0168	0.0168	0.0000	0.0000	0.0168
Total	**1.0000e-005**	**1.0000e-005**	**6.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0168**	**0.0168**	**0.0000**	**0.0000**	**0.0168**

3.6 Architectural Coating - 2021

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					
Archit. Coating	0.1057					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.5000e-004	3.8200e-003	4.5400e-003	1.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6394
Total	**0.1062**	**3.8200e-003**	**4.5400e-003**	**1.0000e-005**		**2.4000e-004**	**2.4000e-004**		**2.4000e-004**	**2.4000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6394**

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	0.0000	0.0000	0.0000	0.0000	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	1.0000e-005	1.0000e-005	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0168	0.0168	0.0000	0.0000	0.0168
Total	**1.0000e-005**	**1.0000e-005**	**6.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0168**	**0.0168**	**0.0000**	**0.0000**	**0.0168**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	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	0.0809	0.3093	0.8475	2.7300e-003	0.2495	2.3800e-003	0.2518	0.0667	2.2200e-003	0.0689	0.0000	250.5219	250.5219	0.0111	0.0000	250.7997
Unmitigated	0.0809	0.3093	0.8475	2.7300e-003	0.2495	2.3800e-003	0.2518	0.0667	2.2200e-003	0.0689	0.0000	250.5219	250.5219	0.0111	0.0000	250.7997

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Regional Shopping Center	389.42	455.73	230.19	659,502	659,502
Total	389.42	455.73	230.19	659,502	659,502

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
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Regional Shopping Center	0.588665	0.041515	0.188382	0.110464	0.019030	0.006351	0.019720	0.017925	0.001164	0.001012	0.003904	0.000380	0.001490

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	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					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	33.2427	33.2427	1.3700e-003	2.8000e-004	33.3616
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	33.2427	33.2427	1.3700e-003	2.8000e-004	33.3616
NaturalGas Mitigated	1.0000e-004	8.9000e-004	7.5000e-004	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.9734	0.9734	2.0000e-005	2.0000e-005	0.9791
NaturalGas Unmitigated	1.0000e-004	8.9000e-004	7.5000e-004	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.9734	0.9734	2.0000e-005	2.0000e-005	0.9791

5.2 Energy by Land Use - NaturalGas

Unmitigated

	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	tons/yr										MT/yr					
Regional Shopping Center	18240	1.0000e-004	8.9000e-004	7.5000e-004	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.9734	0.9734	2.0000e-005	2.0000e-005	0.9791
Total		**1.0000e-004**	**8.9000e-004**	**7.5000e-004**	**1.0000e-005**		**7.0000e-005**	**7.0000e-005**		**7.0000e-005**	**7.0000e-005**	**0.0000**	**0.9734**	**0.9734**	**2.0000e-005**	**2.0000e-005**	**0.9791**

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	tons/yr										MT/yr					
Regional Shopping Center	18240	1.0000e-004	8.9000e-004	7.5000e-004	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.9734	0.9734	2.0000e-005	2.0000e-005	0.9791
Total		**1.0000e-004**	**8.9000e-004**	**7.5000e-004**	**1.0000e-005**		**7.0000e-005**	**7.0000e-005**		**7.0000e-005**	**7.0000e-005**	**0.0000**	**0.9734**	**0.9734**	**2.0000e-005**	**2.0000e-005**	**0.9791**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Regional Shopping Center	104333	33.2427	1.3700e-003	2.8000e-004	33.3616
Total		**33.2427**	**1.3700e-003**	**2.8000e-004**	**33.3616**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Regional Shopping Center	104333	33.2427	1.3700e-003	2.8000e-004	33.3616
Total		**33.2427**	**1.3700e-003**	**2.8000e-004**	**33.3616**

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	0.0462	0.0000	8.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.6000e-004	1.6000e-004	0.0000	0.0000	1.7000e-004
Unmitigated	0.0462	0.0000	8.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.6000e-004	1.6000e-004	0.0000	0.0000	1.7000e-004

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	0.0106					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0356					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	8.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.6000e-004	1.6000e-004	0.0000	0.0000	1.7000e-004
Total	**0.0462**	**0.0000**	**8.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.6000e-004**	**1.6000e-004**	**0.0000**	**0.0000**	**1.7000e-004**

6.2 Area by SubCategory

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	0.0106					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0356					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	8.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.6000e-004	1.6000e-004	0.0000	0.0000	1.7000e-004
Total	**0.0462**	**0.0000**	**8.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.6000e-004**	**1.6000e-004**	**0.0000**	**0.0000**	**1.7000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	4.4826	0.0222	5.6000e-004	5.2031
Unmitigated	4.4826	0.0222	5.6000e-004	5.2031

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Regional Shopping Center	0.675541 / 0.414042	4.4826	0.0222	5.6000e-004	5.2031
Total		**4.4826**	**0.0222**	**5.6000e-004**	**5.2031**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Regional Shopping Center	0.675541 / 0.414042	4.4826	0.0222	5.6000e-004	5.2031
Total		**4.4826**	**0.0222**	**5.6000e-004**	**5.2031**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	1.9447	0.1149	0.0000	4.8178
Unmitigated	1.9447	0.1149	0.0000	4.8178

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Regional Shopping Center	9.58	1.9447	0.1149	0.0000	4.8178
Total		**1.9447**	**0.1149**	**0.0000**	**4.8178**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Regional Shopping Center	9.58	1.9447	0.1149	0.0000	4.8178
Total		**1.9447**	**0.1149**	**0.0000**	**4.8178**

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

Existing Approved Retail on Tru Hilton Project Site

Ventura County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Regional Shopping Center	9.12	1000sqft	0.21	9,120.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2022
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

Project Characteristics -

Land Use -

Construction Phase -

Table Name	Column Name	Default Value	New Value

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	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
Year	lb/day										lb/day					
2021	42.4935	8.0874	7.8245	0.0128	0.8349	0.4480	1.2428	0.4356	0.4122	0.8247	0.0000	1,224.4327	1,224.4327	0.3595	0.0000	1,229.8269
Maximum	**42.4935**	**8.0874**	**7.8245**	**0.0128**	**0.8349**	**0.4480**	**1.2428**	**0.4356**	**0.4122**	**0.8247**	**0.0000**	**1,224.4327**	**1,224.4327**	**0.3595**	**0.0000**	**1,229.8269**

Mitigated Construction

	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
Year	lb/day										lb/day					
2021	42.4935	8.0874	7.8245	0.0128	0.8349	0.4480	1.2428	0.4356	0.4122	0.8247	0.0000	1,224.4327	1,224.4327	0.3595	0.0000	1,229.8269
Maximum	**42.4935**	**8.0874**	**7.8245**	**0.0128**	**0.8349**	**0.4480**	**1.2428**	**0.4356**	**0.4122**	**0.8247**	**0.0000**	**1,224.4327**	**1,224.4327**	**0.3595**	**0.0000**	**1,229.8269**

	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	N20	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**

2.2 Overall Operational

Unmitigated Operational

	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					
Area	0.2532	1.0000e-005	9.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-003	2.0000e-003	1.0000e-005		2.1300e-003
Energy	5.4000e-004	4.9000e-003	4.1200e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004		5.8791	5.8791	1.1000e-004	1.1000e-004	5.9141
Mobile	0.5778	1.9927	5.6052	0.0188	1.6914	0.0158	1.7071	0.4517	0.0147	0.4664		1,903.6620	1,903.6620	0.0809		1,905.6836
Total	**0.8315**	**1.9976**	**5.6103**	**0.0188**	**1.6914**	**0.0161**	**1.7075**	**0.4517**	**0.0151**	**0.4668**		**1,909.5431**	**1,909.5431**	**0.0810**	**1.1000e-004**	**1,911.5998**

Mitigated Operational

	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					
Area	0.2532	1.0000e-005	9.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-003	2.0000e-003	1.0000e-005		2.1300e-003
Energy	5.4000e-004	4.9000e-003	4.1200e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004		5.8791	5.8791	1.1000e-004	1.1000e-004	5.9141
Mobile	0.5778	1.9927	5.6052	0.0188	1.6914	0.0158	1.7071	0.4517	0.0147	0.4664		1,903.6620	1,903.6620	0.0809		1,905.6836
Total	**0.8315**	**1.9976**	**5.6103**	**0.0188**	**1.6914**	**0.0161**	**1.7075**	**0.4517**	**0.0151**	**0.4668**		**1,909.5431**	**1,909.5431**	**0.0810**	**1.1000e-004**	**1,911.5998**

	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	N20	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	1/15/2021	1/15/2021	5	1	
2	Grading	Grading	1/16/2021	1/19/2021	5	2	
3	Building Construction	Building Construction	1/20/2021	6/8/2021	5	100	
4	Paving	Paving	6/9/2021	6/15/2021	5	5	
5	Architectural Coating	Architectural Coating	6/16/2021	6/22/2021	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 13,680; Non-Residential Outdoor: 4,560; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Existing Approved Retail on Tru Hilton Project Site - Ventura County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

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	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	3.00	1.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2021

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	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.6403	7.8204	4.0274	9.7300e-003		0.2995	0.2995		0.2755	0.2755		942.5842	942.5842	0.3049		950.2055
Total	**0.6403**	**7.8204**	**4.0274**	**9.7300e-003**	**0.5303**	**0.2995**	**0.8297**	**0.0573**	**0.2755**	**0.3328**		**942.5842**	**942.5842**	**0.3049**		**950.2055**

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	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	0.0171	9.8900e-003	0.1277	3.9000e-004	0.0411	2.8000e-004	0.0414	0.0109	2.6000e-004	0.0112		38.4995	38.4995	9.7000e-004		38.5236
Total	**0.0171**	**9.8900e-003**	**0.1277**	**3.9000e-004**	**0.0411**	**2.8000e-004**	**0.0414**	**0.0109**	**2.6000e-004**	**0.0112**		**38.4995**	**38.4995**	**9.7000e-004**		**38.5236**

3.2 Site Preparation - 2021

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	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.6403	7.8204	4.0274	9.7300e-003		0.2995	0.2995		0.2755	0.2755	0.0000	942.5842	942.5842	0.3049		950.2055
Total	**0.6403**	**7.8204**	**4.0274**	**9.7300e-003**	**0.5303**	**0.2995**	**0.8297**	**0.0573**	**0.2755**	**0.3328**	**0.0000**	**942.5842**	**942.5842**	**0.3049**		**950.2055**

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	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	0.0171	9.8900e-003	0.1277	3.9000e-004	0.0411	2.8000e-004	0.0414	0.0109	2.6000e-004	0.0112		38.4995	38.4995	9.7000e-004		38.5236
Total	**0.0171**	**9.8900e-003**	**0.1277**	**3.9000e-004**	**0.0411**	**2.8000e-004**	**0.0414**	**0.0109**	**2.6000e-004**	**0.0112**		**38.4995**	**38.4995**	**9.7000e-004**		**38.5236**

3.3 Grading - 2021

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	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886		1,147.4338	1,147.4338	0.2138		1,152.7797
Total	**0.7965**	**7.2530**	**7.5691**	**0.0120**	**0.7528**	**0.4073**	**1.1601**	**0.4138**	**0.3886**	**0.8024**		**1,147.4338**	**1,147.4338**	**0.2138**		**1,152.7797**

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	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	0.0343	0.0198	0.2554	7.7000e-004	0.0822	5.7000e-004	0.0827	0.0218	5.2000e-004	0.0223		76.9989	76.9989	1.9300e-003		77.0472
Total	**0.0343**	**0.0198**	**0.2554**	**7.7000e-004**	**0.0822**	**5.7000e-004**	**0.0827**	**0.0218**	**5.2000e-004**	**0.0223**		**76.9989**	**76.9989**	**1.9300e-003**		**77.0472**

3.3 Grading - 2021

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	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797
Total	**0.7965**	**7.2530**	**7.5691**	**0.0120**	**0.7528**	**0.4073**	**1.1601**	**0.4138**	**0.3886**	**0.8024**	**0.0000**	**1,147.4338**	**1,147.4338**	**0.2138**		**1,152.7797**

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	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	0.0343	0.0198	0.2554	7.7000e-004	0.0822	5.7000e-004	0.0827	0.0218	5.2000e-004	0.0223		76.9989	76.9989	1.9300e-003		77.0472
Total	**0.0343**	**0.0198**	**0.2554**	**7.7000e-004**	**0.0822**	**5.7000e-004**	**0.0827**	**0.0218**	**5.2000e-004**	**0.0223**		**76.9989**	**76.9989**	**1.9300e-003**		**77.0472**

3.4 Building Construction - 2021

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	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**		**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

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	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	2.8100e-003	0.0965	0.0247	2.6000e-004	6.7600e-003	2.7000e-004	7.0300e-003	1.9500e-003	2.6000e-004	2.2000e-003		27.5586	27.5586	2.1100e-003		27.6113
Worker	0.0103	5.9300e-003	0.0766	2.3000e-004	0.0246	1.7000e-004	0.0248	6.5400e-003	1.6000e-004	6.6900e-003		23.0997	23.0997	5.8000e-004		23.1142
Total	**0.0131**	**0.1024**	**0.1013**	**4.9000e-004**	**0.0314**	**4.4000e-004**	**0.0319**	**8.4900e-003**	**4.2000e-004**	**8.8900e-003**		**50.6582**	**50.6582**	**2.6900e-003**		**50.7255**

3.4 Building Construction - 2021

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	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**	**0.0000**	**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

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	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	2.8100e-003	0.0965	0.0247	2.6000e-004	6.7600e-003	2.7000e-004	7.0300e-003	1.9500e-003	2.6000e-004	2.2000e-003		27.5586	27.5586	2.1100e-003		27.6113
Worker	0.0103	5.9300e-003	0.0766	2.3000e-004	0.0246	1.7000e-004	0.0248	6.5400e-003	1.6000e-004	6.6900e-003		23.0997	23.0997	5.8000e-004		23.1142
Total	**0.0131**	**0.1024**	**0.1013**	**4.9000e-004**	**0.0314**	**4.4000e-004**	**0.0319**	**8.4900e-003**	**4.2000e-004**	**8.8900e-003**		**50.6582**	**50.6582**	**2.6900e-003**		**50.7255**

3.5 Paving - 2021

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	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286		1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7214**	**6.7178**	**7.0899**	**0.0113**		**0.3534**	**0.3534**		**0.3286**	**0.3286**		**1,035.3425**	**1,035.3425**	**0.3016**		**1,042.8818**

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	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	0.0617	0.0356	0.4597	1.3900e-003	0.1479	1.0200e-003	0.1489	0.0392	9.4000e-004	0.0402		138.5980	138.5980	3.4800e-003		138.6850
Total	**0.0617**	**0.0356**	**0.4597**	**1.3900e-003**	**0.1479**	**1.0200e-003**	**0.1489**	**0.0392**	**9.4000e-004**	**0.0402**		**138.5980**	**138.5980**	**3.4800e-003**		**138.6850**

3.5 Paving - 2021

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	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286	0.0000	1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7214**	**6.7178**	**7.0899**	**0.0113**		**0.3534**	**0.3534**		**0.3286**	**0.3286**	**0.0000**	**1,035.3425**	**1,035.3425**	**0.3016**		**1,042.8818**

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	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	0.0617	0.0356	0.4597	1.3900e-003	0.1479	1.0200e-003	0.1489	0.0392	9.4000e-004	0.0402		138.5980	138.5980	3.4800e-003		138.6850
Total	**0.0617**	**0.0356**	**0.4597**	**1.3900e-003**	**0.1479**	**1.0200e-003**	**0.1489**	**0.0392**	**9.4000e-004**	**0.0402**		**138.5980**	**138.5980**	**3.4800e-003**		**138.6850**

3.6 Architectural Coating - 2021

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	lb/day										lb/day					
Archit. Coating	42.2712					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**42.4901**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

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	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	3.4200e-003	1.9800e-003	0.0255	8.0000e-005	8.2100e-003	6.0000e-005	8.2700e-003	2.1800e-003	5.0000e-005	2.2300e-003		7.6999	7.6999	1.9000e-004		7.7047
Total	**3.4200e-003**	**1.9800e-003**	**0.0255**	**8.0000e-005**	**8.2100e-003**	**6.0000e-005**	**8.2700e-003**	**2.1800e-003**	**5.0000e-005**	**2.2300e-003**		**7.6999**	**7.6999**	**1.9000e-004**		**7.7047**

3.6 Architectural Coating - 2021

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	lb/day										lb/day					
Archit. Coating	42.2712					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**42.4901**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

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	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	3.4200e-003	1.9800e-003	0.0255	8.0000e-005	8.2100e-003	6.0000e-005	8.2700e-003	2.1800e-003	5.0000e-005	2.2300e-003		7.6999	7.6999	1.9000e-004		7.7047
Total	**3.4200e-003**	**1.9800e-003**	**0.0255**	**8.0000e-005**	**8.2100e-003**	**6.0000e-005**	**8.2700e-003**	**2.1800e-003**	**5.0000e-005**	**2.2300e-003**		**7.6999**	**7.6999**	**1.9000e-004**		**7.7047**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	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	0.5778	1.9927	5.6052	0.0188	1.6914	0.0158	1.7071	0.4517	0.0147	0.4664		1,903.6620	1,903.6620	0.0809		1,905.6836
Unmitigated	0.5778	1.9927	5.6052	0.0188	1.6914	0.0158	1.7071	0.4517	0.0147	0.4664		1,903.6620	1,903.6620	0.0809		1,905.6836

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Regional Shopping Center	389.42	455.73	230.19	659,502	659,502
Total	389.42	455.73	230.19	659,502	659,502

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
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Regional Shopping Center	0.588665	0.041515	0.188382	0.110464	0.019030	0.006351	0.019720	0.017925	0.001164	0.001012	0.003904	0.000380	0.001490

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	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					
NaturalGas Mitigated	5.4000e-004	4.9000e-003	4.1200e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004		5.8791	5.8791	1.1000e-004	1.1000e-004	5.9141
NaturalGas Unmitigated	5.4000e-004	4.9000e-003	4.1200e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004		5.8791	5.8791	1.1000e-004	1.1000e-004	5.9141

5.2 Energy by Land Use - NaturalGas

Unmitigated

	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										lb/day					
Regional Shopping Center	49.9726	5.4000e-004	4.9000e-003	4.1200e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004		5.8791	5.8791	1.1000e-004	1.1000e-004	5.9141
Total		**5.4000e-004**	**4.9000e-003**	**4.1200e-003**	**3.0000e-005**		**3.7000e-004**	**3.7000e-004**		**3.7000e-004**	**3.7000e-004**		**5.8791**	**5.8791**	**1.1000e-004**	**1.1000e-004**	**5.9141**

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										lb/day					
Regional Shopping Center	0.0499726	5.4000e-004	4.9000e-003	4.1200e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004		5.8791	5.8791	1.1000e-004	1.1000e-004	5.9141
Total		**5.4000e-004**	**4.9000e-003**	**4.1200e-003**	**3.0000e-005**		**3.7000e-004**	**3.7000e-004**		**3.7000e-004**	**3.7000e-004**		**5.8791**	**5.8791**	**1.1000e-004**	**1.1000e-004**	**5.9141**

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	0.2532	1.0000e-005	9.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-003	2.0000e-003	1.0000e-005		2.1300e-003
Unmitigated	0.2532	1.0000e-005	9.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-003	2.0000e-003	1.0000e-005		2.1300e-003

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	lb/day										lb/day					
Architectural Coating	0.0579					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1952					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.0000e-005	1.0000e-005	9.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-003	2.0000e-003	1.0000e-005		2.1300e-003
Total	**0.2532**	**1.0000e-005**	**9.3000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.0000e-003**	**2.0000e-003**	**1.0000e-005**		**2.1300e-003**

6.2 Area by SubCategory

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	lb/day										lb/day					
Architectural Coating	0.0579					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1952					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.0000e-005	1.0000e-005	9.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-003	2.0000e-003	1.0000e-005		2.1300e-003
Total	**0.2532**	**1.0000e-005**	**9.3000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.0000e-003**	**2.0000e-003**	**1.0000e-005**		**2.1300e-003**

7.0 Water Detail

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

Existing Approved Retail on Tru Hilton Project Site

Ventura County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Regional Shopping Center	9.12	1000sqft	0.21	9,120.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2022
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

Project Characteristics -

Land Use -

Construction Phase -

Table Name	Column Name	Default Value	New Value

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	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
Year	lb/day										lb/day					
2021	42.4940	8.0882	7.8179	0.0127	0.8349	0.4480	1.2428	0.4356	0.4122	0.8247	0.0000	1,220.7019	1,220.7019	0.3596	0.0000	1,226.0945
Maximum	**42.4940**	**8.0882**	**7.8179**	**0.0127**	**0.8349**	**0.4480**	**1.2428**	**0.4356**	**0.4122**	**0.8247**	**0.0000**	**1,220.7019**	**1,220.7019**	**0.3596**	**0.0000**	**1,226.0945**

Mitigated Construction

	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
Year	lb/day										lb/day					
2021	42.4940	8.0882	7.8179	0.0127	0.8349	0.4480	1.2428	0.4356	0.4122	0.8247	0.0000	1,220.7019	1,220.7019	0.3596	0.0000	1,226.0945
Maximum	**42.4940**	**8.0882**	**7.8179**	**0.0127**	**0.8349**	**0.4480**	**1.2428**	**0.4356**	**0.4122**	**0.8247**	**0.0000**	**1,220.7019**	**1,220.7019**	**0.3596**	**0.0000**	**1,226.0945**

	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	N20	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**

2.2 Overall Operational

Unmitigated Operational

	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					
Area	0.2532	1.0000e-005	9.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-003	2.0000e-003	1.0000e-005		2.1300e-003
Energy	5.4000e-004	4.9000e-003	4.1200e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004		5.8791	5.8791	1.1000e-004	1.1000e-004	5.9141
Mobile	0.5441	2.0593	5.8232	0.0180	1.6914	0.0160	1.7074	0.4517	0.0149	0.4666		1,822.9989	1,822.9989	0.0833		1,825.0805
Total	**0.7978**	**2.0642**	**5.8282**	**0.0180**	**1.6914**	**0.0164**	**1.7077**	**0.4517**	**0.0153**	**0.4670**		**1,828.8800**	**1,828.8800**	**0.0834**	**1.1000e-004**	**1,830.9967**

Mitigated Operational

	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					
Area	0.2532	1.0000e-005	9.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-003	2.0000e-003	1.0000e-005		2.1300e-003
Energy	5.4000e-004	4.9000e-003	4.1200e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004		5.8791	5.8791	1.1000e-004	1.1000e-004	5.9141
Mobile	0.5441	2.0593	5.8232	0.0180	1.6914	0.0160	1.7074	0.4517	0.0149	0.4666		1,822.9989	1,822.9989	0.0833		1,825.0805
Total	**0.7978**	**2.0642**	**5.8282**	**0.0180**	**1.6914**	**0.0164**	**1.7077**	**0.4517**	**0.0153**	**0.4670**		**1,828.8800**	**1,828.8800**	**0.0834**	**1.1000e-004**	**1,830.9967**

	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	N20	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	1/15/2021	1/15/2021	5	1	
2	Grading	Grading	1/16/2021	1/19/2021	5	2	
3	Building Construction	Building Construction	1/20/2021	6/8/2021	5	100	
4	Paving	Paving	6/9/2021	6/15/2021	5	5	
5	Architectural Coating	Architectural Coating	6/16/2021	6/22/2021	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 13,680; Non-Residential Outdoor: 4,560; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Existing Approved Retail on Tru Hilton Project Site - Ventura County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

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	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	3.00	1.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2021

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	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.6403	7.8204	4.0274	9.7300e-003		0.2995	0.2995		0.2755	0.2755		942.5842	942.5842	0.3049		950.2055
Total	**0.6403**	**7.8204**	**4.0274**	**9.7300e-003**	**0.5303**	**0.2995**	**0.8297**	**0.0573**	**0.2755**	**0.3328**		**942.5842**	**942.5842**	**0.3049**		**950.2055**

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	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	0.0194	0.0116	0.1244	3.7000e-004	0.0411	2.8000e-004	0.0414	0.0109	2.6000e-004	0.0112		36.6341	36.6341	9.3000e-004		36.6574
Total	**0.0194**	**0.0116**	**0.1244**	**3.7000e-004**	**0.0411**	**2.8000e-004**	**0.0414**	**0.0109**	**2.6000e-004**	**0.0112**		**36.6341**	**36.6341**	**9.3000e-004**		**36.6574**

3.2 Site Preparation - 2021

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	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.6403	7.8204	4.0274	9.7300e-003		0.2995	0.2995		0.2755	0.2755	0.0000	942.5842	942.5842	0.3049		950.2055
Total	**0.6403**	**7.8204**	**4.0274**	**9.7300e-003**	**0.5303**	**0.2995**	**0.8297**	**0.0573**	**0.2755**	**0.3328**	**0.0000**	**942.5842**	**942.5842**	**0.3049**		**950.2055**

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	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	0.0194	0.0116	0.1244	3.7000e-004	0.0411	2.8000e-004	0.0414	0.0109	2.6000e-004	0.0112		36.6341	36.6341	9.3000e-004		36.6574
Total	**0.0194**	**0.0116**	**0.1244**	**3.7000e-004**	**0.0411**	**2.8000e-004**	**0.0414**	**0.0109**	**2.6000e-004**	**0.0112**		**36.6341**	**36.6341**	**9.3000e-004**		**36.6574**

3.3 Grading - 2021

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	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886		1,147.4338	1,147.4338	0.2138		1,152.7797
Total	**0.7965**	**7.2530**	**7.5691**	**0.0120**	**0.7528**	**0.4073**	**1.1601**	**0.4138**	**0.3886**	**0.8024**		**1,147.4338**	**1,147.4338**	**0.2138**		**1,152.7797**

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	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	0.0389	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**

3.3 Grading - 2021

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	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797
Total	**0.7965**	**7.2530**	**7.5691**	**0.0120**	**0.7528**	**0.4073**	**1.1601**	**0.4138**	**0.3886**	**0.8024**	**0.0000**	**1,147.4338**	**1,147.4338**	**0.2138**		**1,152.7797**

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	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	0.0389	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**

3.4 Building Construction - 2021

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	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**		**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

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	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	2.9900e-003	0.0963	0.0280	2.5000e-004	6.7600e-003	2.8000e-004	7.0400e-003	1.9500e-003	2.7000e-004	2.2200e-003		26.8824	26.8824	2.2400e-003		26.9385
Worker	0.0117	6.9500e-003	0.0746	2.2000e-004	0.0246	1.7000e-004	0.0248	6.5400e-003	1.6000e-004	6.6900e-003		21.9804	21.9804	5.6000e-004		21.9944
Total	**0.0147**	**0.1033**	**0.1026**	**4.7000e-004**	**0.0314**	**4.5000e-004**	**0.0319**	**8.4900e-003**	**4.3000e-004**	**8.9100e-003**		**48.8628**	**48.8628**	**2.8000e-003**		**48.9329**

3.4 Building Construction - 2021

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	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**	**0.0000**	**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

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	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	2.9900e-003	0.0963	0.0280	2.5000e-004	6.7600e-003	2.8000e-004	7.0400e-003	1.9500e-003	2.7000e-004	2.2200e-003		26.8824	26.8824	2.2400e-003		26.9385
Worker	0.0117	6.9500e-003	0.0746	2.2000e-004	0.0246	1.7000e-004	0.0248	6.5400e-003	1.6000e-004	6.6900e-003		21.9804	21.9804	5.6000e-004		21.9944
Total	**0.0147**	**0.1033**	**0.1026**	**4.7000e-004**	**0.0314**	**4.5000e-004**	**0.0319**	**8.4900e-003**	**4.3000e-004**	**8.9100e-003**		**48.8628**	**48.8628**	**2.8000e-003**		**48.9329**

3.5 Paving - 2021

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	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286		1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7214**	**6.7178**	**7.0899**	**0.0113**		**0.3534**	**0.3534**		**0.3286**	**0.3286**		**1,035.3425**	**1,035.3425**	**0.3016**		**1,042.8818**

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	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**

3.5 Paving - 2021

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	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286	0.0000	1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7214**	**6.7178**	**7.0899**	**0.0113**		**0.3534**	**0.3534**		**0.3286**	**0.3286**	**0.0000**	**1,035.3425**	**1,035.3425**	**0.3016**		**1,042.8818**

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	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**

3.6 Architectural Coating - 2021

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	lb/day										lb/day					
Archit. Coating	42.2712					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**42.4901**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

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	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	3.8900e-003	2.3200e-003	0.0249	7.0000e-005	8.2100e-003	6.0000e-005	8.2700e-003	2.1800e-003	5.0000e-005	2.2300e-003		7.3268	7.3268	1.9000e-004		7.3315
Total	**3.8900e-003**	**2.3200e-003**	**0.0249**	**7.0000e-005**	**8.2100e-003**	**6.0000e-005**	**8.2700e-003**	**2.1800e-003**	**5.0000e-005**	**2.2300e-003**		**7.3268**	**7.3268**	**1.9000e-004**		**7.3315**

3.6 Architectural Coating - 2021

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	lb/day										lb/day					
Archit. Coating	42.2712					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**42.4901**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

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	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	3.8900e-003	2.3200e-003	0.0249	7.0000e-005	8.2100e-003	6.0000e-005	8.2700e-003	2.1800e-003	5.0000e-005	2.2300e-003		7.3268	7.3268	1.9000e-004		7.3315
Total	**3.8900e-003**	**2.3200e-003**	**0.0249**	**7.0000e-005**	**8.2100e-003**	**6.0000e-005**	**8.2700e-003**	**2.1800e-003**	**5.0000e-005**	**2.2300e-003**		**7.3268**	**7.3268**	**1.9000e-004**		**7.3315**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	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	0.5441	2.0593	5.8232	0.0180	1.6914	0.0160	1.7074	0.4517	0.0149	0.4666		1,822.9989	1,822.9989	0.0833		1,825.0805
Unmitigated	0.5441	2.0593	5.8232	0.0180	1.6914	0.0160	1.7074	0.4517	0.0149	0.4666		1,822.9989	1,822.9989	0.0833		1,825.0805

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Regional Shopping Center	389.42	455.73	230.19	659,502	659,502
Total	389.42	455.73	230.19	659,502	659,502

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
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Regional Shopping Center	0.588665	0.041515	0.188382	0.110464	0.019030	0.006351	0.019720	0.017925	0.001164	0.001012	0.003904	0.000380	0.001490

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	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					
NaturalGas Mitigated	5.4000e-004	4.9000e-003	4.1200e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004		5.8791	5.8791	1.1000e-004	1.1000e-004	5.9141
NaturalGas Unmitigated	5.4000e-004	4.9000e-003	4.1200e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004		5.8791	5.8791	1.1000e-004	1.1000e-004	5.9141

5.2 Energy by Land Use - NaturalGas

Unmitigated

	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										lb/day					
Regional Shopping Center	49.9726	5.4000e-004	4.9000e-003	4.1200e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004		5.8791	5.8791	1.1000e-004	1.1000e-004	5.9141
Total		**5.4000e-004**	**4.9000e-003**	**4.1200e-003**	**3.0000e-005**		**3.7000e-004**	**3.7000e-004**		**3.7000e-004**	**3.7000e-004**		**5.8791**	**5.8791**	**1.1000e-004**	**1.1000e-004**	**5.9141**

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										lb/day					
Regional Shopping Center	0.0499726	5.4000e-004	4.9000e-003	4.1200e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004		5.8791	5.8791	1.1000e-004	1.1000e-004	5.9141
Total		**5.4000e-004**	**4.9000e-003**	**4.1200e-003**	**3.0000e-005**		**3.7000e-004**	**3.7000e-004**		**3.7000e-004**	**3.7000e-004**		**5.8791**	**5.8791**	**1.1000e-004**	**1.1000e-004**	**5.9141**

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	0.2532	1.0000e-005	9.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-003	2.0000e-003	1.0000e-005		2.1300e-003
Unmitigated	0.2532	1.0000e-005	9.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-003	2.0000e-003	1.0000e-005		2.1300e-003

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	lb/day										lb/day					
Architectural Coating	0.0579					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1952					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.0000e-005	1.0000e-005	9.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-003	2.0000e-003	1.0000e-005		2.1300e-003
Total	**0.2532**	**1.0000e-005**	**9.3000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.0000e-003**	**2.0000e-003**	**1.0000e-005**		**2.1300e-003**

6.2 Area by SubCategory

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	lb/day										lb/day					
Architectural Coating	0.0579					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1952					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.0000e-005	1.0000e-005	9.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-003	2.0000e-003	1.0000e-005		2.1300e-003
Total	**0.2532**	**1.0000e-005**	**9.3000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.0000e-003**	**2.0000e-003**	**1.0000e-005**		**2.1300e-003**

7.0 Water Detail

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

Tru Hilton Project

Ventura County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Hotel	88.00	Room	0.20	8,495.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2022
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

Project Characteristics -

Land Use - Area of Hotel and Other Non-Ashphalt Surfaces (concrete pool and landscaped areas) based on site plans. Existing parking area not included in model.

Construction Phase -

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	127,776.00	8,495.00
tblLandUse	LotAcreage	2.93	0.20

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	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
Year	tons/yr										MT/yr					
2021	0.1405	0.4253	0.3929	6.4000e-004	2.3300e-003	0.0235	0.0259	6.3000e-004	0.0217	0.0223	0.0000	55.9230	55.9230	0.0171	0.0000	56.3493
Maximum	**0.1405**	**0.4253**	**0.3929**	**6.4000e-004**	**2.3300e-003**	**0.0235**	**0.0259**	**6.3000e-004**	**0.0217**	**0.0223**	**0.0000**	**55.9230**	**55.9230**	**0.0171**	**0.0000**	**56.3493**

Mitigated Construction

	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
Year	tons/yr										MT/yr					
2021	0.1405	0.4253	0.3929	6.4000e-004	2.3300e-003	0.0235	0.0259	6.3000e-004	0.0217	0.0223	0.0000	55.9230	55.9230	0.0171	0.0000	56.3493
Maximum	**0.1405**	**0.4253**	**0.3929**	**6.4000e-004**	**2.3300e-003**	**0.0235**	**0.0259**	**6.3000e-004**	**0.0217**	**0.0223**	**0.0000**	**55.9230**	**55.9230**	**0.0171**	**0.0000**	**56.3493**

	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	N20	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**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2021	3-31-2021	0.2253	0.2253
2	4-1-2021	6-30-2021	0.3405	0.3405
		Highest	0.3405	0.3405

2.2 Overall Operational

Unmitigated Operational

	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					
Area	0.0431	1.0000e-005	8.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.5700e-003	1.5700e-003	0.0000	0.0000	1.6800e-003
Energy	1.5700e-003	0.0143	0.0120	9.0000e-005		1.0800e-003	1.0800e-003		1.0800e-003	1.0800e-003	0.0000	39.9949	39.9949	1.3100e-003	4.9000e-004	40.1747
Mobile	0.1517	0.5906	1.6451	5.4000e-003	0.4968	4.6700e-003	0.5015	0.1329	4.3500e-003	0.1372	0.0000	495.8873	495.8873	0.0216	0.0000	496.4273
Waste						0.0000	0.0000		0.0000	0.0000	9.7801	0.0000	9.7801	0.5780	0.0000	24.2298
Water						0.0000	0.0000		0.0000	0.0000	0.7082	10.1392	10.8474	0.0732	1.8000e-003	13.2140
Total	**0.1964**	**0.6048**	**1.6579**	**5.4900e-003**	**0.4968**	**5.7500e-003**	**0.5025**	**0.1329**	**5.4300e-003**	**0.1383**	**10.4883**	**546.0229**	**556.5112**	**0.6741**	**2.2900e-003**	**574.0474**

2.2 Overall Operational

Mitigated Operational

	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					
Area	0.0431	1.0000e-005	8.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.5700e-003	1.5700e-003	0.0000	0.0000	1.6800e-003
Energy	1.5700e-003	0.0143	0.0120	9.0000e-005		1.0800e-003	1.0800e-003		1.0800e-003	1.0800e-003	0.0000	39.9949	39.9949	1.3100e-003	4.9000e-004	40.1747
Mobile	0.1517	0.5906	1.6451	5.4000e-003	0.4968	4.6700e-003	0.5015	0.1329	4.3500e-003	0.1372	0.0000	495.8873	495.8873	0.0216	0.0000	496.4273
Waste						0.0000	0.0000		0.0000	0.0000	9.7801	0.0000	9.7801	0.5780	0.0000	24.2298
Water						0.0000	0.0000		0.0000	0.0000	0.7082	10.1392	10.8474	0.0732	1.8000e-003	13.2140
Total	**0.1964**	**0.6048**	**1.6579**	**5.4900e-003**	**0.4968**	**5.7500e-003**	**0.5025**	**0.1329**	**5.4300e-003**	**0.1383**	**10.4883**	**546.0229**	**556.5112**	**0.6741**	**2.2900e-003**	**574.0474**

	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	N20	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	Building Construction	Building Construction	1/20/2021	6/8/2021	5	100	
2	Paving	Paving	6/9/2021	6/15/2021	5	5	
3	Architectural Coating	Architectural Coating	6/16/2021	6/22/2021	5	5	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 12,743; Non-Residential Outdoor: 4,248; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

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
Building Construction	5	4.00	1.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Building Construction - 2021

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	0.0388	0.3993	0.3632	5.7000e-004		0.0224	0.0224		0.0206	0.0206	0.0000	50.0410	50.0410	0.0162	0.0000	50.4456
Total	**0.0388**	**0.3993**	**0.3632**	**5.7000e-004**		**0.0224**	**0.0224**		**0.0206**	**0.0206**	**0.0000**	**50.0410**	**50.0410**	**0.0162**	**0.0000**	**50.4456**

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	0.0000	0.0000	0.0000	0.0000	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	1.4000e-004	4.8800e-003	1.3100e-003	1.0000e-005	3.3000e-004	1.0000e-005	3.5000e-004	1.0000e-004	1.0000e-005	1.1000e-004	0.0000	1.2372	1.2372	1.0000e-004	0.0000	1.2396
Worker	6.9000e-004	4.5000e-004	4.9300e-003	1.0000e-005	1.6100e-003	1.0000e-005	1.6200e-003	4.3000e-004	1.0000e-005	4.4000e-004	0.0000	1.3401	1.3401	3.0000e-005	0.0000	1.3410
Total	**8.3000e-004**	**5.3300e-003**	**6.2400e-003**	**2.0000e-005**	**1.9400e-003**	**2.0000e-005**	**1.9700e-003**	**5.3000e-004**	**2.0000e-005**	**5.5000e-004**	**0.0000**	**2.5773**	**2.5773**	**1.3000e-004**	**0.0000**	**2.5806**

3.2 Building Construction - 2021

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					
Off-Road	0.0388	0.3993	0.3632	5.7000e-004		0.0224	0.0224		0.0206	0.0206	0.0000	50.0410	50.0410	0.0162	0.0000	50.4456
Total	**0.0388**	**0.3993**	**0.3632**	**5.7000e-004**		**0.0224**	**0.0224**		**0.0206**	**0.0206**	**0.0000**	**50.0410**	**50.0410**	**0.0162**	**0.0000**	**50.4456**

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	0.0000	0.0000	0.0000	0.0000	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	1.4000e-004	4.8800e-003	1.3100e-003	1.0000e-005	3.3000e-004	1.0000e-005	3.5000e-004	1.0000e-004	1.0000e-005	1.1000e-004	0.0000	1.2372	1.2372	1.0000e-004	0.0000	1.2396
Worker	6.9000e-004	4.5000e-004	4.9300e-003	1.0000e-005	1.6100e-003	1.0000e-005	1.6200e-003	4.3000e-004	1.0000e-005	4.4000e-004	0.0000	1.3401	1.3401	3.0000e-005	0.0000	1.3410
Total	**8.3000e-004**	**5.3300e-003**	**6.2400e-003**	**2.0000e-005**	**1.9400e-003**	**2.0000e-005**	**1.9700e-003**	**5.3000e-004**	**2.0000e-005**	**5.5000e-004**	**0.0000**	**2.5773**	**2.5773**	**1.3000e-004**	**0.0000**	**2.5806**

3.3 Paving - 2021

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	1.8000e-003	0.0168	0.0177	3.0000e-005		8.8000e-004	8.8000e-004		8.2000e-004	8.2000e-004	0.0000	2.3481	2.3481	6.8000e-004	0.0000	2.3652
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.8000e-003**	**0.0168**	**0.0177**	**3.0000e-005**		**8.8000e-004**	**8.8000e-004**		**8.2000e-004**	**8.2000e-004**	**0.0000**	**2.3481**	**2.3481**	**6.8000e-004**	**0.0000**	**2.3652**

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	0.0000	0.0000	0.0000	0.0000	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	1.6000e-004	1.0000e-004	1.1100e-003	0.0000	3.6000e-004	0.0000	3.7000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3015	0.3015	1.0000e-005	0.0000	0.3017
Total	**1.6000e-004**	**1.0000e-004**	**1.1100e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.7000e-004**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**0.3015**	**0.3015**	**1.0000e-005**	**0.0000**	**0.3017**

3.3 Paving - 2021

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					
Off-Road	1.8000e-003	0.0168	0.0177	3.0000e-005		8.8000e-004	8.8000e-004		8.2000e-004	8.2000e-004	0.0000	2.3481	2.3481	6.8000e-004	0.0000	2.3652
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.8000e-003**	**0.0168**	**0.0177**	**3.0000e-005**		**8.8000e-004**	**8.8000e-004**		**8.2000e-004**	**8.2000e-004**	**0.0000**	**2.3481**	**2.3481**	**6.8000e-004**	**0.0000**	**2.3652**

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	0.0000	0.0000	0.0000	0.0000	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	1.6000e-004	1.0000e-004	1.1100e-003	0.0000	3.6000e-004	0.0000	3.7000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3015	0.3015	1.0000e-005	0.0000	0.3017
Total	**1.6000e-004**	**1.0000e-004**	**1.1100e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.7000e-004**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**0.3015**	**0.3015**	**1.0000e-005**	**0.0000**	**0.3017**

3.4 Architectural Coating - 2021

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					
Archit. Coating	0.0984					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.5000e-004	3.8200e-003	4.5400e-003	1.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6394
Total	**0.0990**	**3.8200e-003**	**4.5400e-003**	**1.0000e-005**		**2.4000e-004**	**2.4000e-004**		**2.4000e-004**	**2.4000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6394**

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	0.0000	0.0000	0.0000	0.0000	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	1.0000e-005	1.0000e-005	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0168	0.0168	0.0000	0.0000	0.0168
Total	**1.0000e-005**	**1.0000e-005**	**6.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0168**	**0.0168**	**0.0000**	**0.0000**	**0.0168**

3.4 Architectural Coating - 2021

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					
Archit. Coating	0.0984					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.5000e-004	3.8200e-003	4.5400e-003	1.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6394
Total	**0.0990**	**3.8200e-003**	**4.5400e-003**	**1.0000e-005**		**2.4000e-004**	**2.4000e-004**		**2.4000e-004**	**2.4000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6394**

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	0.0000	0.0000	0.0000	0.0000	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	1.0000e-005	1.0000e-005	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0168	0.0168	0.0000	0.0000	0.0168
Total	**1.0000e-005**	**1.0000e-005**	**6.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0168**	**0.0168**	**0.0000**	**0.0000**	**0.0168**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	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	0.1517	0.5906	1.6451	5.4000e-003	0.4968	4.6700e-003	0.5015	0.1329	4.3500e-003	0.1372	0.0000	495.8873	495.8873	0.0216	0.0000	496.4273
Unmitigated	0.1517	0.5906	1.6451	5.4000e-003	0.4968	4.6700e-003	0.5015	0.1329	4.3500e-003	0.1372	0.0000	495.8873	495.8873	0.0216	0.0000	496.4273

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	718.96	720.72	523.60	1,313,428	1,313,428
Total	718.96	720.72	523.60	1,313,428	1,313,428

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
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Hotel	0.588665	0.041515	0.188382	0.110464	0.019030	0.006351	0.019720	0.017925	0.001164	0.001012	0.003904	0.000380	0.001490

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	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					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	24.4685	24.4685	1.0100e-003	2.1000e-004	24.5560
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	24.4685	24.4685	1.0100e-003	2.1000e-004	24.5560
NaturalGas Mitigated	1.5700e-003	0.0143	0.0120	9.0000e-005		1.0800e-003	1.0800e-003		1.0800e-003	1.0800e-003	0.0000	15.5264	15.5264	3.0000e-004	2.8000e-004	15.6187
NaturalGas Unmitigated	1.5700e-003	0.0143	0.0120	9.0000e-005		1.0800e-003	1.0800e-003		1.0800e-003	1.0800e-003	0.0000	15.5264	15.5264	3.0000e-004	2.8000e-004	15.6187

5.2 Energy by Land Use - NaturalGas

Unmitigated

	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	tons/yr										MT/yr					
Hotel	290954	1.5700e-003	0.0143	0.0120	9.0000e-005		1.0800e-003	1.0800e-003		1.0800e-003	1.0800e-003	0.0000	15.5264	15.5264	3.0000e-004	2.8000e-004	15.6187
Total		**1.5700e-003**	**0.0143**	**0.0120**	**9.0000e-005**		**1.0800e-003**	**1.0800e-003**		**1.0800e-003**	**1.0800e-003**	**0.0000**	**15.5264**	**15.5264**	**3.0000e-004**	**2.8000e-004**	**15.6187**

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	tons/yr										MT/yr					
Hotel	290954	1.5700e-003	0.0143	0.0120	9.0000e-005		1.0800e-003	1.0800e-003		1.0800e-003	1.0800e-003	0.0000	15.5264	15.5264	3.0000e-004	2.8000e-004	15.6187
Total		**1.5700e-003**	**0.0143**	**0.0120**	**9.0000e-005**		**1.0800e-003**	**1.0800e-003**		**1.0800e-003**	**1.0800e-003**	**0.0000**	**15.5264**	**15.5264**	**3.0000e-004**	**2.8000e-004**	**15.6187**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Hotel	76794.8	24.4685	1.0100e-003	2.1000e-004	24.5560
Total		**24.4685**	**1.0100e-003**	**2.1000e-004**	**24.5560**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Hotel	76794.8	24.4685	1.0100e-003	2.1000e-004	24.5560
Total		**24.4685**	**1.0100e-003**	**2.1000e-004**	**24.5560**

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	0.0431	1.0000e-005	8.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.5700e-003	1.5700e-003	0.0000	0.0000	1.6800e-003
Unmitigated	0.0431	1.0000e-005	8.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.5700e-003	1.5700e-003	0.0000	0.0000	1.6800e-003

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	9.8400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0332					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	8.0000e-005	1.0000e-005	8.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.5700e-003	1.5700e-003	0.0000	0.0000	1.6800e-003
Total	**0.0431**	**1.0000e-005**	**8.1000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.5700e-003**	**1.5700e-003**	**0.0000**	**0.0000**	**1.6800e-003**

6.2 Area by SubCategory

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	9.8400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0332					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	8.0000e-005	1.0000e-005	8.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.5700e-003	1.5700e-003	0.0000	0.0000	1.6800e-003
Total	**0.0431**	**1.0000e-005**	**8.1000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.5700e-003**	**1.5700e-003**	**0.0000**	**0.0000**	**1.6800e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	10.8474	0.0732	1.8000e-003	13.2140
Unmitigated	10.8474	0.0732	1.8000e-003	13.2140

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Hotel	2.23228 / 0.248031	10.8474	0.0732	1.8000e-003	13.2140
Total		**10.8474**	**0.0732**	**1.8000e-003**	**13.2140**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Hotel	2.23228 / 0.248031	10.8474	0.0732	1.8000e-003	13.2140
Total		**10.8474**	**0.0732**	**1.8000e-003**	**13.2140**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	9.7801	0.5780	0.0000	24.2298
Unmitigated	9.7801	0.5780	0.0000	24.2298

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Hotel	48.18	9.7801	0.5780	0.0000	24.2298
Total		**9.7801**	**0.5780**	**0.0000**	**24.2298**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Hotel	48.18	9.7801	0.5780	0.0000	24.2298
Total		**9.7801**	**0.5780**	**0.0000**	**24.2298**

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

Tru Hilton Project

Ventura County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Hotel	88.00	Room	0.20	8,495.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2022
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

Project Characteristics -

Land Use - Area of Hotel and Other Non-Ashphalt Surfaces (concrete pool and landscaped areas) based on site plans. Existing parking area not included in model.

Construction Phase -

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	127,776.00	8,495.00
tblLandUse	LotAcreage	2.93	0.20

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	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
Year	lb/day										lb/day					
2021	39.5990	8.0893	7.5496	0.0127	0.1479	0.4480	0.5023	0.0392	0.4122	0.4229	0.0000	1,173.9406	1,173.9406	0.3597	0.0000	1,181.5667
Maximum	**39.5990**	**8.0893**	**7.5496**	**0.0127**	**0.1479**	**0.4480**	**0.5023**	**0.0392**	**0.4122**	**0.4229**	**0.0000**	**1,173.9406**	**1,173.9406**	**0.3597**	**0.0000**	**1,181.5667**

Mitigated Construction

	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
Year	lb/day										lb/day					
2021	39.5990	8.0893	7.5496	0.0127	0.1479	0.4480	0.5023	0.0392	0.4122	0.4229	0.0000	1,173.9406	1,173.9406	0.3597	0.0000	1,181.5667
Maximum	**39.5990**	**8.0893**	**7.5496**	**0.0127**	**0.1479**	**0.4480**	**0.5023**	**0.0392**	**0.4122**	**0.4229**	**0.0000**	**1,173.9406**	**1,173.9406**	**0.3597**	**0.0000**	**1,181.5667**

	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	N20	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**

2.2 Overall Operational

Unmitigated Operational

	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					
Area	0.2366	8.0000e-005	9.0000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0193	0.0193	5.0000e-005		0.0205
Energy	8.6000e-003	0.0782	0.0657	4.7000e-004		5.9400e-003	5.9400e-003		5.9400e-003	5.9400e-003		93.7804	93.7804	1.8000e-003	1.7200e-003	94.3377
Mobile	0.9317	3.2697	9.4013	0.0320	2.8986	0.0266	2.9252	0.7741	0.0248	0.7989		3,242.5397	3,242.5397	0.1355		3,245.9275
Total	**1.1769**	**3.3479**	**9.4759**	**0.0325**	**2.8986**	**0.0326**	**2.9312**	**0.7741**	**0.0308**	**0.8049**		**3,336.3394**	**3,336.3394**	**0.1374**	**1.7200e-003**	**3,340.2857**

Mitigated Operational

	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					
Area	0.2366	8.0000e-005	9.0000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0193	0.0193	5.0000e-005		0.0205
Energy	8.6000e-003	0.0782	0.0657	4.7000e-004		5.9400e-003	5.9400e-003		5.9400e-003	5.9400e-003		93.7804	93.7804	1.8000e-003	1.7200e-003	94.3377
Mobile	0.9317	3.2697	9.4013	0.0320	2.8986	0.0266	2.9252	0.7741	0.0248	0.7989		3,242.5397	3,242.5397	0.1355		3,245.9275
Total	**1.1769**	**3.3479**	**9.4759**	**0.0325**	**2.8986**	**0.0326**	**2.9312**	**0.7741**	**0.0308**	**0.8049**		**3,336.3394**	**3,336.3394**	**0.1374**	**1.7200e-003**	**3,340.2857**

	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	N20	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	Building Construction	Building Construction	1/20/2021	6/8/2021	5	100	
2	Paving	Paving	6/9/2021	6/15/2021	5	5	
3	Architectural Coating	Architectural Coating	6/16/2021	6/22/2021	5	5	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 12,743; Non-Residential Outdoor: 4,248; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

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
Building Construction	5	4.00	1.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Building Construction - 2021

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	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**		**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

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	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	2.8100e-003	0.0965	0.0247	2.6000e-004	6.7600e-003	2.7000e-004	7.0300e-003	1.9500e-003	2.6000e-004	2.2000e-003		27.5586	27.5586	2.1100e-003		27.6113
Worker	0.0137	7.9100e-003	0.1022	3.1000e-004	0.0329	2.3000e-004	0.0331	8.7200e-003	2.1000e-004	8.9300e-003		30.7996	30.7996	7.7000e-004		30.8189
Total	**0.0165**	**0.1044**	**0.1269**	**5.7000e-004**	**0.0396**	**5.0000e-004**	**0.0401**	**0.0107**	**4.7000e-004**	**0.0111**		**58.3581**	**58.3581**	**2.8800e-003**		**58.4302**

3.2 Building Construction - 2021

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	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**	**0.0000**	**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

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	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	2.8100e-003	0.0965	0.0247	2.6000e-004	6.7600e-003	2.7000e-004	7.0300e-003	1.9500e-003	2.6000e-004	2.2000e-003		27.5586	27.5586	2.1100e-003		27.6113
Worker	0.0137	7.9100e-003	0.1022	3.1000e-004	0.0329	2.3000e-004	0.0331	8.7200e-003	2.1000e-004	8.9300e-003		30.7996	30.7996	7.7000e-004		30.8189
Total	**0.0165**	**0.1044**	**0.1269**	**5.7000e-004**	**0.0396**	**5.0000e-004**	**0.0401**	**0.0107**	**4.7000e-004**	**0.0111**		**58.3581**	**58.3581**	**2.8800e-003**		**58.4302**

3.3 Paving - 2021

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	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286		1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7214**	**6.7178**	**7.0899**	**0.0113**		**0.3534**	**0.3534**		**0.3286**	**0.3286**		**1,035.3425**	**1,035.3425**	**0.3016**		**1,042.8818**

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	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	0.0617	0.0356	0.4597	1.3900e-003	0.1479	1.0200e-003	0.1489	0.0392	9.4000e-004	0.0402		138.5980	138.5980	3.4800e-003		138.6850
Total	**0.0617**	**0.0356**	**0.4597**	**1.3900e-003**	**0.1479**	**1.0200e-003**	**0.1489**	**0.0392**	**9.4000e-004**	**0.0402**		**138.5980**	**138.5980**	**3.4800e-003**		**138.6850**

3.3 Paving - 2021

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	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286	0.0000	1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7214**	**6.7178**	**7.0899**	**0.0113**		**0.3534**	**0.3534**		**0.3286**	**0.3286**	**0.0000**	**1,035.3425**	**1,035.3425**	**0.3016**		**1,042.8818**

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	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	0.0617	0.0356	0.4597	1.3900e-003	0.1479	1.0200e-003	0.1489	0.0392	9.4000e-004	0.0402		138.5980	138.5980	3.4800e-003		138.6850
Total	**0.0617**	**0.0356**	**0.4597**	**1.3900e-003**	**0.1479**	**1.0200e-003**	**0.1489**	**0.0392**	**9.4000e-004**	**0.0402**		**138.5980**	**138.5980**	**3.4800e-003**		**138.6850**

3.4 Architectural Coating - 2021

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	lb/day										lb/day					
Archit. Coating	39.3766					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**39.5955**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

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	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	3.4200e-003	1.9800e-003	0.0255	8.0000e-005	8.2100e-003	6.0000e-005	8.2700e-003	2.1800e-003	5.0000e-005	2.2300e-003		7.6999	7.6999	1.9000e-004		7.7047
Total	**3.4200e-003**	**1.9800e-003**	**0.0255**	**8.0000e-005**	**8.2100e-003**	**6.0000e-005**	**8.2700e-003**	**2.1800e-003**	**5.0000e-005**	**2.2300e-003**		**7.6999**	**7.6999**	**1.9000e-004**		**7.7047**

3.4 Architectural Coating - 2021

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	lb/day										lb/day					
Archit. Coating	39.3766					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**39.5955**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

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	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	3.4200e-003	1.9800e-003	0.0255	8.0000e-005	8.2100e-003	6.0000e-005	8.2700e-003	2.1800e-003	5.0000e-005	2.2300e-003		7.6999	7.6999	1.9000e-004		7.7047
Total	**3.4200e-003**	**1.9800e-003**	**0.0255**	**8.0000e-005**	**8.2100e-003**	**6.0000e-005**	**8.2700e-003**	**2.1800e-003**	**5.0000e-005**	**2.2300e-003**		**7.6999**	**7.6999**	**1.9000e-004**		**7.7047**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	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	0.9317	3.2697	9.4013	0.0320	2.8986	0.0266	2.9252	0.7741	0.0248	0.7989		3,242.5397	3,242.5397	0.1355		3,245.9275
Unmitigated	0.9317	3.2697	9.4013	0.0320	2.8986	0.0266	2.9252	0.7741	0.0248	0.7989		3,242.5397	3,242.5397	0.1355		3,245.9275

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	718.96	720.72	523.60	1,313,428	1,313,428
Total	718.96	720.72	523.60	1,313,428	1,313,428

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
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Hotel	0.588665	0.041515	0.188382	0.110464	0.019030	0.006351	0.019720	0.017925	0.001164	0.001012	0.003904	0.000380	0.001490

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	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					
NaturalGas Mitigated	8.6000e-003	0.0782	0.0657	4.7000e-004		5.9400e-003	5.9400e-003		5.9400e-003	5.9400e-003		93.7804	93.7804	1.8000e-003	1.7200e-003	94.3377
NaturalGas Unmitigated	8.6000e-003	0.0782	0.0657	4.7000e-004		5.9400e-003	5.9400e-003		5.9400e-003	5.9400e-003		93.7804	93.7804	1.8000e-003	1.7200e-003	94.3377

5.2 Energy by Land Use - NaturalGas

Unmitigated

	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										lb/day					
Hotel	797.134	8.6000e-003	0.0782	0.0657	4.7000e-004		5.9400e-003	5.9400e-003		5.9400e-003	5.9400e-003		93.7804	93.7804	1.8000e-003	1.7200e-003	94.3377
Total		**8.6000e-003**	**0.0782**	**0.0657**	**4.7000e-004**		**5.9400e-003**	**5.9400e-003**		**5.9400e-003**	**5.9400e-003**		**93.7804**	**93.7804**	**1.8000e-003**	**1.7200e-003**	**94.3377**

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										lb/day					
Hotel	0.797134	8.6000e-003	0.0782	0.0657	4.7000e-004		5.9400e-003	5.9400e-003		5.9400e-003	5.9400e-003		93.7804	93.7804	1.8000e-003	1.7200e-003	94.3377
Total		**8.6000e-003**	**0.0782**	**0.0657**	**4.7000e-004**		**5.9400e-003**	**5.9400e-003**		**5.9400e-003**	**5.9400e-003**		**93.7804**	**93.7804**	**1.8000e-003**	**1.7200e-003**	**94.3377**

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	0.2366	8.0000e-005	9.0000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0193	0.0193	5.0000e-005		0.0205
Unmitigated	0.2366	8.0000e-005	9.0000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0193	0.0193	5.0000e-005		0.0205

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	lb/day										lb/day					
Architectural Coating	0.0539					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1818					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.4000e-004	8.0000e-005	9.0000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0193	0.0193	5.0000e-005		0.0205
Total	**0.2366**	**8.0000e-005**	**9.0000e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**		**0.0193**	**0.0193**	**5.0000e-005**		**0.0205**

6.2 Area by SubCategory

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	lb/day										lb/day					
Architectural Coating	0.0539					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1818					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.4000e-004	8.0000e-005	9.0000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0193	0.0193	5.0000e-005		0.0205
Total	**0.2366**	**8.0000e-005**	**9.0000e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**		**0.0193**	**0.0193**	**5.0000e-005**		**0.0205**

7.0 Water Detail

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

Tru Hilton Project

Ventura County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Hotel	88.00	Room	0.20	8,495.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2022
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

Project Characteristics -

Land Use - Area of Hotel and Other Non-Ashphalt Surfaces (concrete pool and landscaped areas) based on site plans. Existing parking area not included in model.

Construction Phase -

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	127,776.00	8,495.00
tblLandUse	LotAcreage	2.93	0.20

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	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
Year	lb/day										lb/day					
2021	39.5994	8.0906	7.5376	0.0126	0.1479	0.4481	0.5023	0.0392	0.4122	0.4229	0.0000	1,167.2252	1,167.2252	0.3598	0.0000	1,174.8483
Maximum	**39.5994**	**8.0906**	**7.5376**	**0.0126**	**0.1479**	**0.4481**	**0.5023**	**0.0392**	**0.4122**	**0.4229**	**0.0000**	**1,167.2252**	**1,167.2252**	**0.3598**	**0.0000**	**1,174.8483**

Mitigated Construction

	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
Year	lb/day										lb/day					
2021	39.5994	8.0906	7.5376	0.0126	0.1479	0.4481	0.5023	0.0392	0.4122	0.4229	0.0000	1,167.2252	1,167.2252	0.3598	0.0000	1,174.8483
Maximum	**39.5994**	**8.0906**	**7.5376**	**0.0126**	**0.1479**	**0.4481**	**0.5023**	**0.0392**	**0.4122**	**0.4229**	**0.0000**	**1,167.2252**	**1,167.2252**	**0.3598**	**0.0000**	**1,174.8483**

	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	N20	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**

2.2 Overall Operational

Unmitigated Operational

	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					
Area	0.2366	8.0000e-005	9.0000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0193	0.0193	5.0000e-005		0.0205
Energy	8.6000e-003	0.0782	0.0657	4.7000e-004		5.9400e-003	5.9400e-003		5.9400e-003	5.9400e-003		93.7804	93.7804	1.8000e-003	1.7200e-003	94.3377
Mobile	0.8782	3.3848	9.7081	0.0307	2.8986	0.0270	2.9256	0.7741	0.0252	0.7993		3,105.7757	3,105.7757	0.1391		3,109.2536
Total	**1.1234**	**3.4631**	**9.7828**	**0.0311**	**2.8986**	**0.0330**	**2.9315**	**0.7741**	**0.0311**	**0.8052**		**3,199.5754**	**3,199.5754**	**0.1410**	**1.7200e-003**	**3,203.6118**

Mitigated Operational

	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					
Area	0.2366	8.0000e-005	9.0000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0193	0.0193	5.0000e-005		0.0205
Energy	8.6000e-003	0.0782	0.0657	4.7000e-004		5.9400e-003	5.9400e-003		5.9400e-003	5.9400e-003		93.7804	93.7804	1.8000e-003	1.7200e-003	94.3377
Mobile	0.8782	3.3848	9.7081	0.0307	2.8986	0.0270	2.9256	0.7741	0.0252	0.7993		3,105.7757	3,105.7757	0.1391		3,109.2536
Total	**1.1234**	**3.4631**	**9.7828**	**0.0311**	**2.8986**	**0.0330**	**2.9315**	**0.7741**	**0.0311**	**0.8052**		**3,199.5754**	**3,199.5754**	**0.1410**	**1.7200e-003**	**3,203.6118**

	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	N20	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	Building Construction	Building Construction	1/20/2021	6/8/2021	5	100	
2	Paving	Paving	6/9/2021	6/15/2021	5	5	
3	Architectural Coating	Architectural Coating	6/16/2021	6/22/2021	5	5	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 12,743; Non-Residential Outdoor: 4,248; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

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
Building Construction	5	4.00	1.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Building Construction - 2021

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	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**		**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

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	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	2.9900e-003	0.0963	0.0280	2.5000e-004	6.7600e-003	2.8000e-004	7.0400e-003	1.9500e-003	2.7000e-004	2.2200e-003		26.8824	26.8824	2.2400e-003		26.9385
Worker	0.0155	9.2700e-003	0.0995	2.9000e-004	0.0329	2.3000e-004	0.0331	8.7200e-003	2.1000e-004	8.9300e-003		29.3073	29.3073	7.5000e-004		29.3259
Total	**0.0185**	**0.1056**	**0.1275**	**5.4000e-004**	**0.0396**	**5.1000e-004**	**0.0401**	**0.0107**	**4.8000e-004**	**0.0112**		**56.1896**	**56.1896**	**2.9900e-003**		**56.2644**

3.2 Building Construction - 2021

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	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**	**0.0000**	**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

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	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	2.9900e-003	0.0963	0.0280	2.5000e-004	6.7600e-003	2.8000e-004	7.0400e-003	1.9500e-003	2.7000e-004	2.2200e-003		26.8824	26.8824	2.2400e-003		26.9385
Worker	0.0155	9.2700e-003	0.0995	2.9000e-004	0.0329	2.3000e-004	0.0331	8.7200e-003	2.1000e-004	8.9300e-003		29.3073	29.3073	7.5000e-004		29.3259
Total	**0.0185**	**0.1056**	**0.1275**	**5.4000e-004**	**0.0396**	**5.1000e-004**	**0.0401**	**0.0107**	**4.8000e-004**	**0.0112**		**56.1896**	**56.1896**	**2.9900e-003**		**56.2644**

3.3 Paving - 2021

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	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286		1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7214**	**6.7178**	**7.0899**	**0.0113**		**0.3534**	**0.3534**		**0.3286**	**0.3286**		**1,035.3425**	**1,035.3425**	**0.3016**		**1,042.8818**

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	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**

3.3 Paving - 2021

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	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286	0.0000	1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7214**	**6.7178**	**7.0899**	**0.0113**		**0.3534**	**0.3534**		**0.3286**	**0.3286**	**0.0000**	**1,035.3425**	**1,035.3425**	**0.3016**		**1,042.8818**

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	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**

3.4 Architectural Coating - 2021

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	lb/day										lb/day					
Archit. Coating	39.3766					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**39.5955**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

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	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	3.8900e-003	2.3200e-003	0.0249	7.0000e-005	8.2100e-003	6.0000e-005	8.2700e-003	2.1800e-003	5.0000e-005	2.2300e-003		7.3268	7.3268	1.9000e-004		7.3315
Total	**3.8900e-003**	**2.3200e-003**	**0.0249**	**7.0000e-005**	**8.2100e-003**	**6.0000e-005**	**8.2700e-003**	**2.1800e-003**	**5.0000e-005**	**2.2300e-003**		**7.3268**	**7.3268**	**1.9000e-004**		**7.3315**

3.4 Architectural Coating - 2021

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	lb/day										lb/day					
Archit. Coating	39.3766					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**39.5955**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

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	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	3.8900e-003	2.3200e-003	0.0249	7.0000e-005	8.2100e-003	6.0000e-005	8.2700e-003	2.1800e-003	5.0000e-005	2.2300e-003		7.3268	7.3268	1.9000e-004		7.3315
Total	**3.8900e-003**	**2.3200e-003**	**0.0249**	**7.0000e-005**	**8.2100e-003**	**6.0000e-005**	**8.2700e-003**	**2.1800e-003**	**5.0000e-005**	**2.2300e-003**		**7.3268**	**7.3268**	**1.9000e-004**		**7.3315**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	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	0.8782	3.3848	9.7081	0.0307	2.8986	0.0270	2.9256	0.7741	0.0252	0.7993		3,105.7757	3,105.7757	0.1391		3,109.2536
Unmitigated	0.8782	3.3848	9.7081	0.0307	2.8986	0.0270	2.9256	0.7741	0.0252	0.7993		3,105.7757	3,105.7757	0.1391		3,109.2536

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	718.96	720.72	523.60	1,313,428	1,313,428
Total	718.96	720.72	523.60	1,313,428	1,313,428

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
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Hotel	0.588665	0.041515	0.188382	0.110464	0.019030	0.006351	0.019720	0.017925	0.001164	0.001012	0.003904	0.000380	0.001490

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	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					
NaturalGas Mitigated	8.6000e-003	0.0782	0.0657	4.7000e-004		5.9400e-003	5.9400e-003		5.9400e-003	5.9400e-003		93.7804	93.7804	1.8000e-003	1.7200e-003	94.3377
NaturalGas Unmitigated	8.6000e-003	0.0782	0.0657	4.7000e-004		5.9400e-003	5.9400e-003		5.9400e-003	5.9400e-003		93.7804	93.7804	1.8000e-003	1.7200e-003	94.3377

5.2 Energy by Land Use - NaturalGas

Unmitigated

	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										lb/day					
Hotel	797.134	8.6000e-003	0.0782	0.0657	4.7000e-004		5.9400e-003	5.9400e-003		5.9400e-003	5.9400e-003		93.7804	93.7804	1.8000e-003	1.7200e-003	94.3377
Total		**8.6000e-003**	**0.0782**	**0.0657**	**4.7000e-004**		**5.9400e-003**	**5.9400e-003**		**5.9400e-003**	**5.9400e-003**		**93.7804**	**93.7804**	**1.8000e-003**	**1.7200e-003**	**94.3377**

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										lb/day					
Hotel	0.797134	8.6000e-003	0.0782	0.0657	4.7000e-004		5.9400e-003	5.9400e-003		5.9400e-003	5.9400e-003		93.7804	93.7804	1.8000e-003	1.7200e-003	94.3377
Total		**8.6000e-003**	**0.0782**	**0.0657**	**4.7000e-004**		**5.9400e-003**	**5.9400e-003**		**5.9400e-003**	**5.9400e-003**		**93.7804**	**93.7804**	**1.8000e-003**	**1.7200e-003**	**94.3377**

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	0.2366	8.0000e-005	9.0000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0193	0.0193	5.0000e-005		0.0205
Unmitigated	0.2366	8.0000e-005	9.0000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0193	0.0193	5.0000e-005		0.0205

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	lb/day										lb/day					
Architectural Coating	0.0539					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1818					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.4000e-004	8.0000e-005	9.0000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0193	0.0193	5.0000e-005		0.0205
Total	**0.2366**	**8.0000e-005**	**9.0000e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**		**0.0193**	**0.0193**	**5.0000e-005**		**0.0205**

6.2 Area by SubCategory

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	lb/day										lb/day					
Architectural Coating	0.0539					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1818					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.4000e-004	8.0000e-005	9.0000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0193	0.0193	5.0000e-005		0.0205
Total	**0.2366**	**8.0000e-005**	**9.0000e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**		**0.0193**	**0.0193**	**5.0000e-005**		**0.0205**

7.0 Water Detail

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

ATTACHMENT D

FINAL MND NO. 12-01

PLANNING DIVISION
214 SOUTH C STREET
OXNARD, CALIFORNIA 93030

CITY OF OXNARD CALIFORNIA

MITIGATED NEGATIVE DECLARATION NO. 12-01

On the basis of an initial study, and in accordance with Section 15070 of the California Code of Regulations, the Planning Division has determined that there is no substantial evidence that the proposed project may have a significant effect on the environment:

PZ NOs. 12-540-01 (Planned Development Permit); 12-500-1 (Special Use Permit); 12-510-1 (Special Use Permit for Alcohol), 12-300-1 (Tentative Map), a request to for a planned development permit to redevelop the Food 4 Less/Target site at the corner of Vineyard Avenue and West Esplanade Drive. The subject site is also bounded by Wagon Wheel Road (bridge) to the north and the railroad right-of-way to the west. The former Target building (117,534 SF) would be demolished and the site will be redeveloped with construction of a 159,954 square foot shopping center, associated parking, landscaping and circulation improvements. The project includes a new Food 4 Less grocery store with alcohol sales for off-site consumption, a 14- pump gas station, two new retail buildings, and the rehabilitation of two existing buildings (former 24 Hour Fitness building and current Food 4 Less building). A tentative parcel map would divide the three existing lots into six lots. A master sign program, changes to the landscape configuration, addition of transit enhancements, land dedications for roadway improvements, and a future multi-use trail are also proposed. The 14.47-acre site is addressed at 130, 150, 250, & 300 W. Esplanade Drive. Filed by The Kroger Company, Greg Peters, 1100 West Artesia Blvd, Compton, CA 90220

Attached is a copy of the initial study documenting the reasons to support the finding of no significant effect on the environment. Mitigation measures are included in the initial study to reduce the identified potential effects to a less than significant level:

- Air Quality
- Cultural Resources
- Geology and Soils
- Noise

Environmental Impact	Significance Before Mitigation	Recommended Mitigation Measure	Significance After Mitigation	Responsible Party
Air Quality (Short-term)	Temporary Minor Impact	C-1 Developer shall ensure that all construction equipment is maintained and tuned to recommended manufacturer's specifications. (MND, C-1) C-2 At all times during construction activities, Developer shall minimize the area disturbed by clearing, grading, earth moving, or excavation operations to minimize excessive amounts of dust. (MND, C-2) C-3 During construction, Developer shall water the area to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall be at least twice per day and shall penetrate sufficiently to minimize fugitive dust during grading activities. (MND, C-3) C-4 During construction, Developer shall control dust by the following activities: • All trucks hauling graded or excavated material offsite shall be required to cover their loads as required by California Vehicle Code §23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads. • All graded and excavated material, exposed soils areas, and active portions of the construction site, including unpaved onsite roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible. (MND, C-4) C-5 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)	Less Than Significant Impact	At plan check: Planning Division Onsite: Development Services

Environmental Impact	Significance Before Mitigation	Recommended Mitigation Measure	Significance After Mitigation	Responsible Party
		C-6 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) C-7 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, (MND, C-7) C-8 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 APCD regulations regarding Asbestos (Rule 62.7). (MND, C-8) C-9 The Permittee shall comply with the provisions of applicable VCAPCD Rules and Regulations, which include but are not limited to Rule 74.2 (Architectural Coatings)		
Air Quality (Long-term)	Potentially Significant	C-10 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-10)	Less Than Significant Impact	Planning Division and Development Services
Cultural	Potentially	E-1 Developer shall contract with a Native American monitor to be present	Less Than	Prior to grading

Environmental Impact	Significance Before Mitigation	Recommended Mitigation Measure	Significance After Mitigation	Responsible Party
Resources	Significant	during all subsurface grading, trenching or construction activities on the project site. The contract shall include weekly reports from the monitor to the Planning Division summarizing the monitor's activities during the reporting period. A copy of the contract for these services shall be submitted to the Planning and Environmental Services Manager for review and approval prior to issuance of any grading permits. The monitoring report(s) shall be provided to the Planning Division prior to approval of final building occupancy for each building. (MND, E-1)	Significant Impact	permit issuance: Planning Division. Onsite: Development Services
Geology and Soils	Potentially Significant	G-1 The applicant shall submit a site-specific soils investigation prepared by a licensed geotechnical engineer. At a minimum, the study shall include liquefaction and compressible soils characteristics on-site and shall identify any necessary construction techniques or other mitigation measures to prevent significant liquefaction/compressible soils impacts on the proposed project. All recommendations of said report shall be incorporated into the project. Developer shall submit the report to the Building Official for review and approval prior to issuance of building permits.	Less Than Significant Impact	Development Services
Noise (short term)	Temporary Minor Impact	L-1. During all excavation and grading on site, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. L-2. Construction times shall be limited to 7 a.m. to 7 p.m. daily or in accordance with City Ordinances restricting construction times at the time of construction, whichever is more restrictive.	Less Than Significant Impact	Development Services

Attachments:
A. Applicant's Agreement to Mitigation Measures
B. Initial Study/MND 12-01 with attachments
1. Project Site Plan
2. Project Phasing Plan
3. Air Quality model ('CalEEMod') results
4. Project Consistency with 2006 CAT Report Greenhouse Gas Emission Reduction Strategies.
5. Evaluation of Site Circulation Changes

Attachment A

Applicant's Agreement to Mitigation Measures

Date: OCTOBER 19, 2012

From: Greg Peters
The Kroger Company
1100 West Artesia Blvd
Compton, CA 90220

RE: Initial Study and Mitigated Negative Declaration (MND12-01)
Planning and Zoning Permit Nos. 12-540-1, 12-510-1, 12-500-1, 12-300-1

To: Planning Division Manager

Pursuant to Section 15070 (Mitigated Negative Declaration Process) of the State Guidelines implementing the California Environmental Quality Act, I/we, acting as agents for the property owner/developer, hereby agree to all of the following:

1) The draft initial study identifies potentially significant effects from the project, but the study also identifies mitigation measures that would avoid or mitigate the effects to a level where clearly no significant effects would occur;
2) The mitigation measures are hereby incorporated into the project prior to releasing the draft initial study and mitigated negative declaration for public comment;
3) I/we agree to the mitigation measures as necessary to avoid or mitigate significant effects that would otherwise arise from the project. I/we accept the mitigation measures included in the draft initial study and have resolved al questions and concerns regarding the mitigation measures;
4) If during the public comment period and/or decision-making process, substitute or additional mitigation measures are proposed, the appropriate process must take place for determining whether or not to substitute or apply additional measures;
5) This agreement is binding upon the applicant for this project and any successors in interest or assignees.

This acknowledgment is binding upon the applicant and any successors in interest or assignees:

Signature

OCTOBER 19, 2012
Date

GREGORY S. PETERS
Print Name

SR. REAL ESTATE MANAGER
Title

This acknowledgment is to be attached to the draft initial study and mitigated negative declaration for the project and then released for the applicable public comment period.

Attachment B

Initial Study/MND 12-01

Planning Division
214 South C Street
Oxnard, CA 93030
805/385-7858
FAX 805/385-7417

CITY OF OXNARD CALIFORNIA

INITIAL STUDY
MITIGATED NEGATIVE DECLARATION 12-01

Food 4 Less Redevelopment, The Kroger Company
PZ Nos. 12-540-1, 12-510-1, 12-500-1, 12-300-1

130, 150, 250, 300 West Esplanade Drive
October 25, 2012

Introduction

This *Initial Study* has been prepared in accordance with relevant provisions of the *California Environmental Quality Act (CEQA) of 1970*, as amended, and the CEQA *Guidelines* as revised. *Section 15063(c)* of the CEQA *Guidelines* indicates that the purposes of an Initial Study are to:

1. Provide the Lead Agency (i.e., the City of Oxnard) with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or Negative Declaration;

2. Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to quality for a Negative Declaration;

3. Assist the preparation of an EIR, if one is required, by:
   - Focusing the EIR on the effects determined to be significant;
   - Identifying the effects determined not to be significant;
   - Explaining the reasons why potentially significant effects would not be significant; and
   - Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.

4. Facilitate environmental assessment early in the design of a project;

5. Provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment;

6. Eliminate unnecessary EIRs; and

7. Determine whether a previously prepared EIR could be used with the project.

The City of Oxnard *Threshold Guidelines - Initial Study Assessment* (February 1995) was used along with other pertinent information for preparing the *Initial Study* for this project. The purpose of the Threshold Guidelines is to inform the public, project applicants, consultants and City staff of the threshold criteria and standard methodology used in determining whether or not a project (individually or cumulatively) could have a significant effect on the environment. A project could have impacts but if they are below the significance

threshold, the impacts are not considered significant and do not require mitigation. Furthermore, the Threshold Guidelines provide instructions for completing the Initial Study and determining the type of environmental document required for individual projects.

Determining the significance of impacts is often controversial because the decision requires staff to use their judgment regarding a subject that is not clearly defined by the law. The State CEQA *Guidelines* define the term "significant impact on the environment" as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project. However, there is no iron-clad definition of what constitutes a substantial change because the significance of an activity may vary according to location.

When other agencies have jurisdiction over a given site, the project proponent will have to meet the design, mitigation, and monitoring requirements imposed by those agencies, as well as any additional requirements established by the City of Oxnard.

CITY OF OXNARD

INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

1. Project Title: Food 4 Less Shopping Center Redevelopment

2. Lead Agency Name and Address: City of Oxnard, Planning Division, 214 South C Street, Oxnard, CA 93030

3. Contact Person and Phone Number: Ashley Golden, Principal Planner, 805-385-7882.

4. Project Location: Northwest corner of North Vineyard Avenue and West Esplanade Drive (APN: 142-0-010-205, 142-0-010-435, and 142-0-010-415).

5. Project Applicant Name and Address: The Kroger Company, Greg Peters, 1100 West Artesia Blvd, Compton, CA 90220

6. General Plan Designation: Commercial General (CG)

7. Zoning: General Commercial Planned Development (C-2-PD).

8. Description of Project: Redevelopment of the 14.47 acre Food 4 Less/Target site at the corner of Vineyard Avenue and West Esplanade Drive. The former Target building (117,534 SF) would be demolished and the site will be redeveloped with construction of a 159,954 square foot shopping center, associated parking, landscaping and circulation improvements. The project includes a new Food 4 Less grocery store with alcohol sales for off-site consumption, a 14- pump gas station, two new retail buildings, and the rehabilitation of two existing buildings (former 24 Hour Fitness building and current Food 4 Less building). A tentative parcel map would divide the three existing lots into six lots. A master sign program, changes to the landscape configuration, addition of transit enhancements, land dedications for roadway improvements, and a future multi-use trail are also proposed. (Attachment 1)

Table 1 – Existing Land Use (existing buildings as of 10/2012)

Land Use	Square Feet
Retail (Grocery)	41,529
Retail	117,534
Retail	18,432
Total	177,495

Table 2 – Existing Land Use (occupied buildings as of 10/2012)

Land Use	Square Feet
Retail (Grocery)	41,529
Total	41,529

Table 3 – Proposed Shopping Center

Building/Land Use	New/Existing/Replacement	Square Feet
Bldg A: Retail/ Restaurant	New	6,695
Bldg B: Retail	Existing	41,529
Bldg C: Retail	New	9,120
Bldg D: Retail (Grocery)	Replacement	84,000
Bldg E: Retail/Office/Medical	Existing	18,432
Bldg F: Gas Station	New	178
	Total	159,954

Entitlements being sought with this project include a planned development permit (PZ12-540-1), special use permits (PZ12-500-1 and 12-510-1), and a tentative parcel map (PZ12-300-1). The tentative parcel map request would divide three existing lots into six. Section 66426 (c) and (f) of the Subdivision Map Act permit use of a Parcel Map for land divisions with 5 or more lots if the parcels have approved access to a public street or highway, are on land zoned for commercial development, and the street alignments and widths are approved by the governing body. All of these conditions apply to this project. The project is consistent with the existing 2030 General Plan (Commercial: Community) and Zone Designation (C-2-PD; General Commercial Planned Development).

The project would be constructed in up to six phases lasting approximately 62 weeks in total.
- Phase 1 demolition of the former Target building;
- Phase 2 construction of the new Food 4 Less building;
- Phase 3 site improvements;
- Phase 4 construction of 2 buildings and the rehabilitation of an existing building (A, C & E);
- Phase 5 construction of the fuel center;
- Phase 6 rehabilitation the existing Food 4 Less building and remaining site improvements.

Associated and required parking, landscaping, and access ways will be required as each phase is completed. (Attachment 2: Phasing Plan).

9. Surrounding Land Uses and Setting:

The project site is fully developed as an existing shopping center and is within a fully developed urbanized area. The existing shopping center was constructed between 1963 and 1986. Several modifications to the site have been constructed over the years. Surrounding land uses and zoning are listed in the table below.

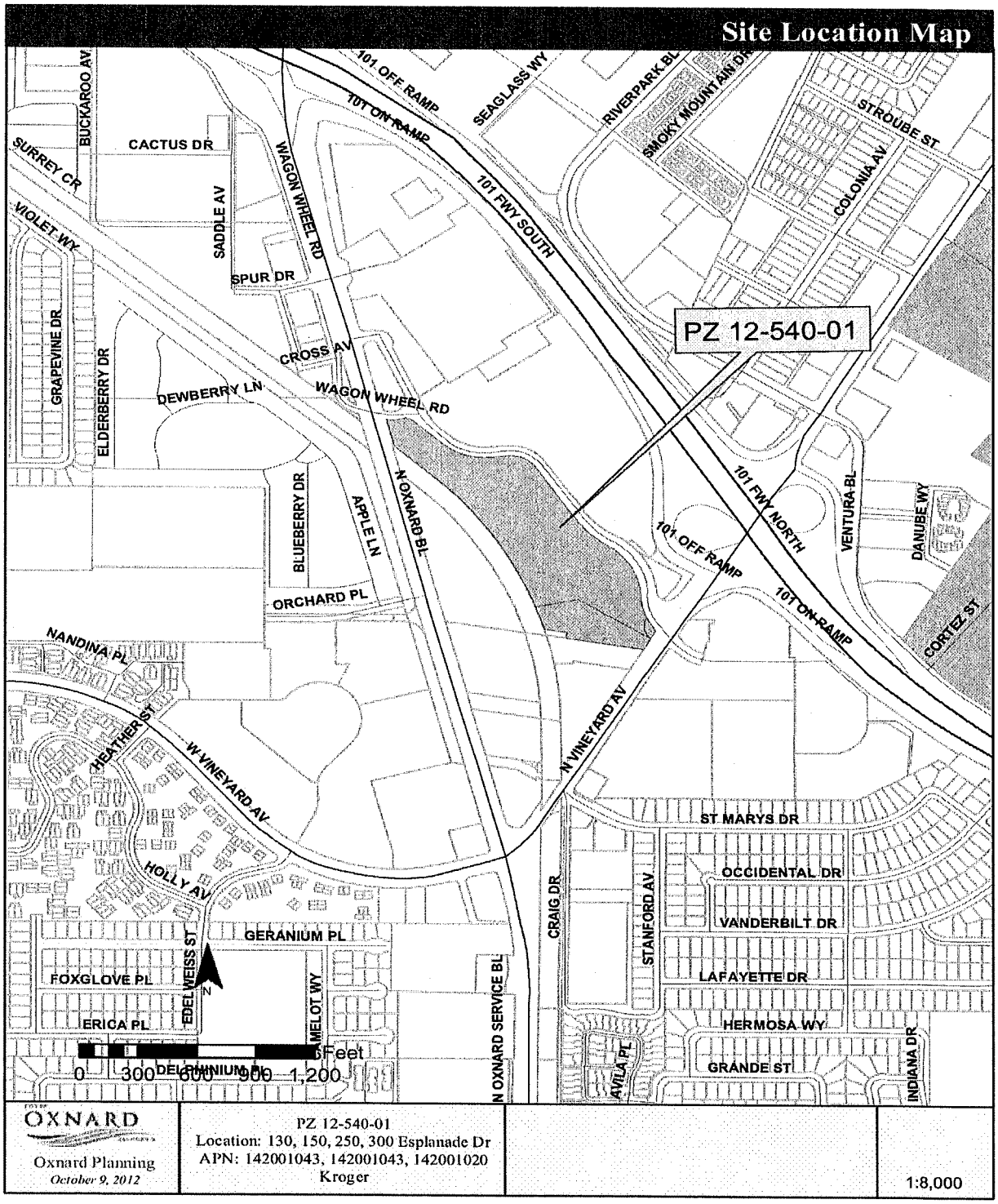
Direction	Zoning	Land Use
North	C2-PD	Across Esplanade Drive: The Esplanade Shopping Center.
South	C2-PD	West side of Vineyard Ave: Vacant Site General Commercial; Commercial/Office Uses.
East	C2-PD	Across Vineyard Avenue: Gas Station and Financial Towers/Office Buildings
West	CR, C2-PD	Union Pacific Railroad: vacant Commercial Building (former Levitz)

10. 2030 General Plan: The proposed project is consistent with the 2030 General Plan adopted in October, 2011. The certified 2030 General Plan PEIR found that buildout of the 2030 General Plan would result in five significant unavoidable adverse impacts at citywide buildout after implementation of programs for which overriding considerations were adopted: 1) air quality, 2) greenhouse gas emissions, 3) agricultural land conversion, 4) Noise (train and along certain roadway segments), and 5) five intersections would operate at below Level of Service 'C." The 2030 General Plan Final Program Environmental Impact Report (PEIR) was certified for the 2030 General Plan buildout and is incorporated by reference.

11. Other agencies whose approval is required (e.g., permits, financing approval, or participating agreement): CalTrans approval will be required for improvements on Vineyard Avenue, a State Highway as of October 2012 that is expected to be transferred to the City of Oxnard during the course of this project..

13. Cumulative Projects: The "General Plan buildout" approach is used as the cumulative project description for this project as the project is adjacent to and functionally integrated with the regional 'big-box' Esplanade Center, adjacent to the 101 Freeway, and in the vicinity of three master planned residential communities (Riverpark Specific Plan, The Village Specific Plan, and Teal Club Specific Plan) that collectively represent the majority of the City's planned growth.

Figure 1: Site Location Map



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agricultural Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology/Water Quality
☐ Land Use/Planning	☐ Mineral Resources	☐ Noise
☐ Population/Housing	☐ Public Services	☐ Recreation
☐ Transportation/Traffic	☐ Utilities/Service Systems	☐ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)
On the basis of this initial evaluation:

☐ I find the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the project could have a significant effect on the environment there will not be a significant effect in this case because revisions in the project have been made or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Date
Ashley Golden	Principal Planner
Print Name	Title

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EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," cited in support of conclusions reached in other sections may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
   a. Earlier Analysis Used—Identify and state where they are available for review.
   b. Impacts Adequately Addressed—Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c. Mitigation Measures—For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. The explanation of each issue should identity: a) The significance criteria or threshold, if any, used to evaluate each question; and b) The mitigation measure identified, if any, to reduce the impact to less than significance.

A. AESTHETICS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Have a substantial adverse effect on a scenic vista? (*2030 General Plan*)	☐	☐	☐	☒
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (*2030 General Plan*)	☐	☐	☐	☒
3. Substantially degrade the existing visual character or quality of the site and its surroundings? (*2030 General Plan*)	☐	☐	☐	☒
4. Create a source of substantial light or glare, which would adversely affect day or nighttime views in the area? (*2030 General Plan*)	☐	☐	☒	☐

Discussion:

1-3) The project would not have a substantial adverse aesthetic effect because it is located in a developed area, is currently developed as a shopping center, and has similar commercial uses on its north, south, east and west sides. The project will not obtrusively project into the skyline and would not be out of scale or character with the surrounding commercial development. All phases of the project are subject to review by the Development Advisory Committee (DAC), and the project will be required to meet the city's applicable uniformly applied architectural, landscape, and design development policies and standards. Other natural scenic resources within the City include beaches, coastline, agricultural areas and parks. This project site is not within or adjacent to these scenic resources. **Therefore, no impacts related to scenic resources and visual quality are expected to result from this project.**

4) The proposed project will not create new additional sources of light or glare since this project site is currently developed as a low-rise shopping center and has existing parking lot and building lighting. The City has uniformly applied policies and standards to regulate the minimum and maximum illumination standards, as well as to reduce light spillover onto adjacent properties and to avoid glare hazards for motorists. Current city standards are more specific and stricter than standards that were in effect at the time the existing shopping center was originally built. As a standard condition of project approval, the Planning Division will require review and approval of a photometric plan prepared by an electrical engineer certifying the exterior illumination intensities provided by light standards and/or any other exterior lighting devices, such as wall mounted light fixtures, are designed to provide lighting within the property limits. Project level **impacts due to lighting are expected to be less than significant**.

Mitigation: No project-level mitigation measures are proposed or required.

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout which includes the proposed project. Aesthetic and light and glare impacts were analyzed by the

2030 General Plan PEIR and found not to be significant after implementation of uniformly applied development policies and regulations. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 5.3, Draft PEIR, February 2009, page 5-13.

B. AGRICULTURAL RESOURCES* Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use? (*2030 General Plan*)	☐	☐	☐	☒
2. Conflict with existing zoning for agricultural use, or a Williamson Act contract? (*2030 General Plan*)	☐	☐	☐	☒
3. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use? (*2030 General Plan*)	☐	☐	☐	☒

Discussion: 1-3) The 14.5 acre project site is located in an urbanized area, within the city limits, and is currently developed with various retail uses, ornamental landscaping and a parking lot. The project site is not zoned for agricultural use and is not included in a Williamson Act Contract. The nearest significant agricultural property is unincorporated farmland located east of North Vineyard Ave between Lemar and Central Avenues. Development of the project site is not expected to affect use of existing agricultural land. **No impacts are expected due to these concerns.**

Mitigation: Based on the discussion provided above, no project-level significant impacts are expected to occur as a result of this project; therefore no mitigation measures are required or proposed.

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout which includes the proposed project. Agricultural impacts were analyzed by the 2030 General Plan PEIR and found to be significant for which an overriding consideration was adopted. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 5.5, Draft PEIR, February 2009, page 5-25.

C. AIR QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Conflict with or obstruct implementation of the applicable air quality plan? (*Ventura County Air Quality Assessment Guidelines; CalEEMod Computer Program)*	☐	☐	☐	☒
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (*Ventura County Air Quality Assessment Guidelines; CalEEMod Computer Program)*	☐	☒	☐	☐
3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (*Ventura County Air Quality Assessment Guidelines; CalEEMod Computer Program)*	☐	☒	☐	☐
4. Expose sensitive receptors to substantial pollutant concentrations? (*Ventura County Air Quality Assessment Guidelines; CalEEMod Computer Program)*	☐	☐	☐	☒
5. Create objectionable odors affecting a substantial number of people? (*Ventura County Air Quality Assessment Guidelines; CalEEMod Computer Program)*	☐	☐	☐	☒

1-3) Short-term impacts to air quality are the result of grading and other construction activities associated with the project, such as earth-moving and heavy equipment vehicle operations. The Air Pollution Control District considers short-term activities related to construction to be temporary and less than significant impacts. Standard APCD mitigations will be required in order to minimize on-site construction emissions and maximize dust suppression. In addition, the Best Management Practices (BMP's) contained in the Storm Water Pollution Prevention Plan (SWPPP) is a standard requirement applicable to all development projects, and will include devices that will help to control dust production (such as sandbagging the perimeter of the project site to prevent dirt from draining from the site and being pulverized by passing vehicles; tire cleaning devices on-site at all driveways to prevent dirt from being tracked into the streets). By requiring compliance with standard APCD permitting requirements, short-term air quality impacts would be considered less than significant. According to APCD regulations, any on-site combustion equipment that is rated at 50 horsepower or greater, such as electrical generators or portable air compressors, must have an APCD Permit to Operate or be registered with the California Air Resources Board (CARB) Portable Equipment Registration Program. Mitigation measures C-1 through C-8 will reduce emissions to the extent that is

practically feasible during construction. **Therefore, with mitigation, the short-term impacts to air quality are less than significant.**

Long-term impacts: The City's adopted threshold for Reactive Organic Compounds (ROC) and Nitrogen Oxide (NOx) emissions is 25 pounds per day (ppd). Project-specific emissions have been calculated using the CalEEMod computer modeling program for Target Year 2013. As noted above, this site is currently developed by a partially occupied shopping center (See Table 2, on page 3). The air quality emission analyzes the increase in emissions attributable to the project as compared to emissions generated with 100% occupancy of the existing shopping center. This analysis is important because the applicant could completely lease the existing shopping center buildings without any discretionary permits and without triggering environmental review. Furthermore, Negative Declarations were prepared for the construction of the existing Food 4 Less and former 24 Hour Fitness buildings. 24 Hour Fitness vacated building E in January 2009. Target vacated the site in July 2011.

The increase in air pollutant emissions resulting from the new project were determined by subtracting the emissions attributable to the existing shopping center (occupied) from the emissions that would be attributable to the proposed shopping center (occupied). With a fully occupied regional shopping center and fuel station the project would generate 8,954 average daily trips. The existing shopping center, occupied, generates 7,622 daily trips. The difference between the proposed shopping center and the existing (occupied) shopping center is an increase of 1,332 daily trips. The increased emissions resulting from the project is projected to be 30 pounds per day (ppd) ROG, and 31.89 ppd NO_x. (Attachment 3a & 3c: Air Emission Modeling). The NO_x pollutant amount is more than the 25-ppd threshold limit. **This is considered a significant impact unless mitigated.**

Revised section of the MND per APCD comments:
Consistency with the 2007 Air Quality Management Plan (AQMP). The Ventura County Air basin is currently a non-attainment area for both the Federal and State standards for ozone, and the State standards for PM10. Exceeding the air quality standards is the result of past and ongoing urban and rural development that has caused emissions to exceed the air basin's capacity for dispersal and removal of air pollutants. It should be noted, however, that the goal of the Ventura County Air Quality Management Plan (AQMP), which was most recently revised in 2007, is to reduce ambient ozone concentrations below the National Ambient Air Quality Standards (NAAQS) through the implementation of air pollutant emissions controls. The plan predicts attainment of the Federal 8-hour ozone standard by the year 2013. .

Air quality in Ventura County has improved dramatically since 1990, the 1994 AQMP base year. In 1990, the air quality exceeded the now revoked federal 1-hour ozone standard 18 times. However, in 2003 there were only two days over the federal 1-hour standard, and none in 2004 and 2005. Likewise, all areas of the county have enjoyed similar reductions in federal 8-hour ozone levels. In 1990 there were 117 violations countywide of the federal 8-hour ozone standard, but only 25 in 2009, 13 in 2010, and 8 in 2011. These improvements have occurred despite 29 percent increase in Ventura County's population since 1990. Ventura County attained both the federal 1-hour and the 1997 8-hour ozone standards in 2003 and 2012, respectively. Consequently, on May 27, 2009 the U.

S. Environmental Protection Agency issued an attainment finding officially recognizing that Ventura County had attained the federal 1-hour ozone standard, and has proposed a similar attainment finding for the 1997 federal 8-hour ozone standard. That finding is expected to be finalized by the end of 2012.

End revised section of the MND per APCD comments:

The project is consistent with the site's 2030 General Plan land use designation. In addition, the population increase upon occupancy is within the current and future demographic projections for the City. According to the APCD Guidelines, the consistency of a project with the current Ventura County Air Quality Management Plan is assessed based on whether the project is consistent with the local land use designation and current population projections. As the current project is consistent with the site's land use designation and within the adopted VCOG demographic projections for the area, the project is considered to be consistent with the Ventura County Air Quality Management Plan. It is the applicant's responsibility to contact the Ventura County Air Pollution Control District (APCD) to verify compliance with any permitting needs of the APCD.

4) There are no known sensitive receptors within the immediate vicinity of the project site. **No impacts are expected due to this issue.**

5) The project consists of a grocery store, restaurants, retail uses, and a gas station and is not expected to generate any objectionable odors. **No impacts are expected due to this issue.**

Mitigation for Items 1 - 3:

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

C-2 At all times during construction activities, Developer shall minimize the area disturbed by clearing, grading, earth moving, or excavation operations to minimize excessive amounts of dust. (MND, C-2)

C-3 During construction, Developer shall water the area to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall be at least twice per day and shall penetrate sufficiently to minimize fugitive dust during grading activities. (MND, C-3)

C-4 During construction, Developer shall control dust by the following activities:

- All trucks hauling graded or excavated material offsite shall be required to cover their loads as required by California Vehicle Code §23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.
- 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

old se pkg
12/14

practically feasible during construction. **Therefore, with mitigation ... quality are less than significant.**

Long-term impacts: The City's adopted threshold for Reactive Organic Compounds (ROC) and Nitrogen Oxide (NOx) emissions is 25 pounds per day (ppd). Project-specific emissions have been calculated using the CalEEMod computer modeling program for Target Year 2013. As noted above, this site is currently developed by a partially occupied shopping center (See Table 2, on page 3). The air quality emission analyzes the increase in emissions attributable to the project as compared to emissions generated with 100% occupancy of the existing shopping center. This analysis is important because the applicant could completely lease the existing shopping center buildings without any discretionary permits and without triggering environmental review. Furthermore, Negative Declarations were prepared for the construction of the existing Food 4 Less and former 24 Hour Fitness buildings. 24 Hour Fitness vacated building E in January 2009. Target vacated the site in July 2011.

The increase in air pollutant emissions resulting from the new project were determined by subtracting the emissions attributable to the existing shopping center (occupied) from the emissions that would be attributable to the proposed shopping center (occupied). With a fully occupied regional shopping center and fuel station the project would generate 8,954 average daily trips. The existing shopping center, occupied, generates 7,622 daily trips. The difference between the proposed shopping center and the existing (occupied) shopping center is an increase of 1,332 daily trips. The increased emissions resulting from the project is projected to be 30 pounds per day (ppd) ROG, and 31.89 ppd NO_x. (Attachment 3a & 3c: Air Emission Modeling). The NO_x pollutant amount is more than the 25-ppd threshold limit. **This is considered a significant impact unless mitigated.**

Consistency with the 1997 *Air Quality Management Plan* (AQMP). The Ventura County Air basin is currently a non-attainment area for both the Federal and State standards for ozone, and the State standards for PM10. Exceeding the air quality standards is the result of past and ongoing urban and rural development that has caused emissions to exceed the air basin's capacity for dispersal and removal of air pollutants. It should be noted, however, that the goal of the Ventura County *Air Quality Management Plan* (AQMP), which was most recently revised in 1997, is to reduce pollutant concentrations below National Ambient Air Quality Standards (NAAQS) through the implementation of air pollutant emissions controls. The plan predicts attainment of the Federal ozone standards by the year 2005. To achieve full compliance, the Federal 1-hour ozone standard cannot be exceeded by more than one day in any year for three consecutive years. Although there were no events exceeding the Federal 1-hour ozone standard throughout the South Central Coast Air Basin in 2004 and 2005, there were two episodes in 2003. Attainment, therefore, has not yet been achieved.

The project is consistent with the site's 2030 General Plan land use designation in the. In addition, the population increase upon occupancy is within the current and future demographic projections for the City. According to the APCD Guidelines, the consistency of a project with the current Ventura County Air Quality Management Plan is assessed based on whether the project is consistent with the local land use designation and current population projections. As the current project is consistent with the site's land use designation and within the adopted VCOG demographic projections for the

area, the project is considered to be consistent with the Ventura County Air Quality Management Plan. It is the applicant's responsibility to contact the Ventura County Air Pollution Control District (APCD) to verify compliance with any permitting needs of the APCD.

4) There are no known sensitive receptors within the immediate vicinity of the project site. **No impacts are expected due to this issue.**

5) The project consists of a grocery store, restaurants, retail uses, and a gas station and is not expected to generate any objectionable odors. **No impacts are expected due to this issue.**

Mitigation for Items 1 - 3:

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

C-2 At all times during construction activities, Developer shall minimize the area disturbed by clearing, grading, earth moving, or excavation operations to minimize excessive amounts of dust. (MND, C-2)

C-3 During construction, Developer shall water the area to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall be at least twice per day and shall penetrate sufficiently to minimize fugitive dust during grading activities. (MND, C-3)

C-4 During construction, Developer shall control dust by the following activities:

- All trucks hauling graded or excavated material offsite shall be required to cover their loads as required by California Vehicle Code §23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.
- All graded and excavated material, exposed soils areas, and active portions of the construction site, including unpaved onsite roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible. (MND, C-4)

C-5 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)

C-6 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)

C-7 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, (MND, C-7)

C-8 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 APCD regulations regarding Asbestos (Rule 62.7). (MND, C-8)

C-9 The Permittee shall comply with the provisions of applicable VCAPCD Rules and Regulations, which include but are not limited to Rule 74.2 (Architectural Coatings)

C-10 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-10)

Monitoring: Planning staff will verify that all dust control measures (C-1 through C-8) are included on the grading plans. Development Services staff will provide on-site monitoring during grading activities. Planning staff will verify that the Rule 74.2 architectural coating notes are including building permit plan submittals (C-9). Planning staff will verify the amount of the contribution to the City's TDM program and verify collection prior to issuance of a building permit (C-10).

Result After Mitigation: **Upon implementation of the above mitigation measures, the project will not result in any residual significant effects on the environment related to air quality issues.**

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout which includes the proposed project. Air quality impacts were analyzed by the 2030 General Plan PEIR and found to be significant for which an overriding consideration was adopted. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 5.7, Draft PEIR, February 2009, page 5-35.

D. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
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 Game or U.S. Fish and Wildlife Service? (*2030 General Plan*)	☐	☐	☐	☒

D. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (*2030 General Plan*)	☐	☐	☐	☒
3. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (*2030 General Plan*)	☐	☐	☐	☒
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? (*2030 General Plan)*	☐	☐	☐	☒
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (*2030 General Plan*)	☐	☐	☒	☐
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (*2030 General Plan*)	☐	☐	☐	☒

Discussion:

1-6) The proposed project consists of demolition and reconstruction of a 14.5 acre commercial shopping center, which is surrounded by similar land uses and development. No candidate, sensitive, or special status species are known to inhabit the subject property. The 2030 General Plan does not identify environmentally sensitive habitat, wetlands, riparian corridors, or migratory corridors exist on, or within the vicinity of, the proposed project site. No native plant communities or areas of unique or sensitive habitat identified in a local, regional or state habitat conservation plans are located within the vicinity of the proposed project site. Removal of these trees would not violate any tree ordinance or policy. According to the tree report prepared for the site *(Mays, April 2012; page 3),* the mature trees on the site are typically moderately good to very good. The report states that none of the identified trees are suitable for transplantation. Approximately 168 non-native trees within existing landscaped areas would be removed to accommodate the proposed development and future multi-use trail along

the western project property line. Many of the existing on-site trees are eucalyptus, which are known to shed limbs spontaneously and could be considered a hazard to cars, facilities, and people underneath or nearby. A uniformly applied project condition of approval will require the economic appraisal value of the trees removed be put back into new upgraded tree sizes for the project and shall be in addition to meeting the City's minimum tree size of 24" box. **Therefore, after implementation of uniformly applied development policies, no impacts to biological resources are anticipated.**

Mitigation: No mitigation measures are required or proposed.

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout which includes the proposed project. Biology impacts were analyzed by the 2030 General Plan PEIR and found not to be significant after implementation of uniformly applied development policies and regulations. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 5.2, Draft PEIR, February 2009, page 5-3.

E. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? (*2030 General Plan*)	☐	☐	☐	☒
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (*2030 General Plan*)	☐	☒	☐	☐
3. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature? (*2030 General Plan*)	☐	☒	☐	☐
4. Disturb any human remains, including those interred outside of formal cemeteries? (*2030 General Plan*)	☐	☒	☐	☐

Discussion

1-4) The Oxnard Plain has a history of human habitation for thousands of years. Portions of Ventura County were occupied by early Native American cultures from about 3,500 years ago to approximately the first century A.D. Chumash Indians settled in the area around 1500 A.D. Literature searches undertaken through the UCLA Institute of Archaeology, conducted between 1984 and 1986 identified seven archaeological sites in the County. Records checks conducted through the South Central Coastal Information Center (SCCIC) indicated that cultural resources have been found in various places throughout the City.

The project site is fully developed with a shopping center, parking and landscaping. Development within the immediate vicinity of the proposed project site has included infrastructure improvements that have not revealed any cultural resources. However, due to the history of previously recorded and

discovered archaeological and ethnographic resources within the general area of the proposed project site, and that much of the project site has been disturbed only a few feet in depth for grading and paving, the potential exists that previously unknown, subsurface resources might exist on site that could be disturbed by trenching, grading and other subsurface activities associated with the proposed development. **This is considered to be a potentially significant impact.**

Mitigation:

E-1 Developer shall contract with a Native American monitor to be present during all subsurface grading, trenching or construction activities on the project site. The contract shall include weekly reports from the monitor to the Planning Division summarizing the monitor's activities during the reporting period. A copy of the contract for these services shall be submitted to the Planning and Environmental Services Manager for review and approval prior to issuance of any grading permits. The monitoring report(s) shall be provided to the Planning Division prior to approval of final building occupancy for each building. (MND, E-1)

Monitoring: Planning staff will review the Native American monitoring contract prior to issuance of any grading permits. Planning staff will ensure the monitoring reports are received prior to Planning Division inspection for final building permit sign-off. Development Services staff will monitor onsite construction activities, as necessary.

Result after Mitigation: Upon implementation of the above uniformly applied development mitigation measure, the project will not result in any residual significant adverse effects on the environment related to cultural resources. **No further monitoring needed.**

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout which includes the proposed project. Cultural resources were analyzed by the 2030 General Plan PEIR and found not to be significant after implementation of uniformly applied development policies and regulations. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 5.4, Draft PEIR, February 2009, page 5-19.

F. GREENHOUSE GAS EMISSIONS Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
2. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

Discussion

Neither the Ventura County Air Pollution Control District (VCAPCD) or the City have established project-level significance thresholds for GHGs emissions for vehicle emissions or HVAC operations within commercial buildings. Emissions of GHGs are quantified, but are not by themselves used to determine project-level significance under CEQA (Attachment 3b & 3d). In the absence of an adopted GHG emission-specific threshold, the GHG-emission impact determination is assumed to be less than significant at the project level but cumulatively significant. The consistency of the proposed project with the strategies from the 2006 Climate Action Team Report is evaluated in Attachment 4. As shown in Attachment 4, the project would be consistent with all feasible and applicable strategies to reduce GHG in California.

Monitoring: Based on the discussion provided above, no mitigation measures are required or proposed.

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout which includes the proposed project. GHG impacts were analyzed by the 2030 General Plan PEIR and found to be significant for which an overriding consideration was adopted. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 5.7, Draft PEIR, February 2009, page 5-35.

G. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
a. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of known fault? Refer to Division of Mines and Geology Special Pub. 42. (*2030 General Plan*)	☐	☐	☐	☒
b. Strong seismic ground shaking? (*2030 General Plan*)	☐	☐	☐	☒
c. Seismic-related ground failure, including liquefaction? (*2030 General Plan*)	☐	☐	☐	☒
d. Landslides? (*2030 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☐	☐	☒
2. Result in substantial soil erosion, or the loss of topsoil? (*2030 General Plan*)	☐	☐	☐	☒

G. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (*2030 General Plan, I*)	☐	☒	☐	☐
4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (*2030 General Plan*)	☐	☒	☐	☐

Discussion: 1-4) The City of Oxnard is located in an area that has a high potential for seismic ground shaking. The *City of Oxnard 2030 General Plan Background Report (Figure 6-1) lists* fault systems that are located within the vicinity of the City of Oxnard. There are no known active faults within the City limits. However active and potentially active faults are present in the surrounding region and may extend into the subsurface beneath the City. In addition, the *City of Oxnard 2030 General Plan Background Report* identifies the proposed project site as being located in an area that is marked by high to moderate potential for liquefaction (Figure 6-1). As these ground failure risks are considered to be potentially significant impacts, a geotechnical engineering evaluation of the proposed project site will be required as part of the construction plans in order to avoid creating any significant impacts to soils and geologic resources. **With the implementation of uniformly applied development policies that address construction concerns, impacts due to geology and soils would be reduced to less than significant levels.**

Mitigation for Items 3 and 4:

G-1 The applicant shall submit a site-specific soils investigation prepared by a licensed geotechnical engineer. At a minimum, the study shall include liquefaction and compressible soils characteristics on-site and shall identify any necessary construction techniques or other mitigation measures to prevent significant liquefaction/compressible soils impacts on the proposed project. All recommendations of said report shall be incorporated into the project. Developer shall submit the report to the Building Official for review and approval prior to issuance of building permits

Monitoring: The Building Official will review the soils investigation report and shall determine if any applicable recommendations are to be incorporated into the project.

Result After Mitigation: Upon implementation of the mitigation measure, the project will not result in any residual significant effects on soils and geologic resources. **No further monitoring is required.**

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout which includes the proposed project. Geology and soils were analyzed by the 2030 General Plan PEIR and found not to be significant after implementation of uniformly applied development policies and regulations. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 6.2, Draft PEIR, February 2009, page 6-2.

H. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials? (*2030 General Plan*)	☐	☐	☒	☐
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (*2030 General Plan*)	☐	☐	☒	☐
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (*2030 General Plan)*	☐	☐	☐	☒
4. Be located on a site which 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 significant hazard to the public or the environment? (*2030 General Plan*)	☐	☐	☐	☒
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (*2030 General Plan*)	☐	☐	☐	☒
6. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (*2030 General Plan*)	☐	☐	☐	☒

H. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
7. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (*2030 General Plan; City of Oxnard Emergency Preparedness Plan and Response Manual*)	☐	☐	☐	☒
8. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (*2030 General Plan*)	☐	☐	☐	☒

Discussion:

1-4) The project includes demolition of a 117,534 square foot building within the existing shopping center and construction of a new three new buildings and a fuel service station. Operations will include unloading merchandise to be sold at the various retail and restaurant businesses, sales of goods and services, possible office uses, a 14 – pump fueling station, two roll-off bin recycling units, and circulation and parking on the project site.

The project site is located within the C-2-PD (General Commercial Planned Development) zone and is limited in the types and amounts of hazardous materials to be stored on site. The project will not emit any known hazardous materials during or after construction. The project applicant has verified that the project site is not on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Hazardous materials would generally be in the grocery store (cleaning products, batteries, small capacity propane tanks), and the fuel service station. The Oxnard Fire Department responds to hazardous materials incidents within the City. To minimize hazards, as well as assist the business operators and the Fire Department in responding to emergencies involving hazardous materials, the City's Certified Unified Permitting Agency (CUPA) requires compliance with the City's hazardous materials regulations. **Therefore, with the implementation of uniformly applied development policies that required oversight for on-site hazardous materials and certification that the gas station and dry cleaning business site are remediated, no significant adverse impacts related to Hazards and Hazardous Materials are expected as part of this project.**

5-8) The proposed project site is not located within an airport approach or clear zone adjacent to the Oxnard Airport, nor is it located near a private airstrip. Moreover, the proposed project would not interfere with an adopted emergency response plan or emergency evacuation plans. Finally, the proposed project site is located within an urban area and consists of a developed lot. No wildlands exist within the vicinity of the proposed project site that could result in hazards related to wildland fires. **Therefore no impacts are anticipated from hazards related to airports or wildland fires from the proposed project.**

Mitigation: No mitigation measures are required or proposed.

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout which includes the proposed project. Hazards and hazardous materials were analyzed by the 2030 General Plan PEIR and found not to be significant after implementation of uniformly applied development policies and regulations. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 6.5, Draft PEIR, February 2009, page 6-25.

I. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
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, which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
4. Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
5. Otherwise substantially degrade water quality?	☐	☐	☐	☒
6. Place housing 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?	☐	☐	☐	☒
7. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒

I. HYDROLOGY AND WATER QUALITY Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
8. 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?	☐	☐	☐	☒
9. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

1-6) Water quality impacts associated with the proposed use would primarily be those associated with motor vehicles and landscape maintenance. The primary source of non-point contaminants would be oil, grease, and particulates emitted by motor vehicles.

The project site is generally level, and surrounded by urban development. There are no surface water bodies or wetlands within the vicinity of the proposed project. In general, the amount of impervious surfaces would be similar or less than the amount of the existing development. The National Pollution Discharge Elimination System (NPDES) and Ventura Countywide Stormwater Quality Urban Impact Mitigation Plan (SQUIMP), have been introduced since this shopping center was originally built, and the proposed project will be required to comply with the NPDES program, which will result in cleaner water introduced into the City's storm drain system than with the existing project. No special mitigation measures are required or recommended. **Therefore, with the implementation of applicable uniformly applied development policies and water quality regulations, impacts are expected to be less than significant.**

7-9) The proposed project site is located outside of the 100-year flood plain. In addition, the proposed project is not located near the coastline, creeks, or drainage courses and, as such, is not located within an area that is prone to inundation by seiche, tsunami, or mudflow. **Therefore, no significant impacts are anticipated from these risks.**

Mitigation: **No mitigation measures are required or proposed.**

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout which includes the proposed project. Hydrology and water quality were analyzed by the 2030 General Plan PEIR and found not to be significant after implementation of uniformly applied development policies and regulations. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 4.3, Draft PEIR, February 2009, page 4-25.

J. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Physically divide an established community? (*2030 General Plan, V - Land Use Element; FEIR 88-3, 4.1 - Land Use*)	☐	☐	☐	☒
2. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (*2030 General Plan; City adopted Specific Plans; Local Coastal Program; and Zoning Ordinance; FEIR 88-3, 4.1 - Land Use*)	☐	☐	☐	☒
3. Conflict with any applicable habitat conservation plan or natural community conservation plan? (*2030 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.1 - Land Use*)	☐	☐	☐	☒

Discussion:

1-3) The proposed project is surrounded on by streets on three sides (Esplanade Drive, Vineyard Avenue) Wagon Wheel Road) and by the Union Pacific Railroad (UPRR) on the west. The existing shopping center is separated from residential uses within the South Bank neighborhood by the UPRR, and Oxnard Blvd. The project site is separated from the future Wagon Wheel/Village residents by the UPRR and Oxnard Blvd, and separated from the Rio Lindo Neighborhoods by Vineyard Avenue. The RiverPark community is separated from the project by the 101 freeway and existing Esplanade commercial uses. The site has a General Plan land use designation of "Commercial General" and a zoning designation of General Commercial Planned Development (C2-PD). The proposed project would result in demolition of a portion of the existing parking lot, landscaping, one building, and sidewalks and construction three new buildings, a fuel service station, parking, signs, and landscaping.

The 2030 General Plan describes the *Commercial General* Land Use Designation as shopping centers that are "...one-story retail centers, free-standing commercial uses along thoroughfares...." The proposed development is consistent with this land use designation in terms of site, building sizes, and location. Existing and future retail businesses, restaurants, and potential office uses are permitted land uses in the C2-PD zone district. The proposed fuel service station requires approval of a special use permit by the Planning Commission. The land division associated with this project requires approval of a Parcel Map by the Planning Commission and City Council. No other discretionary permits are required for implementation of this project as currently proposed. The project meets or exceeds all applicable zoning standards, or is within the 25% reduction of a development standard,

which can be approved by the Planning Commission through the Planned Development and Special Use Permit requests.

Mitigation: No mitigation measures are required or proposed

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout which includes the proposed project. Land use and planning were analyzed by the 2030 General Plan PEIR and found not to be significant after implementation of uniformly applied development policies and regulations. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 3.2, Draft PEIR, February 2009, page 3-2.

K. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (*2030 General Plan*)	☐	☐	☐	☒
2. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (*2030 General Plan*)	☐	☐	☐	☒

Discussion:

1-2) The City of Oxnard has mineral/sand/gravel deposits primarily along the Santa Clara River Channel, along the 101 Freeway corridor, and along the eastern edge of the City extending west of Oxnard Boulevard. MRZ-2 areas are where adequate information indicates significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence. This site in located in a "Non-Designated MRZ-2" area. Because the site is already fully developed and the area is not in a designated MRZ-2 zone, the project will not create a unique demand on available mineral resources in the City. **Therefore, no significant adverse effects on natural and mineral resources are expected.**

Mitigation: Based on the discussion provided above, **no mitigation measures are required or proposed.**

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout which includes the proposed project. Mineral resources were analyzed by the 2030 General Plan PEIR and found not to be significant after implementation of uniformly applied development policies and regulations. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 5.6, Draft PEIR, February 2009, page 5-33.

L. NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (*2030 General Plan; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15*)	☐	☐	☒	☐
2. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (*2030 General Plan, Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15*)	☐	☐	☒	☐
3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (*2030 General Plan; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15*)	☐	☐	☐	☒
4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels without the project? (*2030 General Plan; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15*)	☐	☐	☐	☒
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (*2030 General Plan; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15*)	☐	☐	☐	☒
6. For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (*2030 General Plan; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15*)	☐	☐	☐	☒

Discussion:

1-4) The project site is developed with a shopping center and adjacent to a state highway and the UPRR. Traffic noise levels 100 feet from the centerline of Vineyard Ave and Esplanade Drive is 74 CNEL (*General Plan Background Report Table 6-7*). The UPRR single line railroad runs adjacent to the project site. Noise events from individual train movements are above City ambient noise levels, however, the average daily noise level generated by railroad operation does not significantly rise above the average daily traffic noise contour (*General Plan Background Report page 6-33*). Current

activities on the site, with the exception of the introduction of a fueling service station, are similar to proposed activities on the site. Long-term noise levels generated by the future occupancy of the shopping center development are expected to be consistent with the current commercial development and other commercial developments located nearby. There are not sensitive receptors or residents in close proximity to the site. As loading areas for the business would remain in essentially in the same area, and the UPRR railroad already exists adjacent to the property, noise levels are expected to be in conformance with the 2030 General Plan. **Short-term noise impacts generated by construction activities are anticipated to occur, however short term noise will be reduced to less than significant with the application of mitigation measures below.**

5-6) The project site is not located near the Oxnard Airport and is outside the noise contours as depicted on Figure 6-4 in the 2030 General Plan Background Report. No private airstrips are in the vicinity of the project. **Therefore, no significant adverse effects related to noise from airports is anticipated from this project.**

Mitigation for Item 4:
Short Term Impacts:

L-1. During all excavation and grading on site, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards.

L-2. Construction times shall be limited to 7 a.m. to 7 p.m. daily or in accordance with City Ordinances restricting construction times at the time of construction, whichever is more restrictive.

Monitoring: Development Services shall monitor these mitigation measures at the time of permit issuance and during construction.

Result after mitigation: Upon implementation of the above mitigation measures, the project will not result in any residual significant adverse effects on the environment related to noise.

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout which includes the proposed project. Noise impacts were analyzed by the 2030 General Plan PEIR and found to be significant for which an overriding consideration was adopted. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 6.4, Draft PEIR, February 2009, page 6-15.

M. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through an extension of roads or other infra-structure)? (*2030 General Plan*)	☐	☐	☐	☒

M. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (*2030 General Plan*)	☐	☐	☐	☒
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (*2030 General Plan*)	☐	☐	☐	☒

Discussion: The proposed commercial redevelopment project is consistent with the General Commercial land use designation of the 2030 General Plan. The site is developed and the proposed development is not anticipated to substantially affect the population of the City and it will not displace housing or people. **Therefore, no adverse impacts to population and housing concerns are anticipated.**

Mitigation: Based on the discussion provided above, no significant impacts are expected to occur as a result of this project; therefore **no mitigation measures are required or proposed.**

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout which includes the proposed project. Population and housing were analyzed by the 2030 General Plan PEIR and found not to be significant after implementation of uniformly applied development policies and regulations. The 2030 General Plan PEIR is incorporated by reference, specifically Chapters 3.2 and 3.4, Draft PEIR, February 2009, pages 3-2 and 3-17.

N. PUBLIC SERVICES*

Would the project result in substantial adverse physical impacts to the following:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Fire protection? (*2030 General Plan*)	☐	☐	☒	☐
2. Police protection? (*2030 General Plan*)	☐	☐	☒	☐
3. Schools? (*2030 General Plan*)	☐	☐	☒	☐
4. Parks? (*2030 General Plan*)	☐	☐	☒	☐
5. Other public facilities? (*2030 General Plan*)	☐	☐	☒	☐

Discussion:

1) The Oxnard Fire Department (OFD) provides fire protection to the City of Oxnard. Seven fire stations and a staff of more 87 uniformed Fire Department personnel currently serves the City1. All stations are staffed with a total of 25 full time basis fire fighters. The basic unit is the engine company, which consists of a captain who supervises the crew, an engineer who is responsible for the safe operation of the equipment, and a firefighter who carries out the basic firefighting and medical tasks. The National Fire Protection Association's (NFPA) recommended standard for fire department staffing is one firefighter per 1,000 residents. The OFD is staffed by 87 uniformed members.2 Based on an estimated 2010 population of 197,8993, Oxnard's 2010 ratio is one firefighter per 2,275 residents. In addition, the NFPA recommends each fire station service approximately 15,000 residents. Oxnard's seven fire stations serve approximately 30,000 residents per station. Furthermore, the Fire Department can access additional manpower and equipment through an automatic aid agreement with Ventura County and a mutual aid agreement with the City of Ventura and Point Mugu Naval Air Station. The project includes uniformly applied development policies that require adequate fire hydrants, OFD site access, emergency signage, fire alarms, addressable smoke detectors, and other requirements of the Uniform Fire Code to minimize any potential impacts on Fire services. **No mitigation is necessary or required.**

2) The Oxnard Police Department provides police protection in this area. In addition to the Police Headquarters in downtown Oxnard, there are seven storefront police substations in use. According to the Department of Finance, Oxnard's current population is 199,722. As of July 2012, the current staffing levels for the Police Department was 254 sworn officers allotted (only 226 actual with existing vacancies) and 153 civilian employees. This is a ratio of 1.27 officers per 1,000 residents. The City will monitor the need for additional public facilities and/or personnel as part of the Five-Year Development Plan. Through this action, the City would ensure that police services are available to serve the proposed project. The increase in tax base generated by the project (and cumulative projects) would help fund the project's share of necessary police service expansion within the City. Therefore, the proposed project will not have a significant impact on police services. **No mitigation is necessary or required.**

3) The Rio School District serves the project and State law requires the payment of school fees to offset impacts to schools. The developer shall be required to apply with to the school district to determine the amounts necessary to satisfy the required payment of school fees associated with the project. **No mitigation is necessary or required.**

4) The proposed project does not propose to add any residential units, which generally increase the use of existing parks. **No mitigation is necessary or required.**

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1 *City of Oxnard Fire Department, website: http://www.oxnardfire.org/Default.aspx?DepartmentID=9, November 28, 2011 and telephone converstation with Michael O'Malia, Battalion Chief, December 16, 2011.*
2 *Oxnard Fire Department website: http://www.oxnardfire.org/698ault.aspx?DepartmentID=9, November 28, 2011.*
3 *California Department of Finance, Population and Housing Estimates website: http://www.dof.ca.gov/research/demographic/reports/estimates/e□5/2011□20/view.php/, November 28, 2011.*

5) During the plan check and permitting process the Building and Engineering Division will assess and determine the project impact fees that are required for this type of development. Development impact fees typically involve, but are not limited: 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. Water service to this area is currently provided by Calleguas Municipal Water District.

   Furthermore, the maintenance and development of the water facilities under the jurisdiction of the Calleguas Municipal Water District (CMWD) are provided for through a Capital Construction Charge. **No mitigation is necessary or required.**

Mitigation: Based on the discussion provided above and the application of uniformly applied development policies, no significant impacts related to public services are expected to occur as a result of this project; therefore **no mitigation measures are required or proposed**.

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout which includes the proposed project. Public services were analyzed by the 2030 General Plan PEIR and found not to be significant after implementation of uniformly applied development policies and regulations. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 4.4, Draft PEIR, February 2009, page 4-39.

O. RECREATION

	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (*2030 General Plan*)	☐	☐	☐	☒
2. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? (*2030 General Plan*)	☐	☐	☐	☒

Discussion:

1-2) The proposed project does not propose to add any residential units, which generally increase the use of existing parks. **Therefore, no significant adverse effects on the environment related to recreation are expected to result from the project.**

Mitigation: Based on the above discussion, **no mitigation measures are required or proposed**

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout which includes the proposed project. Recreation was analyzed by the 2030 General Plan PEIR and found not to be significant after implementation of uniformly applied development policies and regulations. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 4.5, Draft PEIR, February 2009, page 4-45.

P. TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Cause an increase in traffic, which 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)? (*2030 General Plan*)	☐	☐	☒	☐
2. Exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways? (*2030 General Plan*)	☐	☐	☒	☐
3. Result in a change in traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (*2030 General Plan*)	☐	☐	☒	☐
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (*2030 General Plan*)	☐	☐	☒	☐
5. Result in inadequate emergency access? (*2030 General Plan*)	☐	☐	☐	☒
6. Result in inadequate parking capacity? (*Zone Ordinance - Parking Regulations and Parking Lot Design Standards*)	☐	☐	☒	☐
7. Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? (*2030 General Plan, Zone Ordinance - Parking Regulations and Parking Lot Design Standards, 2011 Bicycle & Pedestrian Facilities Master Plan*)	☐	☐	☐	☒

Discussion:

1-2) The City of Oxnard has identified *Level of Service* (LOS) C as the transportation planning goal that the city ultimately desires to achieve, where environmentally feasible. Based on a May 2012 traffic study completed for the Vallarta Market Shopping Center project (2600 N Vineyard Avenue) the nearby intersections operate at or above:

Intersection	Traffic Control	AM Peak Hour V/C Ratio or Delay	PM Peak Hour V/C Ratio or Delay
Vineyard Ave/Ventura Blvd	Signal	0.44/LOS A	0.49/LOS A
Vineyard Ave/U.S. 101 NB Ramps	Signal	0.44/LOS A	0.57/LOS A
Vineyard Ave/U.S. 101 SB Ramps	Signal	0.52/LOS A	0.58/LOS A
Vineyard Ave/Esplanade Dr	Signal	0.56/LOS A	0.65/LOS B
Vineyard Ave/Oxnard Blvd (SR 1)	Signal	0.57/LOS A	0.73/LOS C

Source: Penfield & Smith, *Vallarta Supermarket Project, Revised Traffic and Circulation Study,* May 21, 2012.

The City of Oxnard does not require a Traffic Study for projects projected to increase peak trips by less than 50 trips. This project is expected to increase net peak trips by 37 trips. An "Evaluation of Site Circulation Changes" was prepared for this project (Attachment 5). The evaluation contained three options for development: with a drive-thru bank, with a drive thru restaurant, and without a drive-thru. The project is without a drive-thru, represented on Table 3 (reprinted on next page) of the Evaluation (Kimley-Horn and Associates, Inc, May 2012). The evaluation assumed full occupancy of the shopping center (177,495 square feet) which generated 7,622 trips per day. The proposed commercial project is anticipated to generate 9,147 trips, or 8,954 trips when pass-by trips (193) are allowed. This represents a net increase in 1,332 trips per day, but only an increase in 37 AM peak trips and 16 PM peak tips.

Peak traffic hours are defined as 7:00 – 9:00 am for the AM peak and 4:00 to 6:00 pm for the PM peak, on Monday through Friday. The analysis of the impact on peak traffic hours shows that the existing shopping center generates 177 trips in the AM peak hour and 662trips in the PM peak hour. This project would generate 214 trips during the AM peak hour (a net increase of 37 trips) and 678 trips would be added to the PM peak hour (a net increase of 16 trips). The remaining trips are distributed throughout the remaining (non-peak) hours of the day.

Table 3: Trip Generation Comparison – Existing vs. Proposed Uses

Table 3
No Drive-Thru Pad - Retail Only
Food 4 Less Shopping Center - Vineyard and Esplanade Oxnard
Trip Generation Comparison - Existing vs. Proposed Uses

Land Use	ITE Code	Unit	Quantity	Trip Generation Rates					Project Trip Generation				
				Daily	AM Peak		PM Peak		Daily	AM Peak		PM Peak	
					In	Out	In	Out		In	Out	In	Out
Shopping Center - Existing	820	KSF	177.495	42.94	0.61	0.39	1.83	1.90	7,622	108	69	324	338
Shopping Center - Proposed	820	KSF	159.954	42.94	0.61	0.39	1.83	1.90	6,868	98	62	292	304
Gasoline / Service Station with Convenience Market - Proposed	945	Fueling Positions	14	162.78	5.08	5.08	6.69	6.69	2,279	71	71	94	94
Total New Trips Before Pass-by									9,147	169	133	386	398
Gasoline Station Pass-by (62% AM, 56% PM)			62%	56%					-193	-44	-44	-53	-53
Total Net New Trips									8,954	125	89	333	345
DIFFERENCE									1,332	17	20	9	7

Source: Institute of Transportation Engineers (ITE) Trip Generation - 8th Edition

Source: Kimley- Horn and Associates, Inc., *Evaluation of Site Circulation Changes,* May 2012.

The traffic study includes an analysis of the increase in traffic attributable to the project as compared to traffic generated with 100% occupancy of the existing shopping center. This analysis is important because the applicant could completely lease the existing shopping center buildings without any discretionary permits and without triggering environmental review. 24 Hour Fitness vacated building E in January 2009. Target vacated the site in July 2011.

This project will dedicate the land for the 2030 General Plan improvements for Esplanade Drive and Vineyard Avenue. The Esplanade Drive dedication will allow for 3 left turn pockets, a thru lane, a right turn pocket and a bike lane on. The dedication on Vineyard Avenue will allow for a bike lane and bus pull out. The project will contribute through payment of the City of Oxnard Traffic Impact Fee and County traffic fees prior to issuance of a building permit for the project. The City will continue to seek funding, including traffic impact fees and grants, for the 2030 improvements for Vineyard Avenue and Esplanade Drive. **No mitigation is necessary or required.**

3-5) The project curb cuts, driveways, interior circulation and site access are designed to meet City engineering standards and City Fire Department standards to ensure fire apparatus can reach all parts of the site, and no safety issues have been identified.

Driveways onto the site are provided along Esplanade Drive and Vineyard Avenue, with turning movement limitations on most of the driveways leading onto and from the site. The restricted turning movements at the site driveways are designed to prevent traffic conflicts between vehicles accessing the project site and vehicles traveling on the surrounding streets.

Location	No left turn in	No left turn out
Esplanade Drive (Driveway 1*, proposed signal)		
Esplanade Drive (Driveway 2*)		X
Esplanade Drive (Driveway 3*)	X	X
Esplanade Drive (west of driveway 1)		
Vineyard Avenue (Driveway 4)	X	X

*per Kimley- Horn and Associates, Inc., *Evaluation of Site Circulation Changes,* May 2012, page 2.

City staff had a concern with allowing left-turns into the site at driveway 2. The left-turning traffic using this driveway would be a combination of traffic destined for the gas station, as well as retail traffic for the rest of the site. This driveway provides direct access to the new Food 4 Less parking field, as well as to the trail uses at the southeast area of the site. It is estimated that the left-turn movement would be 83 vehicles in the AM peak and 148 vehicles in the PM peak. Allowing this driveway reduces the left-turn demand at the Driveway 1 and reduces the cars traveling through the site to access the retail at the southwest end of the site. As designed, staff supported the left-turning movement, but will add a condition of approval that can require this access to be eliminated if it interferes with cuing for the eastbound Esplanade Drive traffic.

City staff recommended off-site improvements within the Esplanade Shopping Center across from Driveway 1. The off-site improvements would allow for better cuing, but would also result in a loss of parking for the Esplanade Shopping Center. The off-site improvements are not needed for safety, and at this time the Esplanade Shopping Center management company does not support the off-site improvements as it would result in a loss of parking for their site. A condition of approval will not require the applicant to construct the off-site improvements, for there proposed signal at Driveway 1.

Emergency vehicles would not be restricted from using any of the driveways onto the site. The project provides for a future access point to the property southeast of the project. Until the adjacent property develops this project will provide a temporary hammerhead to allow the city fire apparatus to turn around and stage safely in this area (behind Building B).Therefore, emergency response and access will not be subject to any delays. **No mitigation is necessary or required.**

6) The proposed project includes reconfiguration of the existing parking lot areas and on-site circulation in accordance with the City Code. As allowed per City Code Section 16-641(B) the applicant is requesting adjustments in the configuration of the landscape planters. The adjustment to the configuration of the landscape planters does not affect the availability of parking for the project. This will be considered under the Planning Commission review of Planned Development Permit No. 12-540-1.

The project is providing code required parking for the site at 1 space per 250 square feet of gross floor area (City Code Section16-622(F), shopping centers). The proposed development does not have any features that would create unusual demands for additional parking over that which is required by City Code. A condition of approval will require reciprocal parking, access, and maintenance agreements between the proposed lots. A condition of approval will require the temporary

reconfiguration of parking and landscape areas behind Building B to accommodate a fire truck turning movements via a hammerhead (see discussion above). This loss of parking is considered temporary.

In compliance with City Code Section16-644(A) the project proposes 5 loading zones. Per City Code 16-644 (B) the applicant is requesting consideration of a modification to the length of one of the loading zones (38' rather than 40') due to the nature of the businesses this loading zone would serve. This will be considered under the Planning Commission review of Planned Development Permit No. 12-540-1. **Since adequate parking will be provided on the project site, no adverse impacts due to parking are anticipated.**

7) The City of Oxnard Bicycle Facilities Master Plan includes a planned Class II bicycle lane along Esplanade Drive and a Class I Multi-Use Trail along the railroad (west property line of the subject parcel). A Negative Declaration was prepared and adopted for the BPFMP (ND 11-02) Installation of this bicycle lane is incorporated into the project. Dedication of 12' along the railroad is designed into the project for the City's future construction of a Class I.

The proposed project will not conflict with any other policies supporting alternative transportation, nor will the project create impacts to rail, waterborne or air traffic. The project proposes bicycle racks in accordance with City Code requirements. The City acquired a grant in 2012 to install double bus bays, shelters, and benches on both Esplanade Drive and Vineyard Avenue. The project will provide land dedication for the City's construction of the additional bus buys, shelters, and benches along Esplanade Drive and Vineyard Avenue. Through the land dedication, the project will provide for enhanced bus stops..

Mitigation: Based on the above discussion**, no mitigation measures are required or proposed**

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout which includes the proposed project. Traffic and Circulation were analyzed by the 2030 General Plan PEIR and found to be significant for which an overriding consideration was adopted. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 4.2, Draft PEIR, February 2009, page 4-2.

Q. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (*2030 General Plan*)	☐	☐	☒	☐

Q. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
2. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (*2030 General Plan*)	☐	☐	☒	☐
3. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (*2030 General Plan*)	☐	☐	☐	☐
4. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (*2030 General Plan*)	☐	☐	☒	☐
5. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (*2030 General Plan*)	☐	☐	☒	☐
6. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (*2030 General Plan*)	☐	☐	☒	☐
7. Comply with federal, state, and local statutes and regulations related to solid waste? (*2030 General Plan*)	☐	☐	☒	☐

Discussion:

1-3, 5) The project is not expected to result in additional demand on master-planned utilities and service systems that have been anticipated in the General Plan build-out scenario for this area. In reviewing this project based on recent and similar projects, the City expects that this project can be served without impacting existing utility services.

Storm water runoff shall be limited to the runoff rates specified by the Development Services Program. Onsite detention is not expected or necessary. The proposed project will be required to comply with measures to treat stormwater runoff by implementing Best Management Practices (BMP's) in accordance with National Pollutant Discharge Elimination System (NPDES) requirements and the Countywide Stormwater Quality Municipal Separate Storm Sewer System Permit ("MS4" permit). **Therefore no significant impacts to stormwater and wastewater facilities are anticipated.**

4) The City of Oxnard currently provides the existing project and will provide the new project with water that is supplied by Calleguas Municipal Water District (Calleguas). Calleguas purchases water from the Metropolitan Water District of Southern California (MWD). MWD supplies surplus water from the Colorado River and the State Water Project for municipal, industrial, and agricultural users within its service area. The applicant will be required to obtain a "will serve" letter from the City of Oxnard Water Division to ensure that the Water Division has adequate water to serve the development. Standard City conditions require all projects to provide drought-tolerant landscaping to reduce the amount of water consumed by the project. **Therefore, no significant impacts to water supplies and resources are anticipated.**

6-7) Standard conditions of approval require compliance with the City's recycling programs, which require solid waste recycling and disposal plans and reporting during construction and operation of the facility. **Therefore, no significant impacts to landfill and solid waste resources are anticipated.**

Mitigation: Based on the above discussion, no mitigation measures are required or proposed.

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout which includes the proposed project. Utilities and services were analyzed by the 2030 General Plan PEIR and found not to be significant after implementation of uniformly applied development policies and regulations. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 4.3, Draft PEIR, February 2009, page 4-25.

R. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
2. Does the project have impacts that are individually limited, but cumulatively considerable *("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)*?	☐	☐	☒	☐

R. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
3. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

No new significant adverse effects are expected to result from the proposed project. Mitigation measures are either incorporated into the project or made a part of the Mitigated Negative Declaration.

SUMMARY OF MITIGATION MEASURES INCORPORATED INTO THE PROJECT

AIR QUALITY

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

C-2 At all times during construction activities, Developer shall minimize the area disturbed by clearing, grading, earth moving, or excavation operations to minimize excessive amounts of dust. (MND, C-2)

C-3 During construction, Developer shall water the area to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall be at least twice per day and shall penetrate sufficiently to minimize fugitive dust during grading activities. (MND, C-3)

C-4 During construction, Developer shall control dust by the following activities:

- All trucks hauling graded or excavated material offsite shall be required to cover their loads as required by California Vehicle Code §23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.
- All graded and excavated material, exposed soils areas, and active portions of the construction site, including unpaved onsite roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible. (MND, C-4)

C-5 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)

C-6 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)

C-7 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, (MND, C-7)

C-8 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 APCD regulations regarding Asbestos (Rule 62.7). (MND, C-8)

C-9 The Permittee shall comply with the provisions of applicable VCAPCD Rules and Regulations, which include but are not limited to Rule 74.2 (Architectural Coatings)

C-10 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-10)

CULTURAL RESOURCES

E-1 Developer shall contract with a Native American monitor to be present during all subsurface grading, trenching or construction activities on the project site. The contract shall include weekly reports from the monitor to the Planning Division summarizing the monitor's activities during the reporting period. A copy of the contract for these services shall be submitted to the Planning and Environmental Services Manager for review and approval prior to issuance of any grading permits. The monitoring report(s) shall be provided to the Planning Division prior to approval of final building occupancy for each building. (MND, E-1)

GEOLOGY AND SOILS

G-1 The applicant shall submit a site-specific soils investigation prepared by a licensed geotechnical engineer. At a minimum, the study shall include liquefaction and compressible soils characteristics on-site and shall identify any necessary construction techniques or other mitigation measures to prevent significant liquefaction/compressible soils impacts on the proposed project. All recommendations of said report shall be incorporated into the project. Developer shall submit the report to the Building Official for review and approval prior to issuance of building permits

NOISE

L-1. During all excavation and grading on site, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards.

L-2. Construction times shall be limited to 7 a.m. to 7 p.m. daily or in accordance with City Ordinances restricting construction times at the time of construction, whichever is more restrictive.

ADDITIONAL REFERENCES

1. California, State of, Air Resources Board, *CalEEMod Program.*
2. California, State of, Governor's Office, Office of Planning and Research, Office of Permit Assistance, *Hazardous Waste and Substances Sites* - List Pursuant to AB 3750, current edition.
3. California, State of, Office of Planning and Research, *California Environmental Quality Act Statutes*, Sacramento, California: January 1, 2002.
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Environmental Impact Reports

23. City of Oxnard, *The Village Specific Plan EIR*, August 2008
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Specific Plans

25. City of Oxnard, *The Village Specific Plan*, January 2009.
26. City of Oxnard, *Sakioka*, June 12, 2012.

Attachments:

1. Project Site Plan
2. Project Phasing Plan
3. Air Quality model ('CalEEMod') results
    a. Proposed Development, Summer (ROG, NOx)
    b. Proposed Development, Annual (CO2e)
    c. Existing Development, Summer (ROG, NOx)
    d. Existing Development, Annual (CO2e)
4. Project Consistency with 2006 CAT Report Greenhouse Gas Emission Reduction Strategies.
5. Evaluation of Site Circulation Changes

Attachment 1

Site Plan

SITE SUMMARY

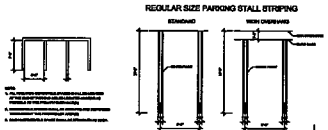
NET LAND AREA:	± 604,376 SF (±13.87 AC)
(AFTER STREET IMPROVEMENTS)	
EXISTING BUILDING AREA:	177,495 SF
PROPOSED BUILDING AREA:	159,954 SF
LAND/BUILDING RATIO:	2.78/1 (26.4%)
PARKING REQUIRED:	1/250 = 640
PARKING PROVIDED:	688 *INCLUDES DISABLE AND MOTORCYCLE
PARKING RATIO:	4.3 /1000 *INCLUDES DISABLE AND MOTORCYCLE

SITE BUILDINGS

EXISTING TARGET BUILDING	117,534 TO BE DEMOLISHED
NEW BUILDING A	6,695 SF
EXISTING BUILDING B	41,529 SF
NEW BUILDING C	9,120 SF
NEW BUILDING D	84,000 SF
EXISTING BUILDING E	18,432 SF
NEW BUILDING F	178 SF
NEW TOTAL BUILDING AREA AFTER PROJECT COMPLETED	159,954 SF



BIKE RACK DETAILS



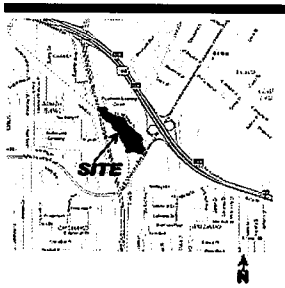
STRIPING DETAILS - N.T.S.

PARKING SUMMARY

	REQUIRED	PROVIDED
REGULAR STALLS: (1/250)	640	644
COMPACT STALLS:	N/A	0
DISABLE STALLS:	15	19
MOTORCYCLE STALLS:	17	25
LOADING ZONES:	5	5
BIKE 1 / 33 AUTOMOBILE SPACES:	19	22

BUILDING COVERAGE	159,954 SF	3.67 AC	26%
PAVED AREA	368,973 SF	8.79 AC	61%
LANDSCAPED AREA	82,178 SF	1.88 AC	13%
TOTAL LAND AREA	604,376 SF	13.87 AC	100%

VICINITY MAP



Perkowitz+Ruth ARCHITECTS
Long Beach, CA 562.628.8000 www.prarchitects.com

Client
FOOD 4 LESS 1100 WEST ARTESIA BOULEVARD COMPTON, CALIFORNIA 90220

Project
Food 4 Less # 335- SWC of Vineyard & Esplanade
Oxnard, California

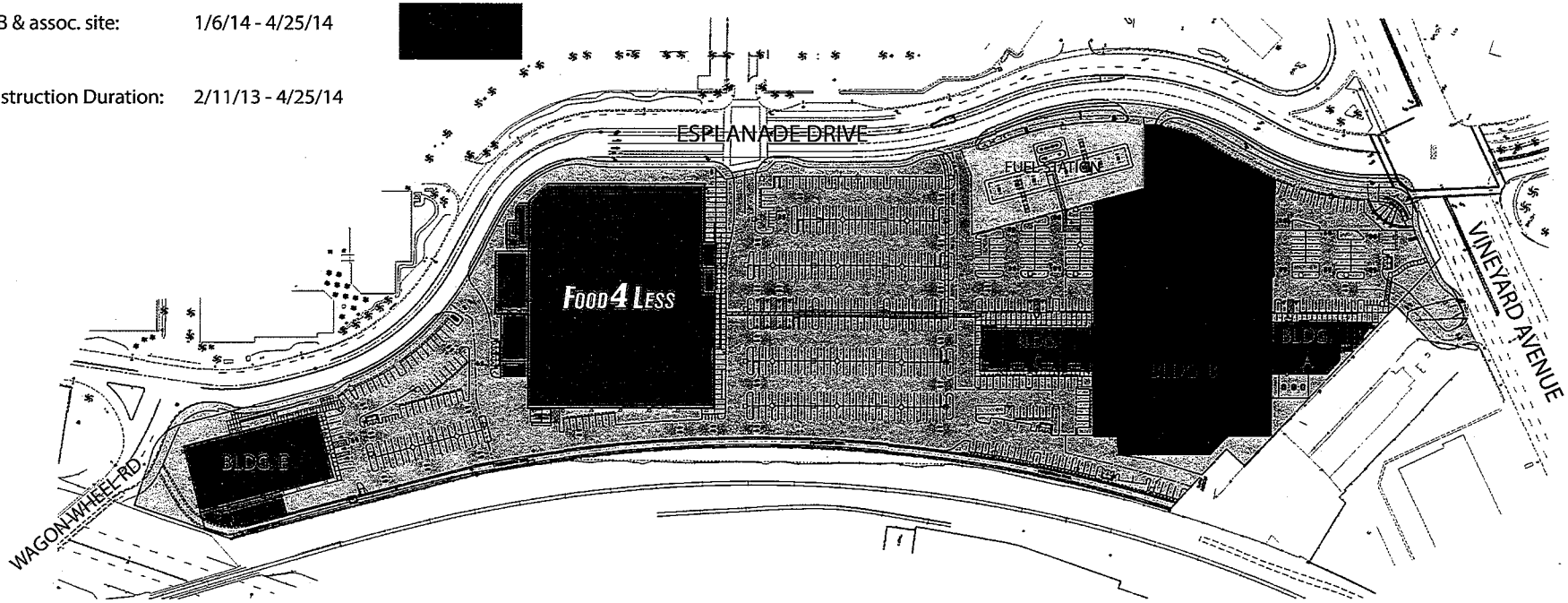
Proposed Site Plan
10.15.12

1
09.349

Attachment 2

Project Phasing Plan

Demo & Pad Prep: 7 weeks	2/11/13 - 3/29/13	
Food 4 Less (Building D): 34 weeks	4/1/13 - 11/22/13	
Site Improvements: 34 weeks	3/29/13 - 11/22/13	
Shops A, C & E: 34 weeks	4/1/13 - 11/22/13	
Fuel Center: 13 weeks	7/22/13 - 10/18/13	
Building B & assoc. site: 16 weeks	1/6/14 - 4/25/14	
Total Construction Duration: 62 weeks	2/11/13 - 4/25/14	



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Perkowitz + Ruth ARCHITECTS
Long Beach, CA (562)426-8000 www.prarchitects.com

Client: FOOD 4 LESS 1100 West Artesia Blvd, Compton, California 90220

Project: Food 4 Less # 361
SWC of E. Vineyard Ave & W Esplanade Dr., Oxnard, CA

Phasing Plan
N.T.S.
08.29.2012

Attachment 3a

Air Quality Model Results
Proposed Development (ROG/NOX)

Food 4 Less - Proposed

Ventura County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Gasoline/Service Station	14	Pump
Regional Shopping Center	139.42	1000sqft
Regional Shopping Center	18.43	1000sqft
Supermarket	84	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Utility Company**	Southern California Edison
Climate Zone	8	**Precipitation Freq (Days)**	31		

1.3 User Entered Comments

Project Characteristics -

Land Use - Lot Acreage is per the site plan
Retail line item 2 inlcudes buildings A-C
Retail line item 3 is building E
Retail line item 4 is building D

Construction Phase - Per applicant's phasing plan (page 29 of plan submittal)

Demolition -

Area Coating - APCD Rule 74.2

Construction Off-road Equipment Mitigation - Mitigation C-3 (water exposed area)

Mobile Land Use Mitigation -

Area Mitigation - Mitigation requires low VOC paint on all exterior. APCD Rule 74.2

Energy Mitigation -

Water Mitigation - City Ordinance 2822, Section IV B1 does not allow turf and requires 100% water wise plants (Standard Condition of Approval)

Waste Mitigation -

Grading - Per Applicant Team

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	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
Year	lb/day										lb/day					
2012	282.92	104.04														11,084.51
2013	6.19	40.98														5,866.90
2014	5.68	37.81														5,852.91
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

Mitigated Construction

	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
Year	lb/day										lb/day					
2012	282.92	104.04														11,084.51
2013	6.19	40.98														5,866.90
2014	5.68	37.81														5,852.91
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

2.2 Overall Operational

Unmitigated Operational

	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					
Area	6.76	0.00														0.00
Energy	0.06	0.57														692.75
Mobile	93.53	135.48														95,223.67
Total	**100.35**	**136.05**														**95,916.42**

Mitigated Operational

	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					
Area	6.76	0.00														0.00
Energy	0.06	0.57														692.75
Mobile	82.19	111.32														72,659.33
Total	**89.01**	**111.89**														**73,352.08**

89.01 - Proposed Mit. Operational
-59.01 - Existing Mit. Operational
30.01 ROG difference.

111.89 - Proposed Mit. Operational
80.00 - Existing Mit. operational
31.89 NOX difference.

As noted in Pg. 13 of MND.

3.0 Construction Detail

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Architectural Coating - 2012

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	lb/day										lb/day					
Archit. Coating	282.29															0.00
Off-Road	0.52	3.16														282.18
Total	**282.81**	**3.16**														**282.18**

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	lb/day										lb/day					
Hauling	0.00	0.00														0.00
Vendor	0.00	0.00														0.00
Worker	0.11	0.10														161.64
Total	**0.11**	**0.10**														**161.64**

3.2 Architectural Coating - 2012

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	lb/day										lb/day					
Archit. Coating	282.29															0.00
Off-Road	0.52	3.16														282.18
Total	**282.81**	**3.16**														**282.18**

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	lb/day										lb/day					
Hauling	0.00	0.00														0.00
Vendor	0.00	0.00														0.00
Worker	0.11	0.10														161.64
Total	**0.11**	**0.10**														**161.64**

3.3 Demolition - 2012

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	lb/day										lb/day					
Fugitive Dust																0.00
Off-Road	9.34	75.14														7,528.31
Total	**9.34**	**75.14**														**7,528.31**

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	lb/day										lb/day					
Hauling	0.00	0.01														2.27
Vendor	0.00	0.00														0.00
Worker	0.10	0.09														151.54
Total	**0.10**	**0.10**														**153.81**

3.3 Demolition - 2012

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	lb/day										lb/day					
Fugitive Dust																0.00
Off-Road	9.34	75.14														7,528.31
Total	**9.34**	**75.14**														**7,528.31**

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	lb/day										lb/day					
Hauling	0.00	0.01														2.27
Vendor	0.00	0.00														0.00
Worker	0.10	0.09														151.54
Total	**0.10**	**0.10**														**153.81**

3.4 Site Preparation - 2012

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	lb/day										lb/day					
Fugitive Dust																0.00
Off-Road	10.43	84.72														8,017.28
Total	**10.43**	**84.72**														**8,017.28**

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	lb/day										lb/day					
Hauling	0.00	0.00														0.00
Vendor	0.00	0.00														0.00
Worker	0.12	0.11														181.85
Total	**0.12**	**0.11**														**181.85**

3.4 Site Preparation - 2012

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	lb/day										lb/day					
Fugitive Dust																0.00
Off-Road	10.43	84.72														8,017.28
Total	**10.43**	**84.72**														**8,017.28**

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	lb/day										lb/day					
Hauling	0.00	0.00		-												0.00
Vendor	0.00	0.00														0.00
Worker	0.12	0.11														181.85
Total	**0.12**	**0.11**														**181.85**

3.5 Grading - 2012

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	lb/day										lb/day					
Fugitive Dust																0.00
Off-Road	12.50	103.90														10,880.18
Total	**12.50**	**103.90**														**10,880.18**

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	lb/day										lb/day					
Hauling	0.00	0.01														2.27
Vendor	0.00	0.00														0.00
Worker	0.13	0.12														202.06
Total	**0.13**	**0.13**														**204.33**

3.5 Grading - 2012

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	lb/day										lb/day					
Fugitive Dust																0.00
Off-Road	12.50	103.90														10,880.18
Total	**12.50**	**103.90**														**10,880.18**

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	lb/day										lb/day					
Hauling	0.00	0.01														2.27
Vendor	0.00	0.00														0.00
Worker	0.13	0.12														202.06
Total	**0.13**	**0.13**														**204.33**

3.6 Paving - 2012

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	lb/day										lb/day					
Off-Road	5.86	35.62														2,928.70
Paving	0.00															0.00
Total	**5.86**	**35.62**														**2,928.70**

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	lb/day										lb/day					
Hauling	0.00	0.00														0.00
Vendor	0.00	0.00														0.00
Worker	0.10	0.09														151.54
Total	**0.10**	**0.09**														**151.54**

3.6 Paving - 2012

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	lb/day										lb/day					
Off-Road	5.86	35.62														2,928.70
Paving	0.00															0.00
Total	**5.86**	**35.62**														**2,928.70**

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	lb/day										lb/day					
Hauling	0.00	0.00														0.00
Vendor	0.00	0.00														0.00
Worker	0.10	0.09														151.54
Total	**0.10**	**0.09**														**151.54**

3.6 Paving - 2013

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	lb/day										lb/day					
Off-Road	5.53	33.81														2,928.05
Paving	0.00															0.00
Total	**5.53**	**33.81**														**2,928.05**

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	lb/day										lb/day					
Hauling	0.00	0.00														0.00
Vendor	0.00	0.00														0.00
Worker	0.09	0.08														148.28
Total	**0.09**	**0.08**														**148.28**

3.6 Paving - 2013

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	lb/day										lb/day					
Off-Road	5.53	33.81														2,928.05
Paving	0.00															0.00
Total	**5.53**	**33.81**														**2,928.05**

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	lb/day										lb/day					
Hauling	0.00	0.00														0.00
Vendor	0.00	0.00														0.00
Worker	0.09	0.08														148.28
Total	**0.09**	**0.08**														**148.28**

3.7 Building Construction - 2013

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	lb/day										lb/day					
Off-Road	5.17	34.66														4,050.31
Total	**5.17**	**34.66**														**4,050.31**

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	lb/day										lb/day					
Hauling	0.00	0.00														0.00
Vendor	0.54	5.88														1,045.52
Worker	0.49	0.43														771.07
Total	**1.03**	**6.31**														**1,816.59**

3.7 Building Construction - 2013

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	lb/day										lb/day					
Off-Road	5.17	34.66														4,050.31
Total	**5.17**	**34.66**														**4,050.31**

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	lb/day										lb/day					
Hauling	0.00	0.00														0.00
Vendor	0.54	5.88														1,045.52
Worker	0.49	0.43														771.07
Total	**1.03**	**6.31**														**1,816.59**

3.7 Building Construction - 2014

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	lb/day										lb/day					
Off-Road	4.74	32.06														4,049.51
Total	**4.74**	**32.06**														**4,049.51**

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	lb/day										lb/day					
Hauling	0.00	0.00														0.00
Vendor	0.49	5.35														1,049.45
Worker	0.45	0.39														753.94
Total	**0.94**	**5.74**														**1,803.39**

3.7 Building Construction - 2014

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	lb/day										lb/day					
Off-Road	4.74	32.06														4,049.51
Total	**4.74**	**32.06**														**4,049.51**

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	lb/day										lb/day					
Hauling	0.00	0.00														0.00
Vendor	0.49	5.35														1,049.45
Worker	0.45	0.39														753.94
Total	**0.94**	**5.74**														**1,803.39**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

Increase Diversity

Improve Walkability Design

Increase Transit Accessibility

Improve Pedestrian Network

Provide Traffic Calming Measures

Expand Transit Network

	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	82.19	111.32														72,659.33
Unmitigated	93.53	135.48														95,223.67
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Gasoline/Service Station	2,278.92	2,278.92	2278.92	1,313,042	984,066
Regional Shopping Center	5,986.69	6,966.82	3518.96	10,123,896	7,587,406
Regional Shopping Center	791.38	920.95	465.17	1,338,283	1,002,983
Supermarket	8,588.16	14,917.56	13980.96	11,673,310	8,748,623
Total	17,645.16	25,084.24	20,244.01	24,448,531	18,323,079

4.3 Trip Type Information

	Miles			Trip %		
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
Gasoline/Service Station	9.50	7.30	7.30	2.00	79.00	19.00
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00
Supermarket	9.50	7.30	7.30	6.50	74.50	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	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					
NaturalGas Mitigated	0.06	0.57														692.75
NaturalGas Unmitigated	0.06	0.57														692.75
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

5.2 Energy by Land Use - NaturalGas

Unmitigated

	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	lb/day										lb/day					
Gasoline/Service Station	117.179	0.00	0.01														13.87
Regional Shopping Center	103.511	0.00	0.01														12.25
Regional Shopping Center	783.044	0.01	0.08														92.68
Supermarket	4848.99	0.05	0.48														573.94
Total		**0.06**	**0.58**														**692.74**

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	lb/day										lb/day					
Gasoline/Service Station	0.117179	0.00	0.01														13.87
Regional Shopping Center	0.103511	0.00	0.01														12.25
Regional Shopping Center	0.783044	0.01	0.08														92.68
Supermarket	4.84899	0.05	0.48														573.94
Total		**0.06**	**0.58**														**692.74**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Exterior

	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	6.76	0.00														0.00
Unmitigated	6.76	0.00														0.00
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

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	lb/day										lb/day					
Architectural Coating	1.55															0.00
Consumer Products	5.22															0.00
Landscaping	0.00	0.00														0.00
Total	**6.77**	**0.00**														**0.00**

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	lb/day										lb/day					
Architectural Coating	1.55															0.00
Consumer Products	5.22															0.00
Landscaping	0.00	0.00														0.00
Total	**6.77**	**0.00**														**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Turf Reduction

Use Water Efficient Irrigation System

Use Water Efficient Landscaping

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Vegetation

Attachment 3b

Air Quality Model Results
Proposed Development (CO_2e)

Food 4 Less - Proposed

Ventura County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Gasoline/Service Station	14	Pump
Regional Shopping Center	139.42	1000sqft
Regional Shopping Center	18.43	1000sqft
Supermarket	84	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Utility Company**	Southern California Edison
Climate Zone	8	**Precipitation Freq (Days)**	31		

1.3 User Entered Comments

Project Characteristics -

Land Use - Lot Acreage is per the site plan
Retail line item 2 inlcudes buildings A-C
Retail line item 3 is building E
Retail line item 4 is building D

Construction Phase - Per applicant's phasing plan (page 29 of plan submittal)

Demolition -

Area Coating - APCD Rule 74.2

Construction Off-road Equipment Mitigation - Mitigation C-3 (water exposed area)

Mobile Land Use Mitigation -

Area Mitigation - Mitigation requires low VOC paint on all exterior. APCD Rule 74.2

Energy Mitigation -

Water Mitigation - City Ordinance 2822, Section IV B1 does not allow turf and requires 100% water wise plants (Standard Condition of Approval)

Waste Mitigation -

Grading - Per Applicant Team

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	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
Year	tons/yr										MT/yr					
2012	3.45	4.94														453.75
2013	0.77	4.79														495.51
2014	0.50	3.28														458.34
Total	**4.72**	**13.01**														**1,407.60**

Mitigated Construction

	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
Year	tons/yr										MT/yr					
2012	3.45	4.94														453.75
2013	0.77	4.79														495.51
2014	0.50	3.28														458.34
Total	**4.72**	**13.01**														**1,407.60**

2.2 Overall Operational

Unmitigated Operational

	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					
Area	1.23	0.00														0.00
Energy	0.01	0.10														1,711.83
Mobile	12.69	19.20														11,418.92
Waste																294.35
Water																127.92
Total	**13.93**	**19.30**														**13,553.02**

2.2 Overall Operational

Mitigated Operational

	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					
Area	1.23	0.00														0.00
Energy	0.01	0.10														1,711.83
Mobile	11.04	15.81														8,719.22
Waste																147.18
Water																127.92
Total	**12.28**	**15.91**														**10,706.15**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Architectural Coating - 2012

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					
Archit. Coating	2.82															0.00
Off-Road	0.01	0.03														2.56
Total	**2.83**	**0.03**														**2.56**

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	0.00	0.00														0.00
Vendor	0.00	0.00														0.00
Worker	0.00	0.00														1.39
Total	**0.00**	**0.00**														**1.39**

3.2 Architectural Coating - 2012

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					
Archit. Coating	2.82															0.00
Off-Road	0.01	0.03														2.56
Total	**2.83**	**0.03**														**2.56**

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	0.00	0.00														0.00
Vendor	0.00	0.00														0.00
Worker	0.00	0.00														1.39
Total	**0.00**	**0.00**														**1.39**

3.3 Demolition - 2012

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					
Fugitive Dust																0.00
Off-Road	0.16	1.31														119.48
Total	**0.16**	**1.31**														**119.48**

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	0.00	0.00														0.04
Vendor	0.00	0.00														0.00
Worker	0.00	0.00														2.27
Total	**0.00**	**0.00**														**2.31**

3.3 Demolition - 2012

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																0.00
Off-Road	0.16	1.31														119.48
Total	**0.16**	**1.31**														**119.48**

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	0.00	0.00														0.04
Vendor	0.00	0.00														0.00
Worker	0.00	0.00														2.27
Total	**0.00**	**0.00**														**2.31**

3.4 Site Preparation - 2012

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					
Fugitive Dust																0.00
Off-Road	0.18	1.48														127.25
Total	**0.18**	**1.48**														**127.25**

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	0.00	0.00														0.00
Vendor	0.00	0.00														0.00
Worker	0.00	0.00														2.73
Total	**0.00**	**0.00**														**2.73**

3.4 Site Preparation - 2012

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																0.00
Off-Road	0.18	1.48														127.25
Total	**0.18**	**1.48**														**127.25**

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	0.00	0.00														0.00
Vendor	0.00	0.00														0.00
Worker	0.00	0.00														2.73
Total	**0.00**	**0.00**														**2.73**

3.5 Grading - 2012

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					
Fugitive Dust																0.00
Off-Road	0.22	1.82														172.68
Total	**0.22**	**1.82**														**172.68**

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	0.00	0.00														0.04
Vendor	0.00	0.00														0.00
Worker	0.00	0.00														3.03
Total	**0.00**	**0.00**														**3.07**

3.5 Grading - 2012

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																0.00
Off-Road	0.22	1.82														172.68
Total	**0.22**	**1.82**														**172.68**

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	0.00	0.00														0.04
Vendor	0.00	0.00														0.00
Worker	0.00	0.00														3.03
Total	**0.00**	**0.00**														**3.07**

3.6 Paving - 2012

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	0.05	0.28														21.25
Paving	0.00															0.00
Total	**0.05**	**0.28**														**21.25**

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	0.00	0.00														0.00
Vendor	0.00	0.00														0.00
Worker	0.00	0.00														1.04
Total	**0.00**	**0.00**														**1.04**

3.6 Paving - 2012

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					
Off-Road	0.05	0.28														21.25
Paving	0.00															0.00
Total	**0.05**	**0.28**														**21.25**

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	0.00	0.00														0.00
Vendor	0.00	0.00														0.00
Worker	0.00	0.00														1.04
Total	**0.00**	**0.00**														**1.04**

3.6 Paving - 2013

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	0.43	2.62														205.81
Paving	0.00															0.00
Total	**0.43**	**2.62**														**205.81**

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	0.00	0.00														0.00
Vendor	0.00	0.00														0.00
Worker	0.01	0.01														9.85
Total	**0.01**	**0.01**														**9.85**

3.6 Paving - 2013

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					
Off-Road	0.43	2.62														205.81
Paving	0.00															0.00
Total	**0.43**	**2.62**														**205.81**

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	0.00	0.00														0.00
Vendor	0.00	0.00														0.00
Worker	0.01	0.01														9.85
Total	**0.01**	**0.01**														**9.85**

3.7 Building Construction - 2013

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	0.27	1.84														194.69
Total	**0.27**	**1.84**														**194.69**

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	0.00	0.00														0.00
Vendor	0.03	0.31														50.15
Worker	0.03	0.02														35.02
Total	**0.06**	**0.33**														**85.17**

3.7 Building Construction - 2013

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					
Off-Road	0.27	1.84														194.69
Total	**0.27**	**1.84**														**194.69**

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	0.00	0.00														0.00
Vendor	0.03	0.31														50.15
Worker	0.03	0.02														35.02
Total	**0.06**	**0.33**														**85.17**

3.7 Building Construction - 2014

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	0.41	2.79														319.52
Total	**0.41**	**2.79**														**319.52**

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	0.00	0.00														0.00
Vendor	0.04	0.46														82.62
Worker	0.04	0.04														56.20
Total	**0.08**	**0.50**														**138.82**

3.7 Building Construction - 2014

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					
Off-Road	0.41	2.79														319.52
Total	**0.41**	**2.79**														**319.52**

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	0.00	0.00														0.00
Vendor	0.04	0.46														82.62
Worker	0.04	0.04														56.20
Total	**0.08**	**0.50**														**138.82**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

Increase Diversity

Improve Walkability Design

Increase Transit Accessibility

Improve Pedestrian Network

Provide Traffic Calming Measures

Expand Transit Network

	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	11.04	15.81														8,719.22
Unmitigated	12.69	19.20														11,418.92
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Gasoline/Service Station	2,278.92	2,278.92	2278.92	1,313,042	984,066
Regional Shopping Center	5,986.69	6,966.82	3518.96	10,123,896	7,587,406
Regional Shopping Center	791.38	920.95	465.17	1,338,283	1,002,983
Supermarket	8,588.16	14,917.56	13980.96	11,673,310	8,748,623
Total	17,645.16	25,084.24	20,244.01	24,448,531	18,323,079

4.3 Trip Type Information

	Miles			Trip %		
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
Gasoline/Service Station	9.50	7.30	7.30	2.00	79.00	19.00
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00
Supermarket	9.50	7.30	7.30	6.50	74.50	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	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					
Electricity Mitigated																1,597.14
Electricity Unmitigated																1,597.14
NaturalGas Mitigated	0.01	0.10														114.69
NaturalGas Unmitigated	0.01	0.10														114.69
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	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	tons/yr										MT/yr					
Gasoline/Service Station	42770.4	0.00	0.00														2.30
Regional Shopping Center	285811	0.00	0.01														15
Regional Shopping Center	37781.5	0.00	0.00														2.03
Supermarket	1.76988e+006	0.01	0.09														95.02
Total		**0.01**	**0.10**														**114.69**

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	tons/yr										MT/yr					
Gasoline/Service Station	42770.4	0.00	0.00														2.30
Regional Shopping Center	285811	0.00	0.01														15
Regional Shopping Center	37781.5	0.00	0.00														2.03
Supermarket	1.76988e+006	0.01	0.09														95.02
Total		**0.01**	**0.10**														**114.69**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Gasoline/Service Station	18262.4								5.35
Regional Shopping Center	1.78458e+006								522.33
Regional Shopping Center	235904								69.05
Supermarket	3.41796e+006								1,000.42
Total									**1,597.15**

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Gasoline/Service Station	18262.4								5.35
Regional Shopping Center	1.78458e+006								522.33
Regional Shopping Center	235904								69.05
Supermarket	3.41796e+006								1,000.42
Total									**1,597.15**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Exterior

	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	1.23	0.00														0.00
Unmitigated	1.23	0.00														0.00
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

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	0.28															0.00
Consumer Products	0.95															0.00
Landscaping	0.00	0.00														0.00
Total	**1.23**	**0.00**														**0.00**

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	0.28															0.00
Consumer Products	0.95															0.00
Landscaping	0.00	0.00														0.00
Total	**1.23**	**0.00**														**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Turf Reduction

Use Water Efficient Irrigation System

Use Water Efficient Landscaping

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated								127.92
Unmitigated								127.92
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Regional Shopping Center	11.6923 / 7.16628								78.23
Supermarket	10.3545 / 0.320243								49.69
Total									**127.92**

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Regional Shopping Center	11.6923 / 7.16628								78.23
Supermarket	10.3545 / 0.320243								49.69
Total									**127.92**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated								147.18
Unmitigated								294.35
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Gasoline/Service Station	7.55								3.43
Regional Shopping Center	165.74								75.40
Supermarket	473.76								215.52
Total									**294.35**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Gasoline/Service Station	3.775								1.72
Regional Shopping Center	82.87								37.70
Supermarket	236.88								107.76
Total									**147.18**

9.0 Vegetation

Attachment 3c

Air Quality Model Results
Existing Development (ROG/NOX)

Food 4 Less - Existing

Ventura County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Strip Mall	117.53	1000sqft
Strip Mall	18.43	1000sqft
Supermarket	41.53	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Utility Company**	Southern California Edison
Climate Zone	8	**Precipitation Freq (Days)**	31		

1.3 User Entered Comments

Project Characteristics -

Land Use - Lot Acreage is per the AP Map

Construction Phase - Site was developed in 1983

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	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
Year	lb/day										lb/day					
1983	0.00	0.00														0.00
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

Mitigated Construction

	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
Year	lb/day										lb/day					
1983	0.00	0.00														0.00
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

2.2 Overall Operational

Unmitigated Operational

	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					
Area	4.92	0.00														0.00
Energy	0.03	0.31														374.15
Mobile	54.06	79.69														50,992.13
Total	**59.01**	**80.00**														**51,366.28**

Mitigated Operational

	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					
Area	4.92	0.00														0.00
Energy	0.03	0.31														374.15
Mobile	54.06	79.69														50,992.13
Total	**59.01**	**80.00**														**51,366.28**

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Building Construction - 1983

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	lb/day										lb/day					
Hauling																0.00
Vendor																0.00
Worker																0.00
Total																**0.00**

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	lb/day										lb/day					
Hauling																0.00
Vendor																0.00
Worker																0.00
Total																**0.00**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	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	54.06	79.69														50,992.13
Unmitigated	54.06	79.69														50,992.13
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Strip Mall	5,208.93	4,940.96	2401.14	7,345,242	7,345,242
Strip Mall	816.82	774.80	376.52	1,151,815	1,151,815
Supermarket	4,246.03	7,375.31	6912.25	5,771,340	5,771,340
Total	10,271.77	13,091.07	9,689.92	14,268,397	14,268,397

4.3 Trip Type Information

	Miles			Trip %		
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
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00
Supermarket	9.50	7.30	7.30	6.50	74.50	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	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					
NaturalGas Mitigated	0.03	0.31														374.15
NaturalGas Unmitigated	0.03	0.31														374.15
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	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	lb/day										lb/day					
Strip Mall	103.511	0.00	0.01														12.25
Strip Mall	660.122	0.01	0.06														78.13
Supermarket	2397.36	0.03	0.24														283.76
Total		**0.04**	**0.31**														**374.14**

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	lb/day										lb/day					
Strip Mall	0.103511	0.00	0.01														12.25
Strip Mall	0.660122	0.01	0.06														78.13
Supermarket	2.39736	0.03	0.24														283.76
Total		**0.04**	**0.31**														**374.14**

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	4.92	0.00														0.00
Unmitigated	4.92	0.00														0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	lb/day										lb/day					
Architectural Coating	1.13															0.00
Consumer Products	3.80															0.00
Landscaping	0.00	0.00														0.00
Total	**4.93**	**0.00**														**0.00**

6.2 Area by SubCategory

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	lb/day										lb/day					
Architectural Coating	1.13															0.00
Consumer Products	3.80															0.00
Landscaping	0.00	0.00														0.00
Total	**4.93**	**0.00**														**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Attachment 3d

Air Quality Model Results
Existing Development (CO2e)

Food 4 Less - Existing

Ventura County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Strip Mall	117.53	1000sqft
Strip Mall	18.43	1000sqft
Supermarket	41.53	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Utility Company**	Southern California Edison
Climate Zone	8	**Precipitation Freq (Days)**	31		

1.3 User Entered Comments

Project Characteristics -

Land Use - Lot Acreage is per the AP Map

Construction Phase - Site was developed in 1983

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	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
Year	tons/yr										MT/yr					
1983																0.00
Total																**0.00**

Mitigated Construction

	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
Year	tons/yr										MT/yr					
1983																0.00
Total																**0.00**

2.2 Overall Operational

Unmitigated Operational

	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					
Area	0.90	0.00														0.00
Energy	0.01	0.06														1,065.94
Mobile	7.71	11.92														6,475.72
Waste																171.50
Water																91.95
Total	**8.62**	**11.98**														**7,805.11**

2.2 Overall Operational

Mitigated Operational

	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					
Area	0.90	0.00														0.00
Energy	0.01	0.06														1,065.94
Mobile	7.71	11.92														6,475.72
Waste																171.50
Water																91.95
Total	**8.62**	**11.98**														**7,805.11**

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Building Construction - 1983

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																0.00
Vendor																0.00
Worker																0.00
Total																**0.00**

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																0.00
Vendor																0.00
Worker																0.00
Total																**0.00**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	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	7.71	11.92														6,475.72
Unmitigated	7.71	11.92														6,475.72
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Strip Mall	5,208.93	4,940.96	2401.14	7,345,242	7,345,242
Strip Mall	816.82	774.80	376.52	1,151,815	1,151,815
Supermarket	4,246.03	7,375.31	6912.25	5,771,340	5,771,340
Total	10,271.77	13,091.07	9,689.92	14,268,397	14,268,397

4.3 Trip Type Information

	Miles			Trip %		
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
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00

	Miles			Trip %		
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
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00
Supermarket	9.50	7.30	7.30	6.50	74.50	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	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					
Electricity Mitigated																1,004.00
Electricity Unmitigated																1,004.00
NaturalGas Mitigated	0.01	0.06														61.94
NaturalGas Unmitigated	0.01	0.06														61.94
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	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	tons/yr										MT/yr					
Strip Mall	240945	0.00	0.01														12.94
Strip Mall	37781.5	0.00	0.00														2.03
Supermarket	875037	0.00	0.04														46.98
Total		**0.00**	**0.05**														**61.95**

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	tons/yr										MT/yr					
Strip Mall	240945	0.00	0.01														12.94
Strip Mall	37781.5	0.00	0.00														2.03
Supermarket	875037	0.00	0.04														46.98
Total		**0.00**	**0.05**														**61.95**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Strip Mall	1.50444e+006								440.34
Strip Mall	235904								69.05
Supermarket	1.68986e+006								494.61
Total									**1,004.00**

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Strip Mall	1.50444e+006								440.34
Strip Mall	235904								69.05
Supermarket	1.68986e+006								494.61
Total									**1,004.00**

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	0.90	0.00														0.00
Unmitigated	0.90	0.00														0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	0.21															0.00
Consumer Products	0.69															0.00
Landscaping	0.00	0.00														0.00
Total	**0.90**	**0.00**														**0.00**

6.2 Area by SubCategory

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	0.21															0.00
Consumer Products	0.69															0.00
Landscaping	0.00	0.00														0.00
Total	**0.90**	**0.00**														**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated								91.95
Unmitigated								91.95
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Strip Mall	10.0709 / 6.17249								67.39
Supermarket	5.11933 / 0.15833								24.57
Total									**91.96**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Strip Mall	10.0709 / 6.17249								67.39
Supermarket	5.11933 / 0.15833								24.57
Total									**91.96**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated								171.50
Unmitigated								171.50
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Strip Mall	142.76								64.94
Supermarket	234.23								106.55
Total									**171.49**

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Strip Mall	142.76								64.94
Supermarket	234.23								106.55
Total									**171.49**

9.0 Vegetation

Attachment 4

Consistency With CAT Report GHG

ATTACHMENT 4
MITIGATED NEGATIVE DECLARATION 12-01
Food 4 Less Redevelopment, The Kroger Company
PZ Nos. 12-540-1, 12-510-1, 12-500-1, 12-300-1
130, 150, 250, 300 West Esplanade Drive

Project Consistency with 2006 CAT Report Greenhouse Gas Emission Reduction Strategies.

Strategy	Project Consistency
California Air Resources Board	
Vehicle Climate Change Standards AB 1493 (Pavley) required the state to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of climate change emissions emitted by passenger vehicles and light duty trucks. Regulations were adopted by the ARB I September 2004.	Consistent. The vehicles that travel to and from the Project site on public roadways would be in compliance with ARB vehicle standards that are in effect at the time of vehicle purchase.
Diesel Anti-Idling In July 2004, the ARB adopted a measure to limit diesel-fueled commercial motor vehicle idling.	Consistent. Current State law restricts diesel truck idling to five minutes or less. Diesel trucks making deliveries or service calls to the project site are subject to this state-wide law.
Hydrofluorocarbon Reduction 1) Ban retail sale of HFC in small cans. 2) Require that only low GWP refrigerants be used in new vehicular systems. 3) Adopt specifications for new commercial refrigeration. 4) Add refrigerant leak-tightness to the pass criteria for vehicular inspection and maintenance programs. 5) Enforce federal ban on releasing HFCs.	Consistent. This strategy applies to consumer products. All applicable products would comply with the regulations that are in effect at the time of manufacture.
Transportation Refrigeration Units, Off-Road Electrification, Port Electrification (ship to shore)	
Require all new transportation refrigeration units (TRU) to be equipped with electric standby.	Not applicable.
Require cold storage facilities to install electric infrastructure to support electric standby TRUs.	Not applicable.
Off-road Electrification	Not applicable.
Port Electrification	Not applicable.
Manure Management Improved management practices, manure handling practices, and lagoon/liquid waste control options.	Not applicable.
Semi Conductor Industry Targets Emission reduction rules for semiconductor operations.	Not applicable.
Alternative Fuels: Biodiesel Blends ARB would develop regulations to require the use of 1 to 4 percent biodiesel displacement of California diesel fuel.	Consistent. The diesel vehicles that travel to and from the project site on public roadways could utilize this fuel once it is commercially available.
Alternative Fuels: Ethanol Increased use of E-85 fuel.	Consistent Future users of the project site could purchase flex-fuel vehicles and utilize this fuel once it is commercially available in the region and local vicinity.

Heavy-Duty Vehicle Emission Reduction Measures Increased efficiency in the design of heavy duty vehicles and an education program for the heavy duty vehicle sector.	Consistent. Any heavy-duty vehicles that travel to and from the project site on public roadways would be subject to all applicable ARB efficiency standards that are in effect at the time of vehicle manufacture.
Reduced Venting and Leaks on Oil and Gas Systems Improved management practices in the production, processing, transport, and distribution of oil and natural gas.	Not applicable.
Hydrogen Highway The California Hydrogen Highway Network (CA H2 Net) is a State initiative to promote the use of hydrogen as a means of diversifying the sources of transportation energy.	Not applicable.
Achieve 50% Statewide Recycling Goal Achieving the State's 50 percent waste diversion mandate as established by the Integrated Waste Management Act of 1989, (AB 939, Sher, Chapter 1095, Statutes of 1989), will reduce climate change emissions associated with energy intensive material extraction and production as well as methane emission from landfills. A diversion rate of 48% has been achieved on a statewide basis. Therefore, a 2% additional reduction is needed.	Consistent. As discussed in Section Q (Utilities and Service Systems), the project would divert at least 50 percent of its solid waste after the recyclable content is diverted. Recycling bins will be provided on-site to promote recycling of paper, metal, glass, and other recyclable material.
Landfill Methane Capture Install direct gas use or electricity projects at landfills to capture and use emitted methane.	Not applicable.
Zero Waste – High Recycling Efforts to exceed the 50 percent goal would allow for additional reductions in climate change emissions.	Consistent. As discussed in Section Q (Utilities and Service Systems), the project would divert at least 50 percent of its solid waste after the recyclable content is diverted. Recycling bins will be provided at the project site to promote recycling of paper, metal, glass, and other recyclable material. The project would also be subject to all applicable State and City requirements for solid waste reduction as they change in the future.
Department of Forestry	
Forest Management Increasing the growth of individual forest trees, the overall age of trees prior to harvest, or dedicating land to older aged trees.	Not applicable.
Forest Conservation Provide incentives to maintain an undeveloped forest landscape.	Not applicable.
Fuels Management/Biomass Reduce the risk of wildland fire through fuel reduction and biomass development.	Not applicable.
Urban Forestry A new statewide goal of planting 5 million trees in urban areas by 2020 would be achieved through the expansion of local urban forestry programs.	Consistent. The landscaping proposed for the project would include new trees that meet City development standards.

Afforestation/Reforestation Reforestation projects focus on restoring native tree cover on lands that were previously forested and are now covered with other vegetative types.	Not applicable.
Department of Water Resources	
Water Use Efficiency Approximately 19% of all electricity, 30% of all natural gas, and 88 million gallons of diesel are used to convey, treat, distribute and use water and wastewater. Increasing the efficiency of water transport and reducing water use would reduce greenhouse gas emissions.	Consistent. The project would be required to be constructed in compliance with the standards of Title 24 that are in effect at the time of development.
Energy Commission (CEC)	
Building Energy Efficiency Standards in Place and in Progress Public Resources Code 25402 authorizes the CEC to adopt and periodically update its building energy efficiency standards (that apply to newly constructed buildings and additions to and alterations to existing buildings).	Consistent. The project would be required to be constructed in compliance with the standards of Title 24 that are in effect at the time of development.
Appliance Energy Efficiency Standards in Place and in Progress Public Resources Code 25402 authorizes the Energy Commission to adopt and periodically update its appliance energy efficiency standards (that apply to devices and equipment using energy that are sold or offered for sale in California).	Consistent. Under State law, any appliances that are purchased for the project would be consistent with energy efficiency standards that are in effect at the time of manufacture.
Fuel-Efficient Replacement Tires & Inflation Programs State legislation established a statewide program to encourage the production and use of more efficient tires.	Consistent. City residents that might use the project site could purchase tires for their vehicles that comply with state programs for increased fuel efficiency.
Cement Manufacturing Cost-effective reductions to reduce energy consumption and to lower carbon dioxide emissions in the cement industry.	Not applicable.
Municipal Utility Energy Efficiency Programs/Demand Response Includes energy efficiency programs, renewable portfolio standard, combined heat and power, and transitioning away from carbon-intensive generation.	Not applicable.
Municipal Utility Renewable Portfolio Standard California's Renewable Portfolio Standard (RPS), established in 2002, requires that all load serving entities achieve a goal of 20 percent of retail electricity sales from renewable energy sources by 2017, within certain cost constraints.	Not applicable.
Municipal Utility Combined Heat and Power Cost effective reduction from fossil fuel consumption in the commercial and industrial sector through the application of on-site power production to meet both heat and electricity loads.	Not applicable.
Municipal Utility Electricity Sector Carbon Policy State agencies to address ways to transition investor-owned utilities away from carbon-intensive electricity sources.	Not applicable.
Alternative Fuels: Non-Petroleum Fuels Increasing the use of non-petroleum fuels in California's transportation sector, as recommended as recommended in the CEC's 2003 and 2005 Integrated Energy Policy Reports.	Not applicable.

Business, Transportation and Housing	
Measures to Improve Transportation Energy Efficiency Builds on current efforts to provide a framework for expanded and new initiatives including incentives, tools, information that advance cleaner transportation and reduce climate change emissions.	Not applicable.
Smart Land Use and Intelligent Transportation Systems (ITS) Smart land use strategies encourage jobs/housing proximity, promote transit-oriented development, and encourage high-density residential/commercial development along transit corridors. ITS is the application of advanced technology systems and management strategies to improve operational efficiency of transportation systems and movement of people, goods and services. The Governor is finalizing a comprehensive 10-year strategic growth plan with the intent of developing ways to promote, through state investments, incentives and technical assistance, land use, and technology strategies that provide for a prosperous economy, social equity and a quality environment. Smart land use, demand management, ITS, and value pricing are critical elements in this plan for improving mobility and transportation efficiency. Specific strategies include: promoting jobs/housing proximity and transit-oriented development; encouraging high density residential/commercial development along transit/rail corridor; valuing and congestion pricing; implementing intelligent transportation systems, traveler information/traffic control, incident management; accelerating the development of broadband infrastructure; and comprehensive, integrated, multimodal/intermodal transportation planning.	Consistent. The project is an infill development adjacent to arterial roads (Vineyard Avenue and Esplanade Drive) along which transit service currently is provided. And, the project includes two bus stops.
Department of Food and Agriculture	
Conservation Tillage/Cover Crops Conservation tillage and cover crops practices are used to improve soil tilth and water use efficiency, and to reduce tillage requirements, labor, fuel, and fertilizer requirements.	Not applicable.
Enteric Fermentation Cattle emit methane from digestion processes. Changes in diet could result in a reduction in emissions.	Not applicable.
State and Consumer Services Agency	

Green Buildings Initiative Green Building Executive Order, S-20-04 (CA 2004), sets a goal of reducing energy use in public and private buildings by 20 percent by the year 2015, as compared with 2003 levels. The Executive Order and related action plan spell out specific actions state agencies are to take with state-owned and –leased buildings. The order and plan also discuss various strategies and incentives to encourage private building owners and operators to achieve the 20 percent target.	Consistent. The project would be required to be constructed in compliance with the standards of Title 24 that are in effect at the time of development. The current 2005 Title 24 standards are approximately 8.5 percent more efficient than those of the 2001 standards.
Public Utilities Commission (PUC)	
Accelerated Renewable Portfolio Standard The Governor has set a goal of achieving 33 percent renewable in the State's resource mix by 2020. The joint PUC/Energy Commission September 2005 Energy Action Plan II (EAP II) adopts the 33 percent goal.	Not applicable.
California Solar Initiative The solar initiative includes installation of 1 million solar roofs or an equivalent 3,000 MW by 2017 on homes and businesses, increased use of solar thermal systems to offset the increasing demand for natural gas, use of advanced metering in solar applications, and creation of a funding source that can provide rebates over 10 years through a declining incentive schedule.	Consistent. The project will not create additional demand for natural gas. Solar panels are not currently proposed as part of the project. However, in the future, the project proponent may have the option of installing solar panels depending on the availability of funding.
Investor-Owned Utility Programs These strategies include energy efficiency programs, combined heat and power initiative, and electricity sector carbon policy for investor owned utilities.	Not applicable.
Sources: Climate Action Team, 2006 and Christopher A. Joseph & Associates, 2007.	

Attachment 5

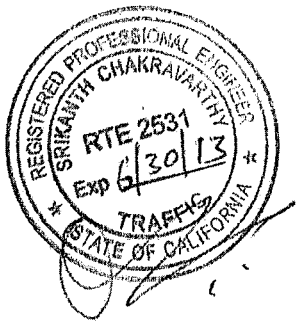
Evaluation Of Site Circulation Changes

EVALUATION OF SITE CIRCULATION CHANGES
FOR
FOOD 4 LESS

IN THE CITY OF OXNARD

Prepared for:

Food 4 Less
1100 West Artesia Boulevard
Compton, California 90220



Prepared by:

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765 The City Drive
Suite 400
Orange, California 92868

May, 2012

Oxnard Food 4 Less
Vineyard Avenue and Esplanade Drive, Oxnard
Evaluation of Site Circulation Changes

INTRODUCTION

This report has been prepared to provide an evaluation of the proposed site circulation changes to the Food 4 Less Center located at the southwest corner of the intersection of Esplanade Drive and Vineyard Avenue in the City of Oxnard.

The applicant proposes to relocate the existing Food 4 Less business to the former Target building (currently vacant), with some modifications to the building that would result in a reduction in square footage; and to add an on-site gas station and a small amount of retail space adjacent to the current Food 4 Less building. The site currently has 177,495 square feet of building space. With the proposed changes, the site would have up to 159,920 square feet of retail building space and a gas station with 14 fueling positions.

PROJECT TRAFFIC

Trip generation estimates were prepared for the proposed project. A summary of the trip generation for three development options, along with a comparison of trip generation estimates for the shopping center as it is currently developed are provided on **Table 1** through **Table 3**.

The new retail use proposed near the existing Food 4 Less building has the following potential development options:

- Table 1 – A drive-through building with a bank use
- Table 2 – A drive-through building with a restaurant use
- Table 3 – A retail building with no drive-through

Review of these tables shows that the proposed site changes, including the addition of the retail and gas station, and the reduction in square footage of the former Target building would result in a small amount of additional traffic, ranging from 36 to 91 additional peak hour cars in the morning peak hour, and from 0 to 33 peak hour cars in the evening peak hour.

A summary of traffic movements to and from site driveways will be provided for the option with the drive-through bank.

PROPOSED SITE CIRCULATION CHANGES

The applicant also proposes a number of changes to the site access and circulation. The site driveways are labeled as Driveway 1, 2, 3, and 4 for ease of discussion, as shown on **Figure 1**.[1]

- The main entrance on Esplanade Drive is currently located approximately 600 feet west of Vineyard Avenue, and is an unsignalized T-intersection. The driveway would be relocated approximately 300 feet to the west, to align with the existing unsignalized intersection that serves the Esplanade Shopping Center across the street. This driveway is labeled Driveway 1.

- Two unsignalized driveways on Esplanade Drive (Driveways 2 and 3) would be located on either side of the gas station parcel, and would provide direct access to the gas pump area, as well as to the rest of the shopping center.

    - Driveway 2 would be located approximately 630 feet west of Vineyard Avenue. Driveway 2 would align with the north-south center drive aisle that provides direct access to the new Food 4 Less parking field, as well as to the retail uses at the southeast area of the site.

        - The applicant proposes that Driveway 2 would allow right-turn-in, right-turn-out, and left-turn-in movements. City staff has expressed concern with the proposed left-turn pocket. A comparison of traffic volume movements with and without left-turn in movements has been prepared and is presented in the next section.

    - Driveway 3 would be located approximately 380 feet west of Vineyard Avenue, and would be restricted to right-in and right-out movements only.

- Unsignalized access to Vineyard Avenue would continue to be provided via an access easement across the adjacent property to the southeast of the site (Driveway 4). This driveway is unsignalized, and is restricted to right-in and right-out movements only.

[1] Note: There is a small service driveway on Esplanade Drive, to the west of the main entrance that provides direct access to the back of the former Target building and to the westernmost pad at the west end of the center. This was observed to carry virtually no traffic under current conditions. There is no proposal for development of the western portion of the site, and so this driveway was not included in this analysis.

SITE CIRCULATION AND ACCESS

Existing Traffic Patterns

Existing traffic movements to and from the site were observed to develop an understanding of how traffic currently approaches and departs the site from the existing site driveways. Although a significant portion of the site is currently vacant, it is assumed that traffic patterns for the future retail uses will be similar to the traffic patterns for the current retail uses that are still on the site.

It was observed that approximately 85% of the project traffic approaches the site from the intersection of Esplanade Drive and Vineyard Avenue to the east, with 65% entering via the Esplanade driveways and 20% entering the Vineyard Avenue driveway. Departing patterns will vary slightly because traffic entering the Vineyard Avenue driveway from the intersection of Esplanade Drive and Vineyard Avenue will need to use one of the Esplanade Drive driveways to return. The remaining 15% of the site traffic currently approaches from the west on Esplanade Drive.

Driveway 2 Left-Turn Access

Future site traffic was distributed to the proposed site driveways to demonstrate future traffic movements to and from the site with the proposed site circulation changes.

Driveway 2 with Left-Turn Access

The applicant proposes to allow left turns into Driveway 2 from Esplanade Drive via a left-turn break in the median. Shown on **Figure 2** are the future site traffic movements at each site driveway for the morning and evening peak hours, assuming that Driveway 2 allows left-turn-in movements. The left-turning traffic using this driveway would be a combination of traffic destined for the gas station, as well as retail traffic for the rest of the site. As designed, Driveway 2 would provide direct access to the new Food 4 Less parking field, as well as to the retail uses at the southeast area of the site. It is estimated that the left-turn movement would be 83 vehicles in the morning peak hour, and 148 vehicles in the evening peak hour.

Allowing left-turn movements at Driveway 2 would not only provide more direct access to all portions of the site from Esplanade Drive, but would also reduce the left-turn demand at the main, signalized driveway (Driveway 1) and reduce the traffic flow directly in front of the Food 4 Less store.

Driveway 2 would be located approximately 630 feet west of Vineyard Avenue. This would provide adequate room for a 150-foot left-turn pocket with transition, and leave enough distance for the left-turn storage needed for the eastbound left-turn movement at the intersection of Esplanade Drive and Vineyard Avenue. (The Oxnard General Plan Update Traffic Study indicates that the future left-turn volume for eastbound Esplanade Drive is forecasted to be 380 vehicles in the morning peak hour and 410 vehicles in the evening peak hour.)

Driveway 2 without Left-Turn Access

Shown on **Figure 3** are the future site traffic movements at each site driveway for the morning and evening peak hours, assuming that Driveway 2 does not allow left-turn-in movements. Site traffic approaching from the east would need to pass the two unsignalized driveways and enter at the main, unsignalized entrance. This would increase the left-turn volumes at the main driveway from approximately 100 vehicles to 250 vehicles in the evening peak hour. This would also increase the flow of traffic directly in front of the future Food 4 Less store, and will require traffic destined for the gas station or for the other retail uses on the site to make their way through the Food 4 Less parking area.

On-site Circulation

Other proposed changes to the site circulation for the center include reconfiguration of some parking fields to convert the diagonal parking aisles in the northeast portion of the site to 90-degree parking; relocation of the north-south center access aisle to the west, and to provide parking along the back side of the existing Food 4 Less building.

Drive aisles through the 90-degree parking bays will meet the City standard requirement of 25 feet in width. Full-size parking spaces will measure 9 feet by 19 feet. Traffic control in the form of stop signs will be provided on the outbound approaches of the unsignalized driveways, and at primary conflict points, such as the four-way drive aisle intersection in the middle of the center (near Driveway 2).

Gasoline fuel truck circulation is shown on the site plan, with trucks entering Driveway 2 via a right turn from Esplanade Drive, accessing the fuel tanks on the north side of the fuel pumps, and exiting the site via a right turn from Driveway 3 onto Esplanade Drive.

Table 1
Site Plan 1-B (Drive-Thru Bank)
Food 4 Less Shopping Center - Vineyard and Esplanade Oxnard
Trip Generation Comparison - Existing vs. Proposed Uses

Land Use	ITE Code	Unit	Quantity	Trip Generation Rates					Project Trip Generation				
				Daily	AM Peak		PM Peak		Daily	AM Peak		PM Peak	
					In	Out	In	Out		In	Out	In	Out
Shopping Center - Existing	820	KSF	177.495	42.94	0.61	0.39	1.83	1.90	7,622	108	69	324	338
Shopping Center - Proposed	820	KSF	155.659	42.94	0.61	0.39	1.83	1.90	6,684	95	61	284	296
Gasoline / Service Station with Convenience Market - Proposed	945	Fueling Positions	14	162.78	5.08	5.08	6.69	6.69	2,279	71	71	94	94
Total New Trips Before Pass-by									**8,963**	**166**	**132**	**378**	**390**
Gasoline Station Pass-by (62% AM, 56% PM)			62%	56%					-193	-44	-44	-53	-53
Total Net New Trips									**8,770**	**122**	**88**	**325**	**337**
DIFFERENCE									**1,148**	**14**	**19**	**1**	**-1**

Source: Institute of Transportation Engineers (ITE) Trip Generation - 8th Edition

Table 2
Site Plan 1-B (Drive-Thru Restaurant)
Food 4 Less Shopping Center - Vineyard and Esplanade Oxnard
Trip Generation Comparison - Existing vs. Proposed Uses

Land Use	ITE Code	Unit	Quantity	Trip Generation Rates					Project Trip Generation				
				Daily	AM Peak		PM Peak		Daily	AM Peak		PM Peak	
					In	Out	In	Out		In	Out	In	Out
Shopping Center - Existing	820	KSF	177.495	42.94	0.61	0.39	1.83	1.90	7,622	108	69	324	338
Shopping Center - Proposed	820	KSF	153.259	42.94	0.61	0.39	1.83	1.90	6,581	93	60	280	292
Gasoline / Service Station with Convenience Market - Proposed	945	Fueling Positions	14	162.78	5.08	5.08	6.69	6.69	2,279	71	71	94	94
Fast Food With Drive-Thru	934	KSF	2.400	496.12	25.17	24.18	17.60	16.24	1,191	60	58	42	39
Total New Trips Before Pass-by									**10,051**	**224**	**189**	**416**	**425**
Gasoline Station Pass-by (62% AM, 56% PM)			62%	56%					-193	-44	-44	-53	-53
Fast Food w/DT Pass-by (51% AM, 50% PM)			49%	50%					-98	-29	-28	-21	-20
Total Net New Trips									**9,759**	**151**	**117**	**342**	**353**
DIFFERENCE									**2,137**	**43**	**48**	**18**	**15**

Source: Institute of Transportation Engineers (ITE) Trip Generation - 8th Edition

Table 3
No Drive-Thru Pad - Retail Only
Food 4 Less Shopping Center - Vineyard and Esplanade Oxnard
Trip Generation Comparison - Existing vs. Proposed Uses

Land Use	ITE Code	Unit	Quantity	Trip Generation Rates					Project Trip Generation				
				Daily	AM Peak		PM Peak		Daily	AM Peak		PM Peak	
					In	Out	In	Out		In	Out	In	Out
Shopping Center - Existing	820	KSF	177.495	42.94	0.61	0.39	1.83	1.90	7,622	108	69	324	338
Shopping Center - Proposed	820	KSF	159.954	42.94	0.61	0.39	1.83	1.90	6,868	98	62	292	304
Gasoline / Service Station with Convenience Market - Proposed	945	Fueling Positions	14	162.78	5.08	5.08	6.69	6.69	2,279	71	71	94	94
Total New Trips Before Pass-by									**9,147**	**169**	**133**	**386**	**398**
Gasoline Station Pass-by (62% AM, 56% PM)			62%	56%					-193	-44	-44	-53	-53
Total Net New Trips									**8,954**	**125**	**89**	**333**	**345**
DIFFERENCE									**1,332**	**17**	**20**	**9**	**7**

Source: Institute of Transportation Engineers (ITE) Trip Generation - 8th Edition

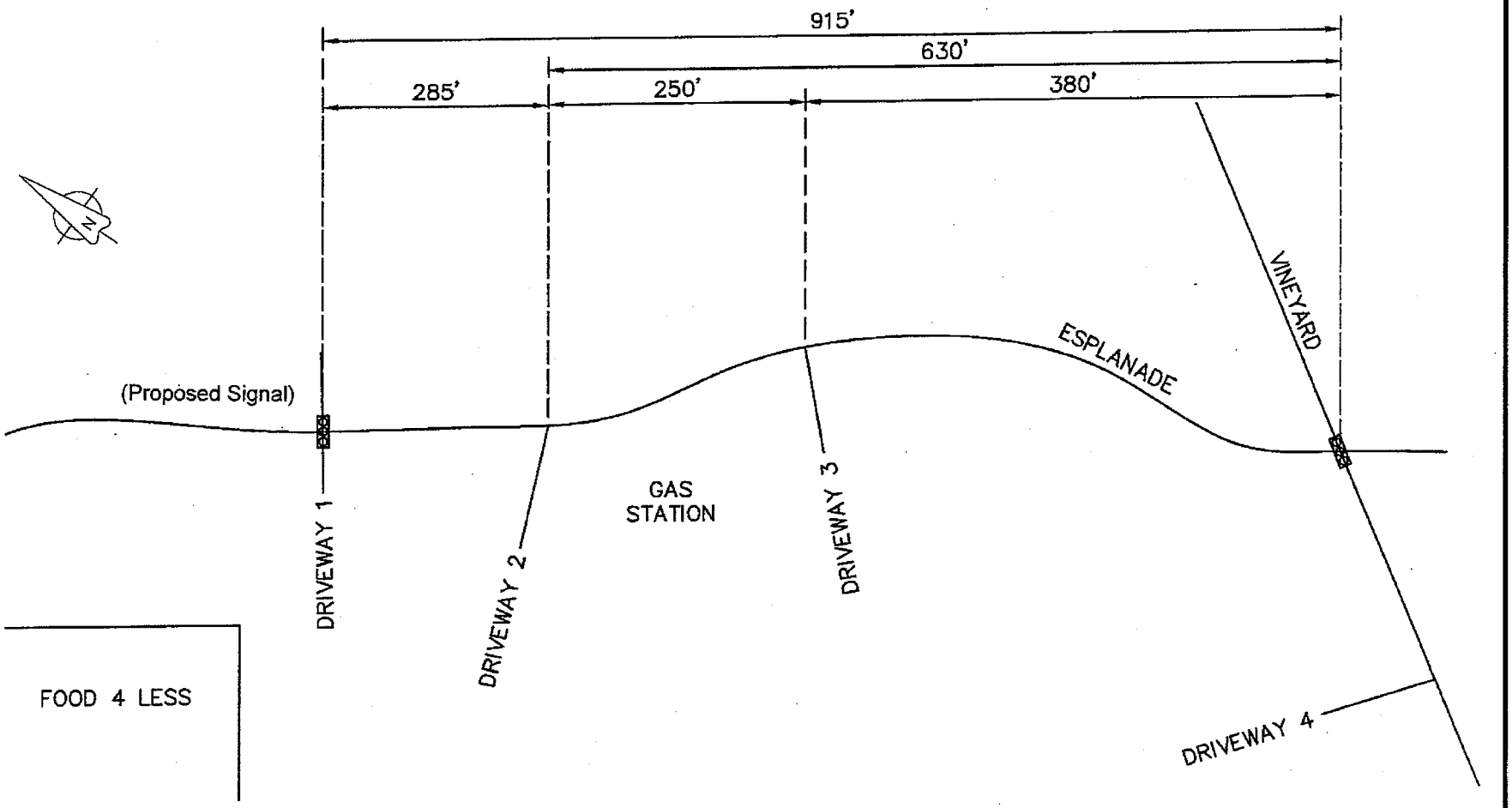

FIGURE 1
DISTANCES BETWEEN DRIVEWAYS/VINEYARD AVENUE

C:\Users\daniel.hershey\Desktop\FIGURE3.dwg

Kimley-Horn and Associates, Inc.

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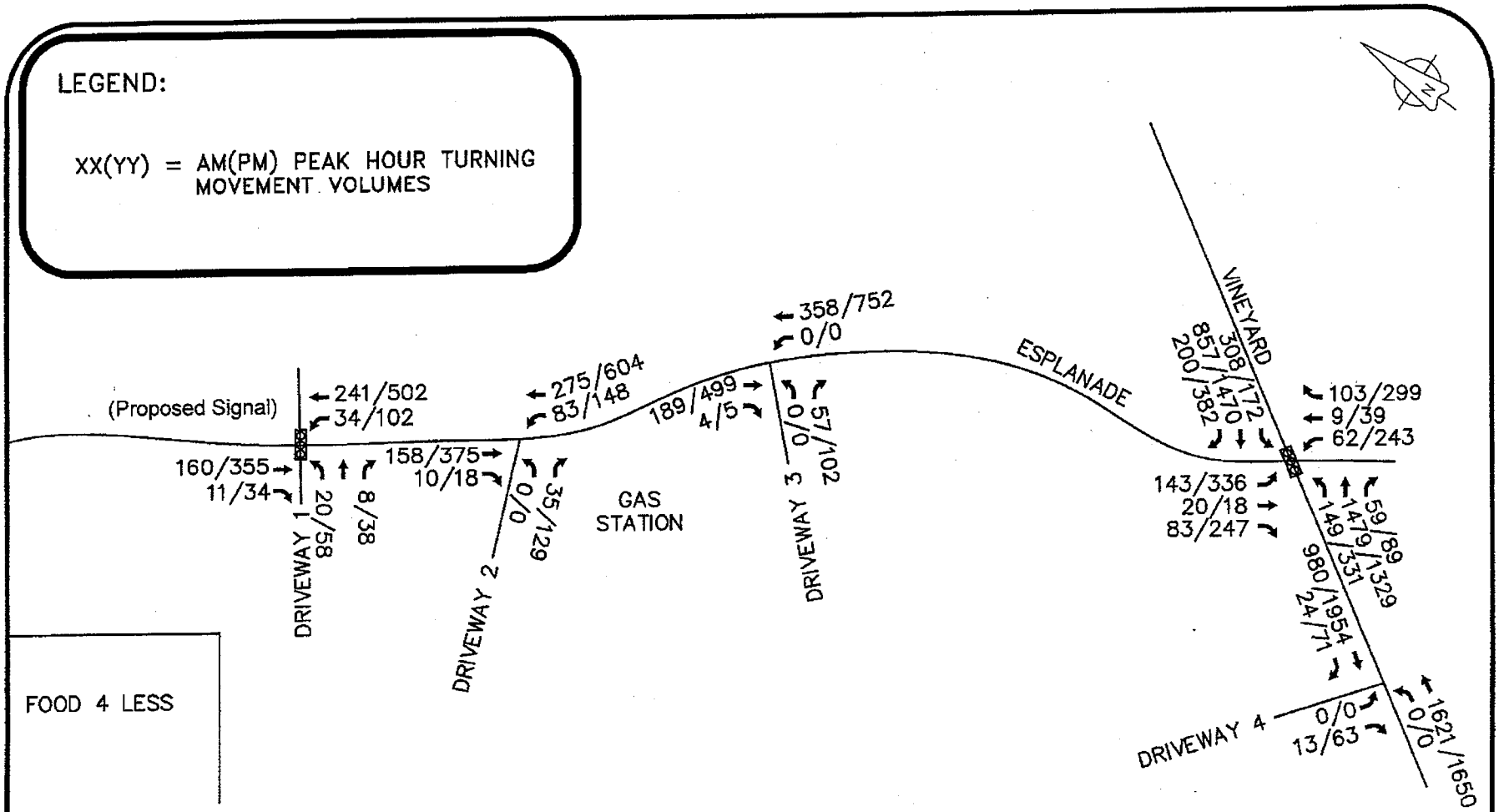

FIGURE 2
PEAK HOUR TRAFFIC WITH DRIVE-THROUGH BANK -
WITH LEFT-TURN IN AT DRIVEWAY #2

C:\Users\daniel.hershey\Desktop\FIGURE1.dwg

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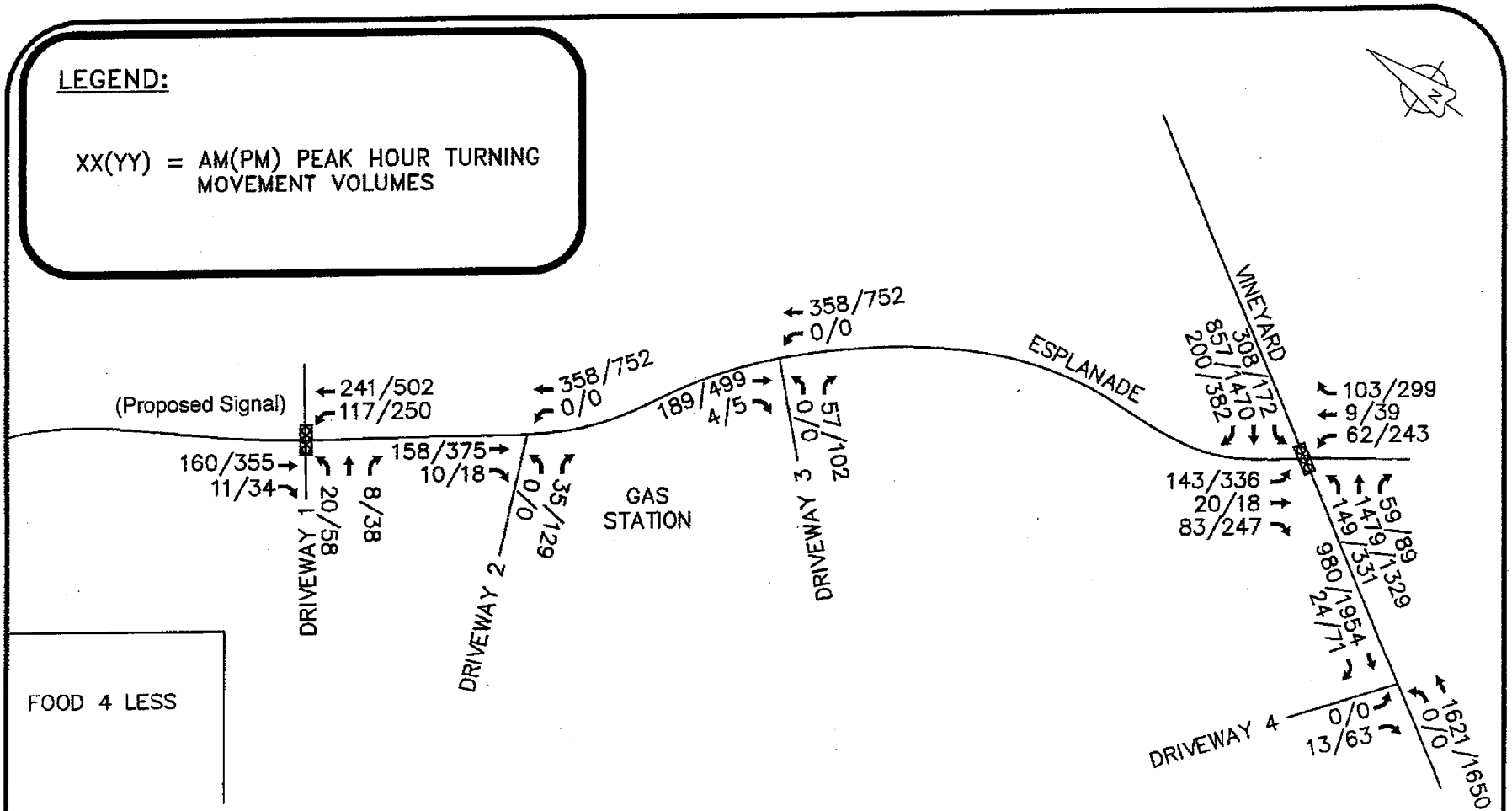

FIGURE 3
PEAK HOUR TRAFFIC WITH DRIVE-THROUGH BANK - WITH NO LEFT-TURN IN AT DRIVEWAY #2

C:\Users\daniel.hershey\Desktop\FIGURE2.dwg

Kimley-Horn and Associates, Inc.

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HAZARDOUS WASTE SITE AFFIDAVIT

I, Greg Peters (property owner, agent, etc.) hereby certify that I have read and understand Section 65962.5 of the California Government Code (reprinted on reverse side) and hereby confirm that the proposed project to be located at 150 W. Esplanade Dr. **(is*) (is not)** contained on the hazardous site lists as prepared by the State Department of Health Services, State Water Resources Board and the California Waste Management Board.

I certify, under penalty of perjury, that the foregoing is true and correct.

(Signed) _____

Name Greg Peters, The Kroger Company

Address 1100 West Artesia Blvd.
Compton, CA 90220

Phone (310) 900-3589

Check one: ☐ Agent ☒ Owner ☐ Other

Date 3/21/12

Permit No. _____

*If the project site is on one of the lists specified by Section 65962.5, a statement must be submitted with your application indicating which list the site is on and what corrective measures will be taken to remove the site from the state list.

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ATTACHMENT E

2030 General Plan Consistency Table

Attachment E
Tru Hilton Special Use Permit Project
2030 General Plan Consistency Table

POLICY	LEVEL	POLICY OR TITLE	EXPLANATION
CD-1.7	**I**	**Compact Development** Promote the use of development patterns that are more compactly built and use space in an efficient aesthetic manner as part of the community vision.	Project utilizes the entire building pad and takes advantage of the existing infrastructure developed with the shopping center.
CD-9.2 **CD-1.2** **CD-4.2**	**I**	**Revitalization and Redevelopment** As part of the City's redevelopment programs and planning, promote the revitalization of residential, commercial, and industrial properties that are deteriorated or detract from the visual quality of the City. **Infill Development, Priority to Mixed Use** Promote the efficient use of larger vacant parcels and vacant areas of the City by encouraging infill development, with a priority to mixed uses that reduce vehicle trips and GHG emissions and promote sustainable development goals and objectives. **Commercial Revitalization and Redevelopment** Encourage upgrading, beautification, revitalization, and appropriate reuse of existing commercial areas and shopping centers and, especially within redevelopment project areas, continue to develop and implement programs that link commercial areas with their adjoining neighborhoods and increase overall jobs, sales and	The Project is an infill development located along two commercial corridors. The Project will also further the redevelopment efforts of the Food 4 Less shopping center which began in 2012 with the approval of a Planned Development permit. The project will be located on one of two remaining building pads originally approved under the Planned Development Permit.

		property valuation.	
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.	
CD-15.6	**I**	**Share of Regional Taxable Sales** Increase Oxnard's share of tax base and enhance the fiscal health of the City.	The Project will generate Transient Occupancy Tax Revenue to the City.
CD-8.1	**I**	**Limiting Development** Continue to limit development to those areas that can be served by existing or planned utilities, transportation, and service systems.	Project is in-fill development that will be served by existing services.
CD-18.1	**I**	**Attract New Business** Identify and attract a range of commercial, retail and industrial businesses that are compatible with the community's business climate and not detrimental to the existing local economy and environment.	Project includes hotel use that will facilitate visitors to the city, providing consumers to existing local businesses.
ICS-9.2	**I**	**Development Has Adequate Parking** Review development proposals to encourage shared parking use and ensure adverse parking impacts are	The Project will have a shared parking agreement with the rest of the shopping center. Per the provided study

		minimized or avoided.	adequate parking is being provided. Providing parking based on the demand as opposed to strict standards allow for the most efficient use of commercial land.
CD-3.4 **CD-10.1** **CD-10.2** **CD-14.1** **CD-14.3** **ICS-11.7** **ER-10.1** **ICS-14.3** **ICS-19.2** **ICS-20.8**	**II**	**Neighborhood Quality of Life** **Human-Scale Development** **Neighborhood Themes** **Design Review Process** **Quality of Design** **Water Wise Landscapes** **Promote use of Native and Water Wise Plants** **New Development Requirements** **Police Review of Development Projects** **Development Review**	The application review process led to changes in the project and/or conditions of approval that meet these Level II policies.
All others	III	All policies not listed above	No or distant applicability to the proposed project.

ATTACHMENT F

ZONING COMPLIANCE TABLE (C-2-PD)

Attachment F
Tru Hilton Special Use Permit Project
Zoning Compliance Table

C-2-PD "GENERAL COMMERCIAL PLANNED DEVELOPMENT" ZONE			
DEVELOPMENT STANDARD	**REQUIREMENT**	**PROPOSED**	**COMPLIES?**
Max. building height (16-137 & 16-303)	2 stories at 35 ft. Additional stories may be permitted as part of a SUP.	5 stories, 61 ft 70 ft elevator tower allowed by 16-303(D)	Yes, subject to approval of SUP
Front yard setback (16-139)	10 ft from ultimate property line	Minimum 10ft	Yes
Side yard setback (16-140)	Zero when abuts another C-2 zoned lot.	West: 31 ft setback East: 0 ft setback	Yes
Rear yard setback (16-141)	15 feet for buildings over 16 feet in height	East: 15 ft setback	Yes
Off-street parking: Required (16-622) Rounding (16-620) Motorcycle (16-624) Bicycle (16-623, 16-637) Loading (16-644) Parking Aisle (16-639, Figure 5) [ADA requirements per State Title 24 Accessibility Code] Administrative Relief From Parking Provisions (16-651)	Retail Commercial: 1 space per 250 gsf. 118,425 gsf = 474 spaces Hotel (without kitchen): 1 space per room. 88 rooms = 88 spaces Health and Fitness Club: Ten spaces are required for each spa health club, plus an additional one space for every 200 square feet of gross floor area in excess of 1,000 gross square feet. 44,964SF = 230 spaces Motorcycle: 3/100 :24 Total Vehicle Spaces Required - 792	632 standard spaces	Yes, subject to approval of administrative relief from parking.
	Bicycle (One space per 33 automobile parking spaces) 792 parking space/33 = 24	22 spaces existing bicycle spaces. Project proposes an additional 6 spaces for a total of 28 spaces	Yes
	Loading space for Hotels, motels, and restaurants = 1 space, (12 ft x 40 ft).	One 12x40' loading space on southside of building	Yes

	16-644(B)(1), "Loading zone requirements may be modified by the planning commission… based on the nature of the use…design characteristics of the project." Aisle Width for 90º parking = 25 ft	Existing, no change	Yes
Parking space sizes & design: Standard (16-636 & 16-638) Motorcycle (16-638) Loading (16-644)	Full Size: 9 ft W x 19 ft L may overhang 2 ft over landscape if planter min. 5 [16-616(C)] Compact:8 ft Wx16 ft L; Max 25% of spaces w/admin relief Motorcycle: 4 ft W x 7 ft L Loading: 12 ft W x 40 ft L (unless alternative approval).	Standard Parking = 9 ft x 19 ft min Motorcycle = 4.5 ft x7 ft Loading space 12 ft x 40 ft	Yes Yes Yes
Parking Landscaping (16-641): ● Along streets/alleys ● Along interior PLs (for lots with 20+ spaces) ● Parking/vehicle area (16-641) ● Landscape fingers (16-641) ● Trees (for lots with 20+)	● Min. 10 ft wide landscape strip along city street ● Min. 5 ft wide side yard ● Landscape island/finger- every 10 spaces with 2 trees, 9 ft W x 20 ft L. ● Minimum 5% of area, exclusive of any other required landscaped area abutting a street or alley. ● Min. 1 tree for each 40' property line. ft frontage ● Minimum 5% of area, exclusive of any other required landscaped area abutting a street or alley.	<u>Existing Shopping Center</u> 10' -25 ' along the streets Not provided along railroad property line 5' x 5' diamond planters and end finger planters 8.6% of the lot 66 trees provided. <u>Project Site</u> 5.3% of landscaping provided on the lot	Yes, previously approved under Planned Development Permit (12-540-01) Yes

Trash enclosures (16-322)	To be screened to City standards.	Existing Trash enclosure will be expanded to provide additional capacity. New enclosure will be consistent with existing screening.	Yes
Rooftop equipment	May not protrude above height of parapet.	Rooftop equipment will be located behind and below the parapet.	Yes
Walls/Fences & (16-310)	Front: No Fence or wall permitted in front setback. No chain link in front yard. Side & Rear: 8 ft maximum height.	Existing, no change	Yes
Lighting (16-320)	● Max 7 footcandles ● A light source shall not shine upon any surface other than the area required to be lighted. ● Parking lot fixtures shall be mounted on reinforced concrete pedestals or otherwise protected.	Existing, no change	Yes

ATTACHMENT G

PARKING MEMORANDUM (MAY 26, 2020)

765 The City Drive
Suite 200
Orange, CA
92868

Parking Memorandum

To: Earnel Bihis – Assistant City Traffic Engineer
City of Oxnard

From: Jacob Glaze
Kimley-Horn and Associates, Inc.

Date: May 26, 2020

Subject: Tru by Hilton
PLZ 19-500-03 (SUP)

As part of this proposed pad sites design, Kimley-Horn has been asked to review the parking standards and determine if the center has adequate parking for the proposed 88-unit hotel. As part of that review presented here Kimley-Horn conducted a count of existing parking stalls for the center, exhibit A, and the table A presented below.

Table A – Existing Parking Count

Parking Type	*Stall Count*
Existing Regular Stalls	623
Existing Accessible Stalls	17
Existing Total Stalls	640

As demonstrated above the existing center has a total of 640 stalls. The proposed development will remove 8 of those stalls for the construction of a rear patio/pool area for a total stall count of 632 stalls. This information is shown in exhibit B and table B presented below.

Table B – Proposed Parking Count

Parking Type	*Stall Count*
Proposed Regular Stalls	613
Proposed Accessible Stalls	19
Proposed Total Stalls	632

The city parking ordinance governs the number of stalls required for development. For hotel uses it is based on the number of occupiable rooms. A summary of the city's parking ordinance based on Land Use and the required stall count for the hotel is presented below in Table C.

Table C - City Zoning Ordinance Parking

Land Use	*Units*	*Zoning Ordinance Requirement*	*Required Parking Spaces*
Hotel	88	1 space per unit	88

As part of the Gold Gym Takeover project that occurred in 2018. Golds Gym as a condition of approval was required to prepare a parking study for the gym use. This parking study provided in Exhibit C and prepared by ATE (Associated Transportation Engineers)

considered both actual field data from counts conducted on Mach 26, 2018 between the hours of 8:00am and 7:00pm for the relocated Food for Less and ITE shared parking analysis for the remaining center future uses (gym and retail). Utilizing the required parking space information presented above in Table C for the hotel and peak counts from ATE parking study (Table 6 – 6:00 pm) the below Table D has been prepared.

Table D - City Zoning Ordinance Parking

Hours of Day	*Existing Occupancy – Food for less (84,178 SF)*	*Vacant Retail Commercial (34,247 SF)*	*Gold's Gym (44,964 SF)*	*Hotel (88 Units)*	*Total Parking Demand*
6:00 PM	124	63	297	88	572

Based on the above Table D the required parking spaces for the center totals 572 stalls. With the proposed stall count of 632 spaces we believe the site has adequate parking with an excess stall count of 60 stalls.

Sincerely,

Jacob Glaze, PE

Exhibit A



LEGEND

- EXISTING LOT LINE
- PROPOSED DEVELOPEMENT
- (X) NUMBER OF PARKING SPOTS

PARKING DATA	
EXISTING REGULAR PARKING	623
EXISTING ACCESSIBLE PARKING	17

TRU HILTON - OXNARD
150 W. ESPLANDE, CA 93036
EXISTING CONDITION PARKING - 2/4/2020

NORTH

GRAPHIC SCALE IN FEET
0 50 100 200

SCALE: 1" = 100'
WHEN PRINTED AT FULL SIZE 24"X36"

Kimley»Horn

© 2020 KIMLEY-HORN AND ASSOCIATES, INC.
765 THE CITY DRIVE, SUITE 200, ORANGE, CA 92868
PHONE: 714-939-1030 FAX: 714-938-9488

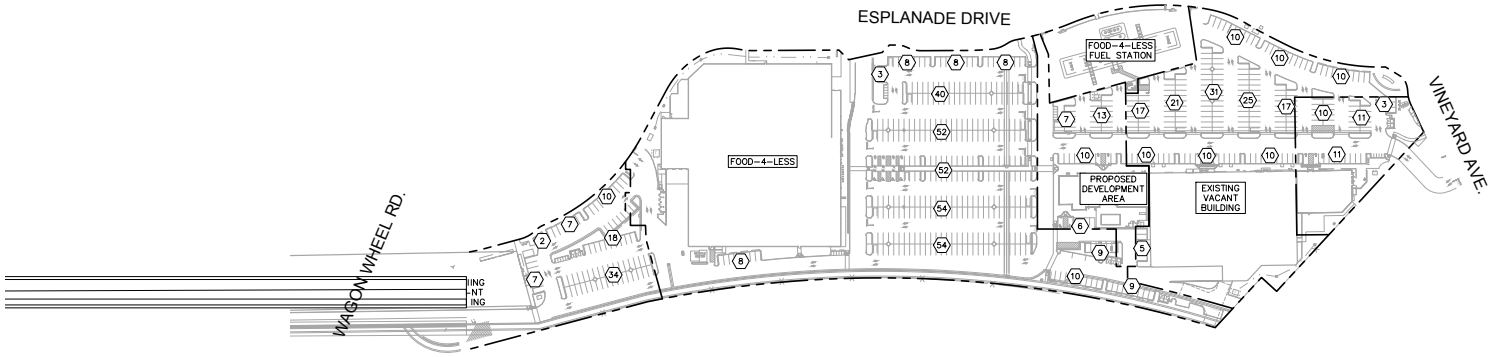
Exhibit B

LEGEND

EXISTING LOT LINE

(X) NUMBER OF PARKING SPOTS

PARKING DATA	
PROPOSED REGULAR PARKING	613
PROPOSED ACCESSIBLE PARKING	19



TRU HILTON - OXNARD
150 W. ESPLANDE, CA 93036
PROPOSED CONDITION PARKING - 2/4/2020

NORTH

GRAPHIC SCALE IN FEET
0 50 100 200

SCALE: 1" = 100'
WHEN PRINTED AT FULL SIZE 24"X36"

Kimley»Horn

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765 THE CITY DRIVE, SUITE 200, ORANGE, CA 92868
PHONE: 714-939-1030 FAX: 714-938-9488

Exhibit C

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

Since 1978

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

April 4, 2018

18026L02.WP

Kelly Duprat Hidalgo
Red Mountain Group
1234 E. 17th Street
Santa Ana, CA 92701

PARKING STUDY FOR THE FOOD FOR LESS SHOPPING CENTER (GOLD'S GYM) - OXNARD, CALIFORNIA

The following letter presents Associated Transportation Engineers' (ATE) parking study for the Food For Less Shopping Center on Esplande Drive in Oxnard. The existing 159,954 square foot Food For Less Shopping Center has a parking supply of 658 spaces. Currently 84,178 square feet (53 percent) of building space within the shopping center is occupied. The Project applicant is proposing to add 3,435 square feet for an outdoor pool and will occupy a total of 44,964 square feet of health/fitness club space in the shopping center.

The purpose of the parking analysis is to determine the parking demands for the current tenant occupancy, estimate the parking demands for the vacant space, and quantify the parking demands associated with the 44,964 square feet of gym space. The sufficiency of the parking supply for the current and future tenants is evaluated based on the City of Oxnard's Zoning Ordinance requirements and a shared parking demand analysis.

EXISTING PARKING SUPPLY AND BUILDING OCCUPANCY

Figure 1 (attached) is an aerial photograph showing the existing parking areas in the shopping center. The Food For Less Shopping Center provides a total of 658 marked parking spaces (including 15 motorcycle parking spaces). The attached parking survey data provides an inventory of the parking supply provided in each area. The existing building occupancy, vacancy and parking supply is summarized in Table 1.

Table 1
Food For Less Shopping Center Summary of Existing Building Occupancy

Total Building Space	Occupied Building Space	Vacant Building Space	Parking Supply
159,954 SF	84,178 SF	75,776 SF	658 Spaces

The data presented in Table 1 show that the shopping center contains a total of 159,954 square feet of the total building space, with 84,178 square feet currently occupied and 75,776 square feet vacant.

CITY OF OXNARD ZONING ORDINANCE PARKING REQUIREMENTS

The City's Zoning Ordinance parking requirements were calculated for the various components of the Food For Less Shopping Center assuming 100 percent occupancy is shown in Table 2. The parking space requirement for retail commercial and health/fitness club tenants are as follows.

- Retail Commercial - 1 space for each 250 SF of floor area
- Health/Fitness Club - 10 spaces plus 1 space/200 SF of floor area in excess of 1,000 SF

Table 2
City Zoning Ordinance Parking Requirements

Land Use	Size	Zoning Ordinance Requirement	Required Parking
Retail Commercial	118,425 SF	1 space/250 SF	474 spaces
Health/Fitness Club	44,964 SF	10 spaces plus 1 space/200 SF in excess of 1,000 SF	10 spaces plus 220 spaces
		Total Parking Required:	704 spaces

As shown in Table 2, the City of Oxnard Zoning Ordinance requires 704 spaces for the uses contained in the Food For Less Shopping Center. The Food For Less Shopping Center provides 658 on-site parking spaces.

EXISTING PARKING DEMAND AND UTILIZATION

ATE conducted a parking survey at the Food For Less Shopping Center on Monday, March 26, 2018 (parking survey data attached for reference). The day is representative of the typical parking demand conditions. Parked vehicles were counted hourly and recorded throughout the day to determine the peak parking demand and hourly parking utilization. Table 3 summarizes the results of the parking surveys.

Table 3
Parking Survey Summary

Time	Parking Demand	Occupancy	Existing Parking Supply
8:00 A.M.	63 Spaces	10%	658 Spaces
9:00 A.M.	85 Spaces	13%	
10:00 P.M.	79 Spaces	12%	
11:00 P.M.	101 Spaces	15%	
12:00 P.M.	**129 Spaces**	**20%**	
1:00 P.M.	121 Spaces	18%	
2:00 P.M.	113 Spaces	17%	
3:00 P.M.	99 Spaces	15%	
4:00 P.M.	105 Spaces	16%	
5:00 P.M.	116 Spaces	18%	
6:00 P.M.	124 Spaces	19%	
7:00 P.M.	118 Spaces	18%	

The Food For Less Shopping Center current peak parking demand occurred at 12:00 P.M. when 129 parked vehicles were counted.

Table 4 shows the current parking demand rate for the Food For Less Shopping Center based on the occupied building area and the parking demand data.

Table 4
Project Peak Parking Demand Requirements - ATE Field Data

Food For Less Shopping Center	Existing Demand/Occupied Space	Parking Demand Rate
159,954 SF	129 spaces/84,178 SF	1.53 spaces/1,000 SF

Based on the parking survey data, the actual peak parking demand rate for the current occupancy of the Food For Less Shopping Center is 1.53 parking spaces per 1,000 square feet as summarized in Table 4.

The City of Oxnard Zoning Ordinance requires 337 spaces for the current occupancy of the Food For Less Shopping Center as shown in Table 5. The shopping center has an existing parking supply of 658 spaces. Based on the existing parking demand survey, the peak demand is 129 parking spaces.

Table 5
Current Occupancy City Zoning Ordinance Parking Requirements

Land Use	Size	Zoning Ordinance Requirement	Required Parking
Retail Commercial	84,178 SF	1 space/250 SF	337 spaces

SHARED PARKING DEMAND ESTIMATE FOR A FULLY OCCUPIED PLAZA

Shared parking demand estimates were developed for the Food For Less Shopping Center based on the parking survey data collected for the occupied tenant space and parking demand rates presented in the following source document for the vacant retail commercial tenant space and the future health/fitness club space:

- Shared Parking Report, Urban Land Institute (ULI).

Existing Occupancy + Vacant Retail Commercial Space + New Gold's Gym

The hourly parking demands for the Food For Less Shopping Center with the existing occupancy with the vacant retail commercial space and the addition of the new 44,964 square foot Gold Gym are shown in Table 6. The hourly parking demand estimates for the existing Food For Less were based on the survey conducted by ATE. The hourly parking demand

estimates for the Gold's Gym and retail commercial tenants were based on the rates derived from the referenced sources. A worksheet showing the parking demand calculations is attached for reference.

Table 6
Food For Less Shopping Center Estimated Shared Parking Demands
Existing Occupancy + Vacant Retail Commercial Space + New Gold's Gym

Hour of Day	Existing Occupancy (84,178 SF)	Vacant Retail Commercial (34,247 SF)	Gold's Gym (44,964 SF)	Total Parking Demand	Parking Supply
8:00 A.M.	63 Spaces	18 Spaces	119 Spaces	200 Spaces	658 Spaces
9:00 A.M.	85 Spaces	38 Spaces	119 Spaces	242 Spaces	
10:00 P.M.	79 Spaces	67 Spaces	208 Spaces	354 Spaces	
11:00 P.M.	101 Spaces	90 Spaces	208 Spaces	399 Spaces	
12:00 P.M.	129 Spaces	99 Spaces	238 Spaces	466 Spaces	
1:00 P.M.	121 Spaces	96 Spaces	178 Spaces	395 Spaces	
2:00 P.M.	113 Spaces	94 Spaces	208 Spaces	415 Spaces	
3:00 P.M.	99 Spaces	87 Spaces	208 Spaces	394 Spaces	
4:00 P.M.	105 Spaces	77 Spaces	238 Spaces	420 Spaces	
5:00 P.M.	116 Spaces	61 Spaces	267 Spaces	444 Spaces	
6:00 P.M.	**124 Spaces**	**63 Spaces**	**297 Spaces**	**484 Spaces**	
7:00 P.M.	118 Spaces	76 Spaces	267 Spaces	461 Spaces	

The data presented in Table 6 show that a peak weekday parking demand of 484 parking spaces is forecast for the shopping center between 6:00 P.M. - 7:00 P.M. The existing on-site parking supply of 658 parking spaces would accommodate the peak demand and provide a parking surplus of 174 spaces. Members to the new Gold's Gym will park primarily in area 3 identified on the attached aerial photo. Customers to Food For Less will park primarily in areas 1 and 2 identified on the attached aerial photo.

SUMMARY

Associated Transportation Engineers (ATE) evaluated the parking that occurs during peak period at the Food For Less Shopping Center and to determine future parking demands assuming occupancy of the currently vacant space and construction of an additional 3,435 square feet of health/fitness club space. Parking surveys were conducted at the shopping center on Monday, March 26, 2018. The peak parking demand was 129 spaces within the existing 658 on-site parking supply.

The City of Oxnard Zoning Ordinance parking requirement for the existing and proposed tenants of the on-site buildings is 704 parking spaces which is more than the 658 parking spaces provided on-site. A shared parking demand analysis was completed using the survey data collected by ATE and empirical parking demand data published by ULI. The shared parking analysis found that the peak demand for the existing and future tenants in the Food For Less Shopping Center is 484 parking spaces. The results of the shared parking analysis indicate that sufficient parking spaces will be provided in the Food For Less Shopping Center to accommodate the estimated future peak demands. However, it may be necessary to designate employee and visitor parking areas so that parking spaces close to the tenant entrances will be available for the patrons.

Associated Transportation Engineers

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



RLP/DFN

Attachments: Aerial of Parking Zones
Weekday Parking Survey Data
Shared Parking Worksheet

ATTACHMENT H

DRAFT RESOLUTION

PZ 2021-XX
(SPECIAL USE PERMIT)

ATTACHMENT H

RESOLUTION No. 2021-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD APPROVING PLANNING AND ZONING PERMIT NO. 19-500-03 (SPECIAL USE PERMIT) TO ALLOW THE CONSTRUCTION OF 41,422 SQUARE FOOT (SF) FIVE-STORY HOTEL BUILDING WITH ASSOCIATED PARKING AND SITE IMPROVEMENTS ON AN APPROXIMATELY 1-ACRE PROJECT SITE LOCATED AT 180 WEST ESPLANADE DRIVE (APN: 142-0-310-045), SUBJECT TO CERTAIN FINDINGS AND CONDITIONS. FILED BY MARCUS FRISCO, DEVELOPER, 11913 TARRON AVENUE, HAWTHORNE, CA 90205 ON BEHALF OF RALPHS GROCERY CO., PROPERTY OWNER, 1100 W ARTESIA BLVD., COMPTON, CA 90220.

WHEREAS, in 2012, the Food 4 Less Shopping Center Redevelopment Project (Planning & Zoning Permit 12-540-01) was reviewed and approved, which included a Mitigated Negative Declaration (MND No. 12-01) that identified Potentially Significant Impacts could be reduced to Less Than Significant Impacts with Mitigation Incorporated in the areas of Air Quality, Cultural Resources, Geology and Soils, and Noise; and

WHEREAS, on October 17, 2019, Marcus Frisco (the **"Applicant"** and/or **"Permittee"**) submitted a request to allow for the construction of a 41,422-square foot five story hotel building with 88 hotel rooms on a approximately 1 acre parcel located at 180 West Esplanade Drive (APN 142-0-310-045) within the Food 4 Less shopping center and within the 2030 General Plan land use designation of Commercial General and General Commercial (C-2-PD) zone; and

WHEREAS, on February 18, 2021, the Planning Commission of the City of Oxnard (**"Planning Commission"**) conducted a duly noticed public hearing, and received and reviewed all written and oral evidence related to the proposed Project, to consider Applicant's request to approve Planning and Zoning Permit No. 19-500-03 (Special Use Permit) to allow the construction of a five-story 88-unit hotel, and associated site improvements on a approximately 1-acre property located within the Food 4 Less shopping center (the **"Project"**) in accordance with Section 16-536 of the Oxnard City Code; and

WHEREAS, Section 16-540 of the Oxnard City Code authorizes the Planning Commission to approve a Special Use Permit; and

WHEREAS, the Project has been reviewed by the Development Advisory Committee (DAC) and the DAC has prepared conditions of approval that are incorporated within the recommended permits; and

WHEREAS, the Planning Commission finds that the Project conforms to the City of Oxnard 2030 General Plan elements thereof and the Oxnard City Code for the reasons set forth in the Planning Commission Staff Report; and

WHEREAS, Addendum No. 1 to the approved MND No. 12-01 has been prepared to evaluate potential environmental impacts of the proposed Project. The Addendum to the Final MND was prepared pursuant to the requirements of the California Environmental Quality Act

(CEQA, Public resources Code § 21000, et seq.), the regulations promulgated thereunder (14 California Code of Regulations, §15000, et seq., CEQA Guidelines), and the City's Environmental Review Guidelines. The City of Oxnard is the Lead Agency. The Addendum is appropriate pursuant to CEQA Guidelines § 15164 since only minor changes and additions to the MND are necessary to address the Project changes and no circumstances exist calling for the preparation of a subsequent negative declaration pursuant to CEQA Guidelines § 15162 and 15163.

WHEREAS, in accordance with the California Environmental Quality Act (CEQA), the Planning Commission considered the proposed Addendum to the previously adopted MND No. 12-01, finds on the basis of the whole record before it (including the initial study and adopted mitigated negative declaration) that with Mitigation Monitoring/Reporting Program and imposition of mitigation measures as conditions of approval, there is no substantial evidence that the project will have a significant effect on the environment, further finds that the Addendum to the previously adopted MND No. 12-01 reflects the independent judgment of the City, and adopts the Addendum to the previously adopted MND No. 12-01; and

WHEREAS, the Planning Commission has held a public hearing at which it received and considered oral and written testimony on Addendum to the previously adopted Mitigated Negative Declaration No. 12-01 (MND) for the proposed project, the Addendum and MND documents are incorporated by reference in this resolution; and

WHEREAS, the Planning Commission has held a duly noticed public hearing and received and reviewed written and oral comments related to the Project; and

WHEREAS, the Planning Commission finds after due study and deliberation that the public interest and general welfare require the approval of Special Use Permit PZ No. 19-500-03 for development of a 41,422 sf five-story 88-unit hotel located at 180 West Esplanade Drive.

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

SECTION 1. Based on the entire record before the Planning Commission and all written and oral evidence presented, including the Planning Commission Staff Report and all attachments thereto, the Planning Commission finds:

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

As described in the Staff Report, the project's commercial uses are consistent with the General Plan land use designation and zoning. The project also includes a request for additional building height and a reduction of the parking requirements.

As discussed in detail in the Planning Commission Staff Report, including Attachments E and F, the Project, as designed and conditioned, meets all applicable development standards with the approval of the Special Use Permit to allow for a increased building height, number of stories, and administrative relief

under OCC 16-651(B)(4), "Decrease in required parking spaces" to reduce the number of required parking spaces for the shopping center.

Therefore, the project is in conformance with the 2030 General Plan and the elements thereof and other adopted standards.

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

As described in the Staff Report, the use is consistent with uses considered and permitted by the General Commercial Planned Development (C-2-PD) zone that is the consistent zone designation for the General Plan Commercial General land use designation. The surrounding uses are characterized by commercial uses. The Project as designed and conditioned will be architecturally compatible with the surrounding area and will enhance and improve the existing conditions of the site and neighborhood. Construction activities, anticipated uses, and development design will be subject to standard construction requirements of the Building, Fire, Traffic Codes and Planning Division requirements. Therefore, as conditioned, the use and improvements are not expected to have adverse effects or be materially detrimental to the adjacent uses, buildings or structures or to the public health, safety or general welfare.

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

As described in the Staff Report, the project as designed and conditioned meets the development standards of the General Commercial Planned Development (C2-PD) zone as described above in Finding Section 1(1). As such, the subject site is adequate in terms of size and as developed the development meets or exceeds City's design standards.

(4) **The site that is subject to the special use permit shall be served by streets and highways adequate in width and improved as necessary to carry the kind and quantity of traffic such use will generate.**

As described in the Staff Report, the project is located within an existing shopping center and will be accessed from Esplanade Drive via the existing driveways. Therefore, the site has sufficient access to streets and highways that are adequate in size and existing intersections adjacent to the project site will operate at acceptable levels of service.

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

As described in the Staff Report, the Project is considered infilland will be constructed on an existing pad within an existing shopping center. Furthermore, the Project will be served by existing City of Oxnard water and sewer mains and adequate Fire Protection will be provided as determined by the Development Advisory Committee. In accordance with the Stormwater Quality Conditions of this Resolution, the Project's design will comply with stormwater control measures as required by the Los Angeles Regional Water Quality Control Board's municipal separate storm sewer system ("MS4") permit. Therefore, the site for the proposed use will be provided with adequate sewage, water, fire protection and storm drainage facilities.

SECTION 2. The Planning Commission, in accordance with the California Environmental Quality Act (CEQA), has prepared Addendum No. 1 to MND No. 12-01, which previously found four potential areas of significant impacts (Air Quality, Cultural Resources, Geology and Soils, and Noise) for which mitigations are identified that reduce the impacts to a less than significant level. No additional potentially significant impacts were identified in the Addendum prepared for this Project, and the original mitigation will remain applicable. These mitigations have been included in the Project conditions of approval. The Addendum found that the proposed Project would not result in a development footprint beyond what was analyzed in the MND No. 12-01 and would be subject to applicable federal, state, and local regulatory measures. Therefore, the Planning Commission has determined that minor changes are proposed to the Project for which MND No. 12-01 was previously approved; that an Addendum is the appropriate environmental document to evaluate the minor changes; that there is no substantial evidence that the Project would result in new or substantially more significant impacts than those identified in the MND No. 12-01. Accordingly, none of the conditions that trigger the need to prepare a subsequent Environmental Impact Report or Negative Declaration pursuant to CEQA Guidelines § 15162 through 15164 would occur.

SECTION 3. Based on the findings set forth herein, the Planning Commission hereby approves Planning and Zoning Permit No. 19-500-03 (Special Use Permit), subject to the attached conditions of approval.

SECTION 4. The decision of the Planning Commission shall be final unless an appeal of the action is filed in accordance with the provisions of Oxnard City Code Section 16-545.

SECTION 5. The Secretary shall certify the adoption of this Resolution.

STANDARD CONDITIONS OF APPROVAL FOR LAND USE PERMITS

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

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

GENERAL PROJECT CONDITIONS

1. This permit is granted for the property described in the application on file with the Planning Division, and may not be transferred from one property to another. (PL, G-1).

2. This permit is granted for the plans dated February 18, 2021, ("the plans") on file with the Planning Division. The project shall conform to the plans, except as otherwise specified in these conditions, or unless a Minor Modification to the plans is approved by the Planning and Environmental Services Manager ("Planning Manager") or a Major Modification to the plans is approved by the Planning Commission. A Minor Modification may be granted for minimal changes or increases in the extent of use or size of structures or of the design, materials or colors of structures or masonry walls. A Major Modification shall be required for substantial changes or increases in such items. (PL, G-2)

3. This permit shall automatically become null and void 36 months from the date of its issuance, unless Developer has diligently developed the proposed project, as shown by the issuance of a grading, foundation, or building permit and the construction of substantial improvements. (PL, G-3)

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

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

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

7. Any covenants, conditions, and restrictions (CC&Rs) applicable to the project property shall be consistent with the terms of this permit and the City Code. If there is a conflict between the CC&Rs and the City Code or this permit, the City Code or this permit shall prevail. (CA, G-7)

8. Developer shall complete the "Notice of Land Use Restrictions and Conditions" form, using the form provided by the City, for recording with the Ventura County Recorder. Before the City issues building permits, Developer shall submit the original completed, signed and notarized document, together with the required fees to the Planning Manager. (PL, G-8)

9. Developer shall provide off-street parking for the project, including the number of spaces, stall size, paving, striping, location, and access, as required by the City Code. (PL/B, G-9)

10. Before placing or constructing any signs on the project property, Developer shall obtain a sign permit from the City. Except as provided in the sign permit, Developer may not change any signs on the project property. (PL/B, G-10)

11. Developer shall obtain a building permit for any new construction or modifications to structures, including interior modifications, authorized by this permit. (B, G-11)

12. Developer shall not permit any combustible refuse or other flammable materials to be burned on the project property. (FD, G-12)

13. Developer shall not permit any materials classified as flammable, combustible, radioactive, carcinogenic or otherwise potentially hazardous to human health to be handled, stored or used on the project property, except as provided in a permit issued by the Fire Chief. (FD, G-13)

14. If Developer, owner or tenant fails to comply with any of the conditions of this permit, the Developer, owner or tenant shall be subject to a civil fine pursuant to the City Code. (CA, G-14)

15. Prior to issuance of building permits, Developer shall correct all violations of the City Code existing on the project property for which the Code Compliance Division has open cases. (PL, G-15).

LANDSCAPE STANDARD CONDITIONS

16. Prior to submittal of landscape and irrigation plans, Developer shall obtain approval of the Planning Manager or designee of a plan showing on the project property all existing trees and identifying the trees to be saved, transplanted or removed. (PK, PK-1)

17. Prior to issuance of building permits or the proposed use is initiated, whichever comes first, Developer shall submit two copies of landscape and irrigation plans, along with the appropriate permit application and fees, to the Development Services Division and obtain approval of such plans. (PK/DS, PK-2)

18. Prior to issuance of a certificate of occupancy, Developer shall install landscape and automatic irrigation systems that have been approved by Parks and Facilities Superintendent. (PK, PK-3)

19. Developer shall properly maintain landscape planting and all irrigation systems as required by the City Code and as specified by this permit. Failure of Developer to do so may result in the revocation of this permit and initiation of legal proceedings against Developer to ensue compliance (PK, PK-4)

20. Prior to the issuance of City issues a certificate of occupancy, Developer shall provide a watering schedule to the building owner or manager and to Planning Division or designee. The irrigation system shall include automatic rain shut-off devices, or instructions on how to override the irrigation system during rainy periods. (PK, PK-5)

21. All trees planted or placed on the property by Developer shall be at least 24-inch-box size. All shrubs and vines shall be at least five-gallon size, except as otherwise specified by this permit. (PK, PK-6)

22. At the time of landscape plan check submittal, the landscape planting and irrigation plans shall comply with the current title 23 Model Water Efficient Landscape Ordinance (MWELO). (PK, PK-7.1)

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

24. 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)

25. 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)

26. 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)

POLICE DEPARTMENT CONDITIONS

Exterior Lighting

27. A condition of approval requires compliance with the Outdoor Lighting Code & Guideline

28. Outdoor lighting shall comply with Title 24, Part 6, of the California Code of Regulations: California's Energy Efficiency Standards for Residential and Nonresidential Buildings.

29. Unless approved as a specific exception to this guideline, all outdoor lighting shall be flat lens, full cut-off fixtures with the light source fully shielded with the exceptions:

30. Luminaires with a maximum output of 260 lumens per fixture, regardless of number of bulbs (equal to one 20-watt incandescent light), may be left unshielded provided the fixture has an opaque top to keep light from shining directly up.

31. Luminaires that have a maximum output of 1,000 lumens per fixture, regardless of number of bulbs (equal to on 60-watt incandescent light) may be partially shielded provided the bulb is not visible, and the fixture has an opaque to keep light from shining directly up.

32. Oxnard City Code 16-320: Lighting within physical limits of the area required to be lighted shall not exceed seven foot-candles, nor be less than one foot-candle at any point. A light source shall not shine upon, or illuminate directly any surface other than the area required to be lighted. No lighting shall be of a type or in a location that constitutes a hazard to vehicular traffic, either on private property or on the abutting streets. The height of light standards shall not exceed 26 feet. To prevent damage from automobiles, standards shall be mounted on reinforced concrete pedestals or otherwise protected.

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

34. All exterior lighting shall operate from dusk to dawn.

35. LED or similar in nature and spectrum (3,000K to 20,000K Correlated Color Temperature).

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

37. Integrated landscape/lighting/photometric plan shall be submitted illustrating a 20-year tree maturity. This plan shall include all outdoor areas as well as the parking facility. This is to ensure that tree growth will not adversely impact future lighting and therefore site safety as the project matures. Luminaires used in the photometric calculations shall only include those instruments mounted 8-feet or more above the walking/driving surface. This plan shall be submitted to specialprojects@oxnardpd.org and approved prior to the issuance of building permits.

Security Camera Systems

38. A security camera system shall be installed and operated 24-hours a day to monitor the activity at the site. The system shall be designed to capture images of all persons and all vehicles that enter the site. Cameras shall also be distributed throughout the site to capture general activities. The camera system shall comply with these minimum standards:

    a. Cameras and supporting equipment shall supply digital color images under normal lighting conditions. Greyscale images are expected for infra-red lighting.

    b. Cameras shall be made by a reputable manufacturer and maintained to current industry standards.

    c. Cameras shall have low light capability to facilitate the later identification of persons involved in criminal or problem activities.

    d. The video system shall utilize a Digital Video Recorder (DVR). VHS and other formats are prohibited.

    e. The video system shall allow recording, live viewing and playback of recorded video for a period of a period of at least 30 days.

    f. Recorded images shall bear a date and time stamp that cannot be altered.

    g. All entry doorways to the premises shall be monitored by a camera or cameras that are strategically mounted to capture quality images of the heads and shoulders of persons who enter. Such cameras shall be mounted no higher than 7-feet above the floor/ground.

    h. Cameras in domed casings are highly encouraged as their area of focus is not easily determined by a casual observer.

    i. A camera shall be dedicated to capture an image of any person accessing the call system at the exterior of the primary entrance.

39. Site management shall provide in a timely manner any digital records of security camera or access control systems requested pursuant to a police investigation or for the periodic inspection of equipment required under these conditions.

40. Prior to the issuance of the Certificate of Occupancy the developer shall submit via specialprojects@oxnardpd.org one daytime and one nighttime still image generated from each camera monitoring a pedestrian entrance to the site illustrating the image of a person or vehicle entering the site. The intent of this provision is to illustrate that each camera is properly mounted and focused to capture images required under subsections "g" of Condition No. 38.

Security Plan

41. A Security Plan shall be submitted to specialprojects@oxnardpd.org and approved prior to the issuance of building permits. The plan shall include:

42. The Security Plan Sheet that identifies the location of each security camera, camera recording/support equipment, all elements of an access control system, and any safe or secure room or rooms designed to maintain valuable assets or records.

43. The Security Plan shall include a chart shall identifying each camera by an alpha-numeric, the scope of their capture area, placement of the camera above the floor/ground, make and model of the instrument, type of camera (dome, PTZ, etc.).

44. The Security Plan shall identify any area which is served by an intrusion/burglary alarm system.

45. The Security Plan shall identify all the components of the access control system their location and a chart that identifies each instrument with an alpha-numeric with the device name, make and model.

46. Any digital records from the security camera system or access control system shall be made available to any representative of the Oxnard Police Department in a timely manner upon request related to any official police investigation. If requested, the site manager shall upload or email any digital records at the request of a representative of the Oxnard Police Department.

Landscape

47. Landscape elements shall be arranged to provide clear lines of sight and eliminate potential places of concealment.

48. Trees shall not be located where they would conflict with lighting instruments. Appropriate proximity is based a tree's canopy size at twenty-year maturity.

49. Creeping fig or similar climbing vine shall be used to dissuade the application of graffiti on CMU walls.

50. Trees shall be maintained so that the canopies do not interfere with pedestrian or vehicular traffic and safe sightlines are maintained.

51. Graffiti shall be removed or painted over within 24-hours of application. Site management shall maintain a supply a paint to match the building's exterior color scheme.

Signage

52. All vehicular entrances to the parking area shall be posted in compliance with California Vehicle Code 22658(a). Persons in lawful possession of the property may then cause the removal of a vehicle parked on the property to the nearest public garage if parked without the owner's permission. (PD)

FIRE DEPARTMENT STANDARD CONDITIONS

53. 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)

54. 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)

55. 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)

56. 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)

57. 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)

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

59. 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)

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

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

62. 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)

63. 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)

64. 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)

FIRE DEPARTMENT SPECIAL CONDITIONS

65. Class I standpipe will be required in each stairwell.

66. All elevators are required to be Gurney size elevators.

67. Before the City Issues a Certificate of Occupancy, the Developer shall install a Knox Key Vault at a location to be determined by the Oxnard Fire Department.

68. All Trash enclosures shall require Fire Sprinkler coverage.

69. Landscaping shall maintain a minimum 3-foot clearance around Fire Hydrants, Backflows, Post Indicator Valves (PIV) and Fire Department Connections (FDC)

70. Fire sprinkler coverage is required for:

71. Patios, overhangs or any other projections that are 48" or more from the structure.

72. Open areas beneath stairs that serve a habitable space or when that area is accessible for storage or has mechanical equipment.

73. The protection of the forced air unit when located in the attic or other areas that are normally inaccessible.

PLANNING DIVISION STANDARD CONDITIONS

74. 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)

75. 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)

76. 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 in all sets of construction documents and specifications for the project. (PL, PL-3)

77. 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)

78. 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)

79. 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)

80. 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.

81. 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)

82. 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)

83. During construction, Developer shall water the area to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall be at least twice per day and shall penetrate sufficiently to minimize fugitive dust during grading activities. (B/DS, PL-11)

84. 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)

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

86. 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)

87. 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)

88. 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).

89. Developer shall provide elevators in structures of three stories or more, except where the third story consists entirely of upper levels of residence that have entrances at the first or second story. (PL/B, PL-17)

90. Developer shall pay applicable impact fees, including but not limited to the fees authorized by City Council Resolution 15,329 (Growth Requirement Capital Fee, Park and Recreation Fee, Traffic Circulation Fee, Storm Drainage Fee, Mobility Fee, Public Art Program Fee, and Utility and Undergrounding in-Lieu Fee) and for wastewater, water system, water service and meter, storm drain, traffic (City and County), growth capital, park, public art, and General Plan maintenance connection and/or impact fees before issuance of building permits.

91. Developer shall participate in the City's Public Art Program by paying the Public Art fee prior to issuance of building permits, in accordance with City Council Resolution No. 14,124. (PL, PL-50)

92. 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)

93. 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)

94. 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)

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

96. Developer shall stripe loading zones for loading and unloading activities only and post to prohibit storage or other non-loading activity within the loading zone. (PL)

PLANNING DIVISION SPECIAL CONDITIONS

97. Prior to the issuance of building permits, the Developer shall include in the plans submitted for plan check a construction staging plan. The staging plan shall identify the construction staging area, and any drive aisles and parking that will be impacted by the construction. The plan shall provide for adequate vehicular and pedestrian access and circulation, within the shopping center.

98. Prior to the issuance of a Building Permit, the Applicant/Operator is to submit a draft Transportation Demand Management Plan (TDMP) that identifies how the internal circulation of the shopping center shall be managed, back-ups are avoided, and conflicting turning movements are to be avoided with the introduction of the new hotel use. The TDMP should describe solutions that are available through personnel, technology and/or temporary and permanent barriers. Prior to the issuance of a Certificate of Occupancy, the Community Development and Public Works Departments shall approve the TDMP.

99. After implementation of the TDMP, and upon the determination of the Community Development or Public Works Departments that the TDMP created for the hotel use is not functioning effectively, or upon any future modification or expansion of the shopping center, the TDMP shall be comprehensively re-evaluated by the Community Development and Public Works Departments. This TDMP re-evaluation work effort shall be accompanied by a filing fee determined by the Community Development Director and Public Works Director to address staff review time by Community Development and Public Works staff.

100. No alcohol use of any type is approved as a part of this action. A separate alcohol use request must receive a Special Use Permit approved by the City and Alcohol Beverage Control prior to inauguration of the use.

101. If pets are to be allowed at the hotel facility, the hotel shall provide for appropriate pet facilities within the hotel area. These facilities shall include, but are not limited to pet relief areas and waste stations. Waste stations shall be regularly cleaned and stocked with disposal bags, at all times.

102. Applicant shall submit payment of outstanding discretionary permit and environmental processing fees associated with the development project. Funds shall be deposited prior to issuance of a grading permit. (PL).

103. Developer shall remove any and all graffiti from the project premises, including but not limited to graffiti within the building, such as in restrooms or fitting rooms, within 24 hours of its appearance. The surface of such affected areas shall be matched to blend in with the underlying colors and/or design, and shall not look like a paint patch. (PL)

104. Before the City issues building permits, Developer shall provide a Graffiti Deterrent Plan, subject to the approval the Planning Division Manager. Such plan shall include such elements as clear film on windows and/or mirrors, as well as washable paint and sealers on the building and perimeter walls. (PL)

105. Project shall comply with applicable mitigation measures identified in the Food 4 Less Shopping Center Redevelopment Mitigated Negative Declaration No. 12-01.

Air Quality

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

107. 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)

108. During construction, Developer shall water the area to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall be at least twice per day and shall penetrate sufficiently to minimize fugitive dust during grading activities. (MND, C-3)

109. During construction, Developer shall control dust by the following activities:

110. All trucks hauling graded or excavated material offsite shall be required to cover their loads as required by California Vehicle Code §23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.

111. All graded and excavated material, exposed soils areas, and active portions of the construction site, including unpaved onsite roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible. (MND, C-4)

112. 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)

113. 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)

114. 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)

115. 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)

116. 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)

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

Cultural Resources

118. 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.

119. 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)

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

Geology and Soils

121. The Applicant shall submit a site specific soils investigation prepared by a licensed geotechnical engineer. At a minimum, the study shall include liquefaction and compressible soils characteristics on-site and shall identify any necessary construction techniques of other mitigation measures to prevent significant liquefaction/compressible soils impacts on the proposed project. All recommendations of said report shall be incorporated into the project. Developer shall submit the report to the Building Official for review and approval prior to issuance of building permits.

Noise

122. During all excavation and grading on site, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufactures' standards.

123. Construction activities should be limited to 7 a.m. and 7 p.m. daily in accordance with City Ordinances restricting construction times at the time of construction, whichever is more restrictive.

ENVIRONMENTAL RESOURCES DIVISION

124. A Construction and Demolition Waste Management Plan ("C&D Plan") must be submitted to the Environmental Resources Division for review and approval prior to issuance of a building permit. The C&D Plan shall provide that at least 65% of the waste generated on the project be diverted from the landfill.

125. After completion of construction and prior to a certificate of occupancy being issued, a 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.

126. An Occupancy Plan ("Occupancy Plan") must be submitted to the Environmental Resources Division prior to issuance of a certificate of occupancy. The Occupancy Plan must clearly state how recyclable and organic material, including food waste, will be managed on site to be in compliance with applicable state laws (AB 939, AB 341, AB 1826, SB 1383); how hotel management staff will participate in the program; and how guests will be educated about the program and encouraged to participate. The Occupancy Plan must include what service provider(s) will manage/transport materials to appropriate facilities.

127. Any/all landscaping waste that is generated must be diverted from landfill disposal; material of this type is not allowed in a trash dumpster. If landscaping is performed by an outside source, the landscape service providers must be informed, in writing, of this condition.

128. Any new waste enclosures must be sized and constructed according to the Materials Management and Design Guidelines. The guidelines can be found at https://www.oxnard.org/wp-content/uploads/2020/09/Design-Guidelines-for-Recycling-Waste-Collection-1.pdf.

129. Recycling containers are required to be provided near the point of use in common areas, and adjacent to any trash collection containers, for patrons 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.

130. The hotel must provide literature in each guest room explaining the importance of recycling, what can be recycled, and providing suggestions for source reduction, as well as water and energy conservation.

DEVELOPMENT SERVICES DIVISION STANDARD CONDITIONS

131. 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)

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

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

134. Each structure shall be served by separate sewer and water services in accordance with City Code. (DS-8)

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

136. 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)

137. 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)

138. Developer shall pay the cost of all inspections of onsite and offsite improvements. (DS-22)

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

140. 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)

141. "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)

142. 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)

143. 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)

144. 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)

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

146. Developer shall submit a landscape irrigation plan prepared by a licensed professional, showing proper water meter size, backflow prevention devices, and cross connection control. (DS-59)

147. 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)

148. Developer shall construct a concrete apron along the length of the trash enclosure opening that extends a minimum of 15 feet from the face of the enclosure. (DS-69)

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

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

151. In non-residential developments where fifty or more persons are employed, Developer shall include a transportation information center stocked with bus schedules, rideshare information, and related information on alternative methods of transportation. Developer or owner shall update such information at least once a month. (TR-77)

STORMWATER QUALITY CONDITIONS

152. Prior to issuance of a grading, building or demolition permit and prior to commencement of any clearing, grading or excavation, Developer shall prepare a Local Stormwater Pollution Prevention Plan ("Local SWPPP".) The Local SWPPP shall be developed and implemented in accordance with requirements of the Ventura Countywide MS4 Permit. The Local SWPPP shall be approved by the City Engineer prior to issuance of a site improvement/grading permit. Developer shall keep the Local SWPPP updated to reflect current site conditions and a copy of the Local SWPPP shall be kept onsite and available for City or designated representative to review upon request. (DS-87)

DEVELOPMENT SERVICES DIVISION SPECIAL CONDITIONS

153. Prior to issuance of a site improvement permit, Developer shall provide evidence of the recordation of a reciprocal access and parking agreement with the adjacent property owner. (DS-102)

154. 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)bus

155. Developer is required to provide evidence of a recorded agreement allowing use of a trash enclosure located on an adjacent property. (DS)

156. Developer claims exemption from installation of post-construction stormwater quality best management practices based upon a recent upgrade of the surrounding shopping center site to comply with the 2011 Technical Guidance Manual for Stormwater Quality Control Measures. Prior to issuance of a site improvement/grading permit, Developer shall provide a description of the existing devices serving the property and evidence of ongoing maintenance of all stormwater quality devices previously installed that treat this site. Developer shall also provide evidence of recordation (existing or a new document) of a stormwater quality maintenance plan that holds the owner of this property perpetually responsible for ongoing stormwater quality device maintenance. (DS)

157. Developer's engineer shall provide a written drainage analysis demonstrating that the proposed project drainage pattern conforms to the previously designed drainage system for the shopping center and that all stormwater quality devices are properly located to treat proposed project runoff patterns.

158. Developer shall provide written evidence that the existing stormwater treatment system serving this site is certified by the State Water Resources Control Board Executive Director as a "Full Capture System Device" in compliance with the Statewide Trash Amendments ("Amendments") or shall upgrade the existing system as required to meet the Amendments. (DS)

159. If Developer proposes (current or future) food preparation, cooking, or similar food services at this site, Developer shall install a grease interceptor on the wastewater system prior to discharge into a public wastewater main. The trash enclosure serving the food

services area shall also be provided with an internal drain that is connected to the grease interceptor. (DS)

160. A written authorization from the adjoining property owner granting permission to perform the work to construct the trash enclosure shall be provided prior to the issuance of the site improvement permit. (DS)

161. The proposed trash enclosure structure and foundation shall not encroach into the adjoining property unless a recorded easement granting permission for such encroachment has been provided to the City Engineer prior to the issuance of construction permits. (DS)

TRAFFIC DIVISION SPECIAL CONDITIONS

162. Prior to the issuance of the project's certificate of occupancy, Developer shall install LED solar lighting to the two existing bus shelters located at the westbound bus route along Esplanade Drive fronting the project site. Specifications of the LED solar lighting kit shall be per the City of Oxnard standard. Final specifications and configuration of the LED solar lighting shall be approved by the City Traffic Engineer. (TR)

PASSED AND ADOPTED by the Planning Commission of the City of Oxnard on this 18th day of February, 2021, 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 18th day of February 2021, and carried by the following vote:

AYES: Commissioner(s):

NOES: Commissioner(s):

ABSENT: Commissioner(s):

ABSTAIN: Commissioner(s):

RECUSED: Commissioner(s):

_____
Scott Kolwitz, Secretary

ATTACHMENT I

STAFF PRESENTATION

City of Oxnard
Planning Commission
February 18, 2021
Tru Hilton Project
180 West Esplanade Drive
PZ 19-500-03 (Special Use Permit)

Applicant: Marcus Frisco of Matticus Hospitality Group, Inc., Applicant, on behalf of Ralphs Grocery Co., Property Owner

CITY OF OXNARD CALIFORNIA

Project Description (SUP)

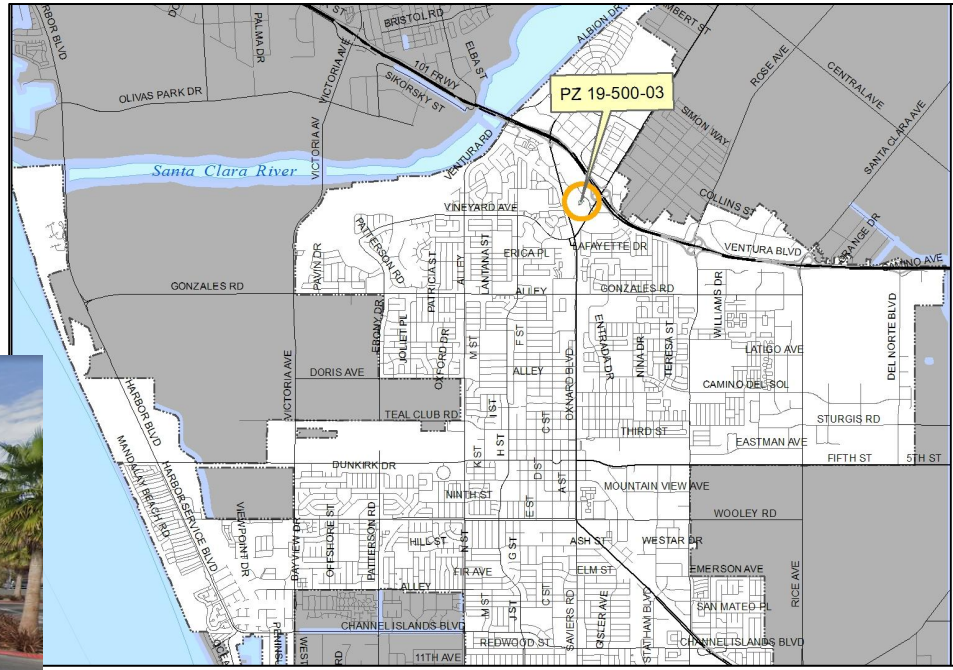
- A request for a Special Use Permit (SUP) to allow for the construction of a new 88-room hotel on approximately 1-acre within the 14.5-acre Food 4 Less Shopping Center:
  - 41,422 square feet hotel
  - 5-story
    - Modification to allow the building to exceed 2-stories or 35 feet
  - 88 parking spaces
    - Grant administrative parking relief to allow for a decrease in the number of parking spaces for the overall shopping center provided through shared parking agreement
  - Minor landscaping and infrastructure improvements

Project Location

Subject Site: 180 West Esplanade Drive

Located within the existing Food 4 Less Shopping Center



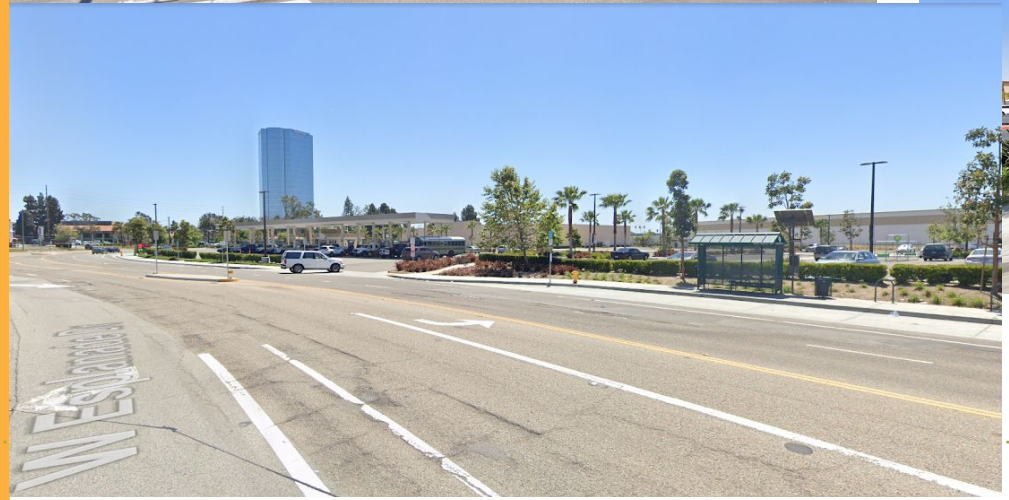


Project Location











Project Location

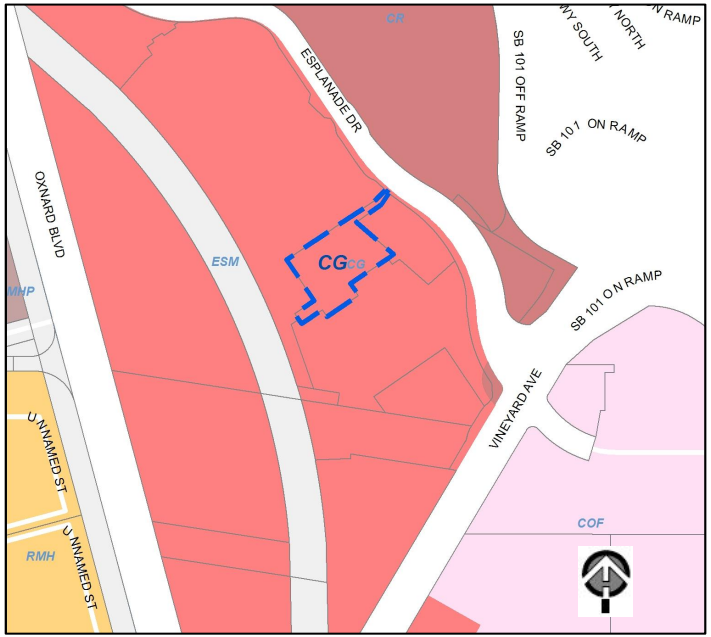
Aerial-View



LOCATION	GENERAL PLAN	ZONING	EXISTING LAND USE
Project Site	Commercial General	C-2-PD	Shopping Center
North	Commercial Regional	C-2-PD	Across Esplanade Drive: The Esplanade Shopping Center.
South	Commercial General	C-2-PD	West side of Vineyard Ave: Vacant Site General Commercial; Commercial/Office Uses.
East	Commercial Office	C-2-PD	Across Vineyard Avenue: Financial Towers/Office Buildings
West	Easement & Commercial General	ESM-RW & C-2-PD-AH	Union Pacific Railroad: vacant Commercial Building (former Levitz)

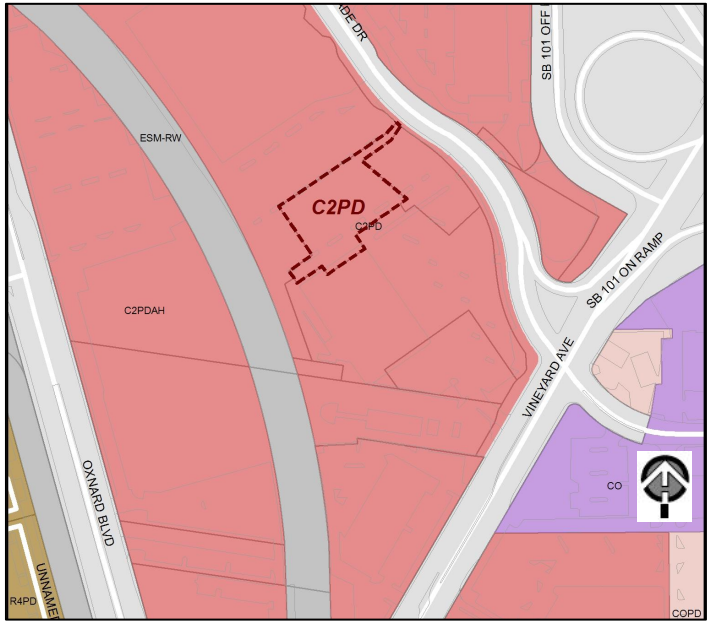
General Plan & Zoning Maps

General Plan Land Use Designation



Commercial General (CG)

Zoning Designation



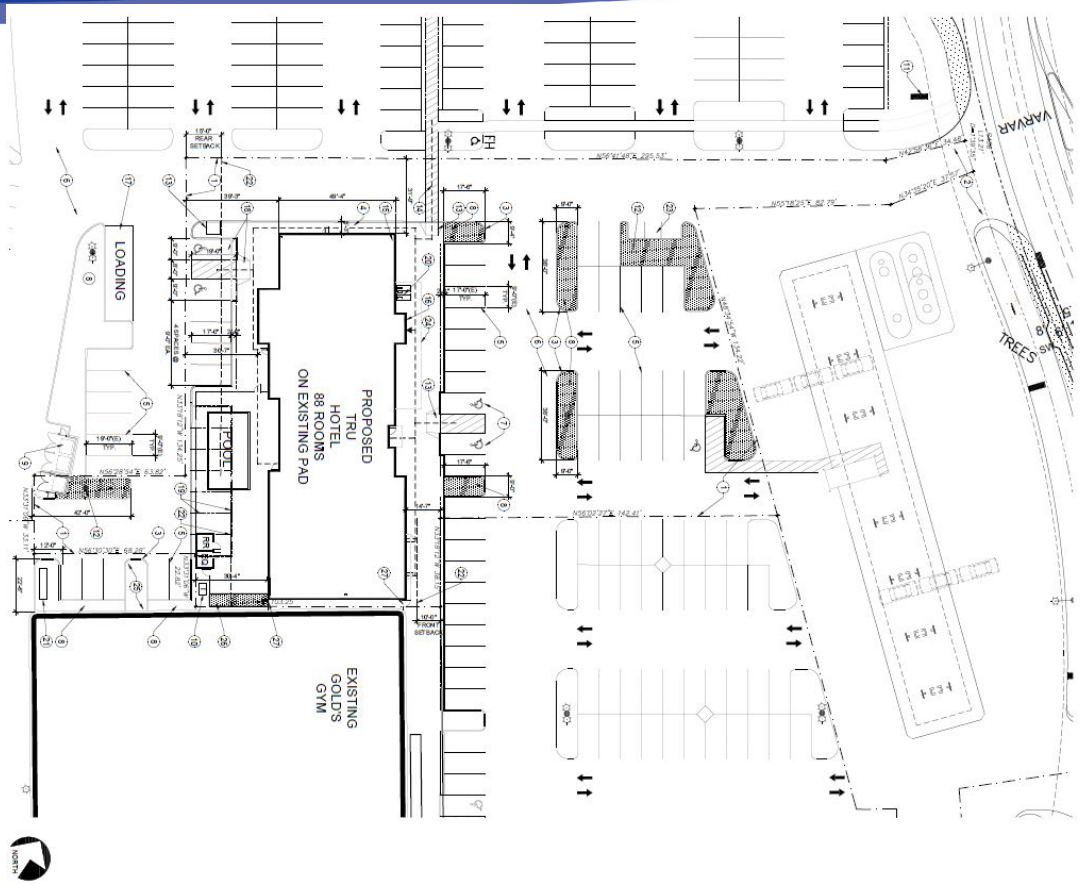
General Commercial-Planned Development (C-2-PD)

Background - Existing Shopping Center

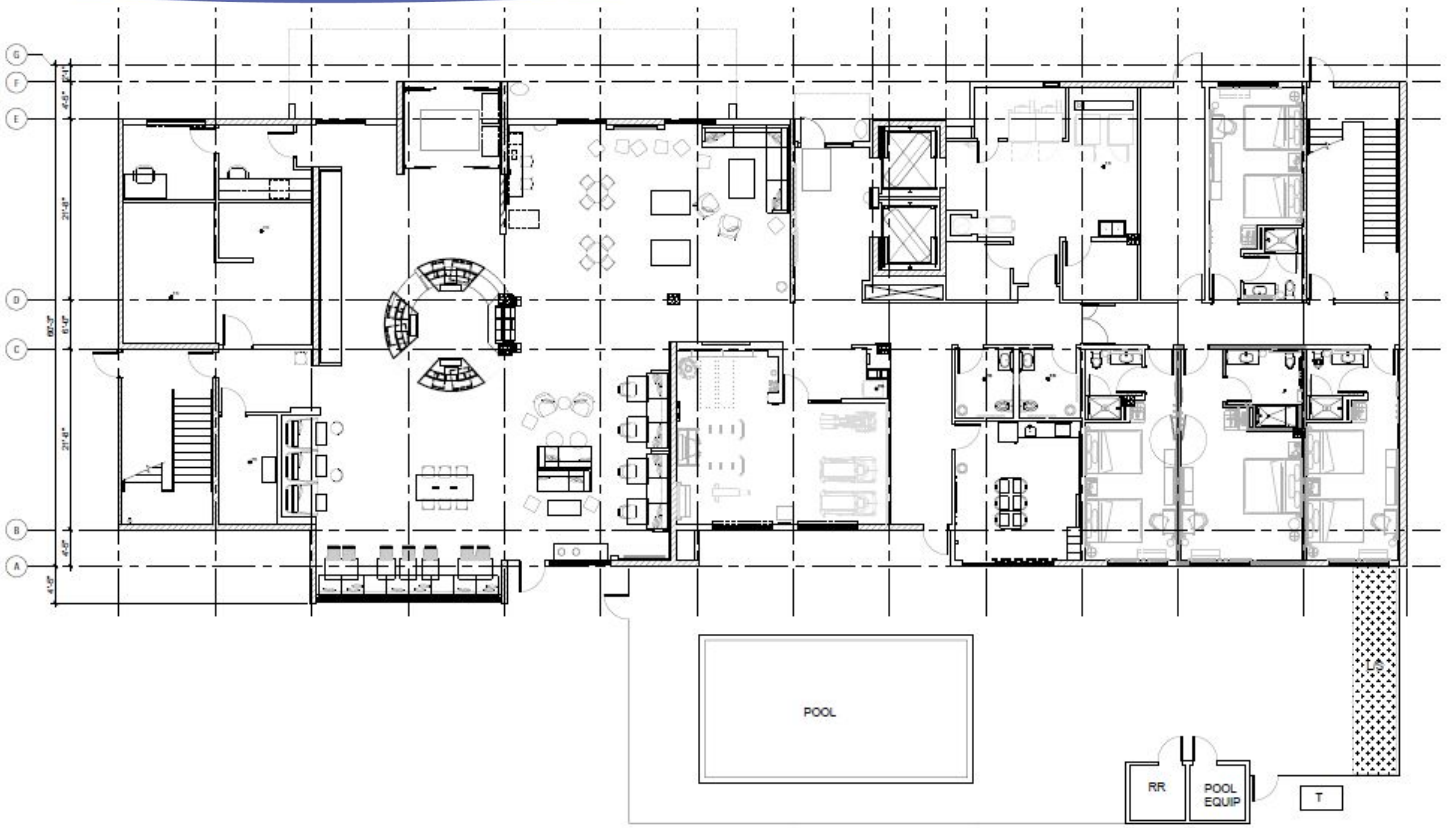
- The original shopping center was developed in phases beginning in 1963 and ending in 1986.
- In 2012, City Council approved a Special Use Permit (Planned Development Permit) for the redevelopment of the shopping center.

Pad/Food 4 Less Project Component	Square Footage	Current Use/Status
A: New retail building	6,627	Vacant building pad
B: Rehabilitated retail building	44,900	Gold's Gym
C: New retail building	9,120	Vacant building pad – Tru Hilton Project Site
D: Retail building replacement	84,000	Food 4 Less
E: Gas station	30,454	Gas station
F: Rehabilitated retail building	18,432	Offices

Site Plan

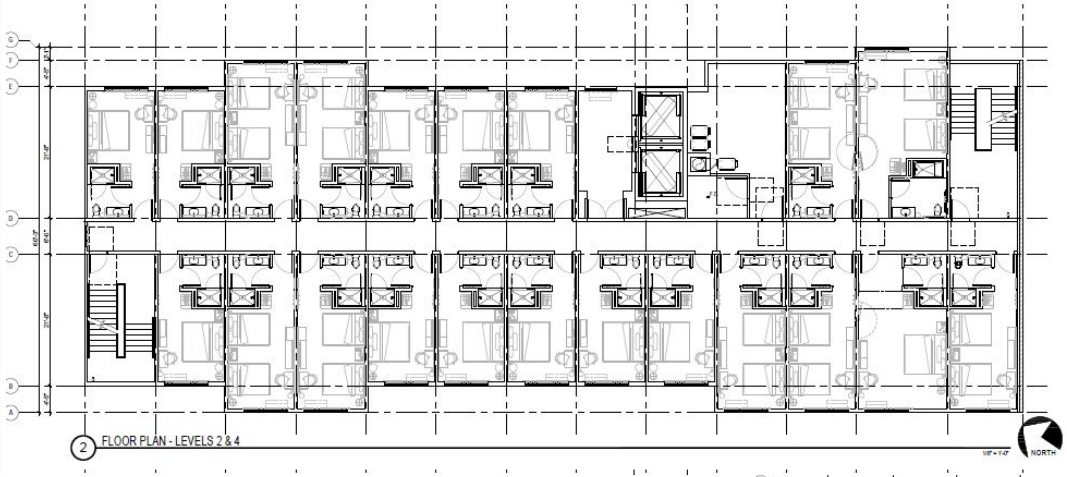

LOADING
POOL
PROPOSED
TRU
HOTEL
88 ROOMS
ON EXISTING PAD
EXISTING
GOLD'S
GYM
VARVAR
TREES

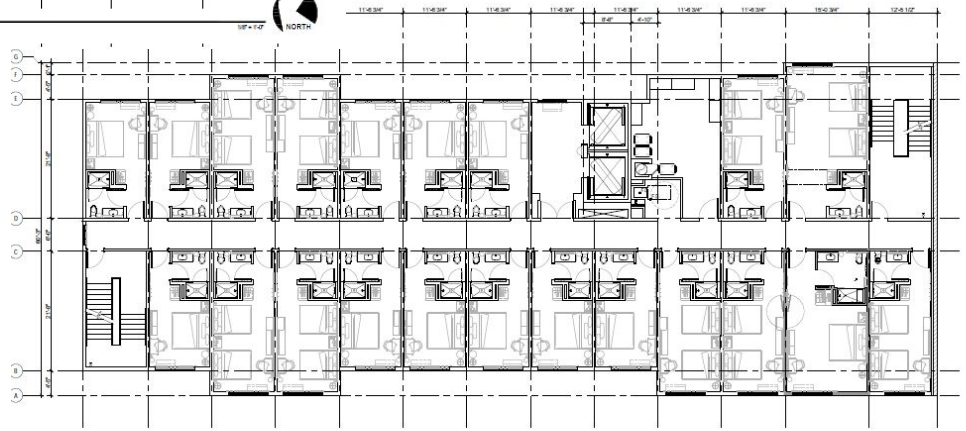
Ground Floor Plan



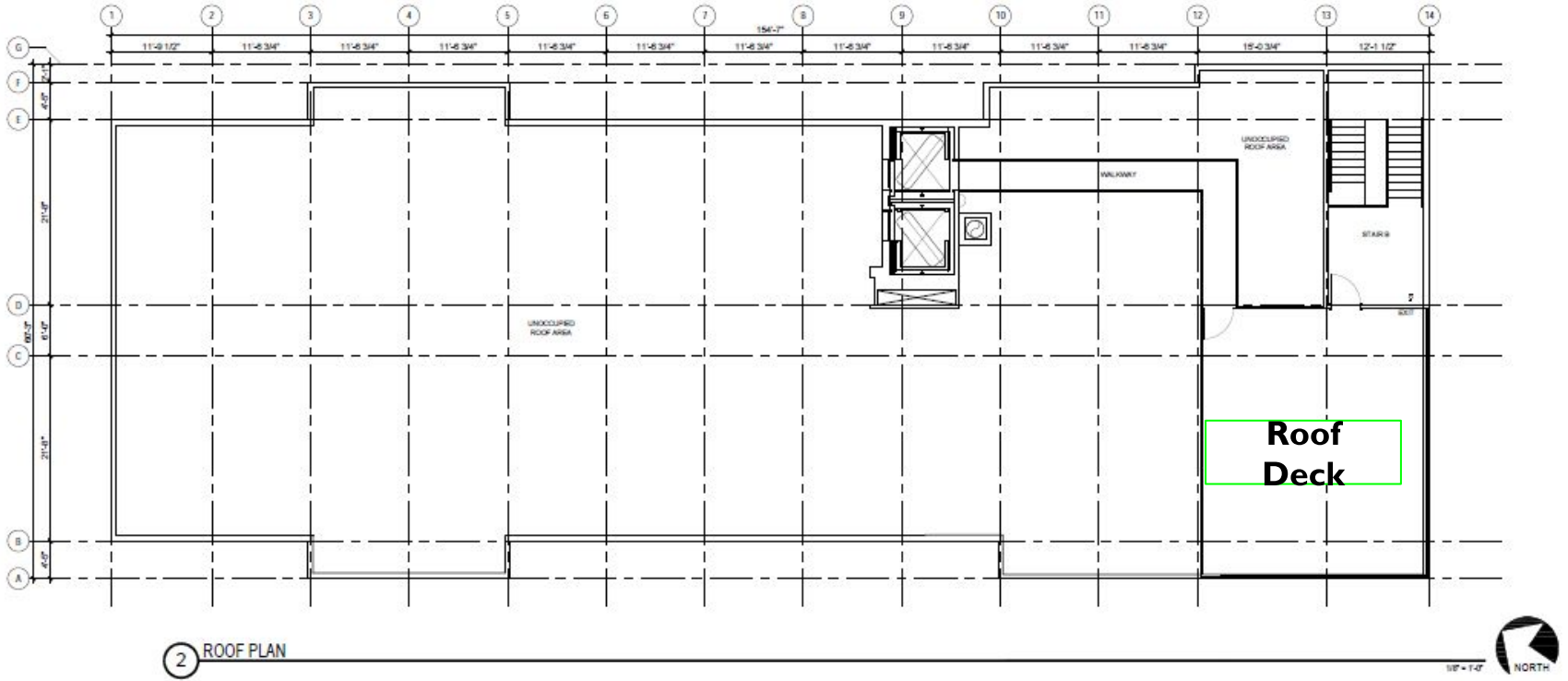
1 FLOOR PLAN - LEVEL 1

Floor Plan 2-5



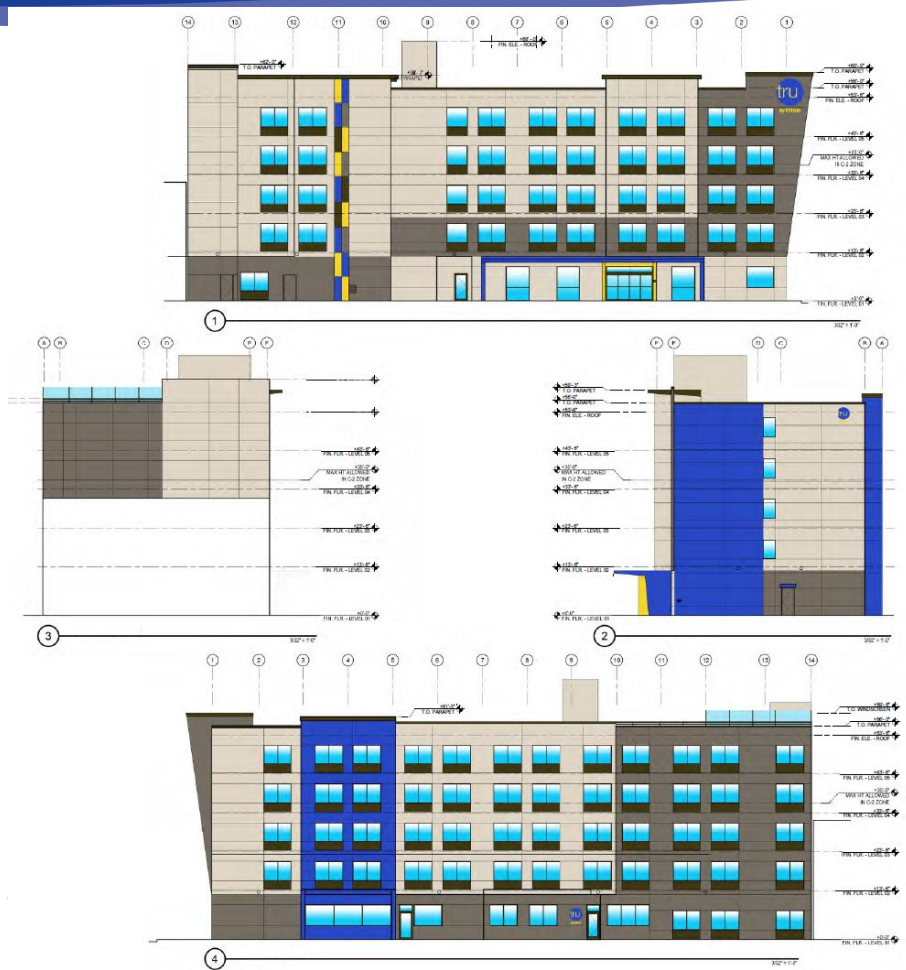


Roof Top Plan



2 ROOF PLAN

Elevations - Rendered



General Plan Consistency

- The development of the proposed hotel furthers many of the policies identified in the 2030 General Plan, as identified in the staff report. Some of the key policies are:
  - Community Development Policy 1.2 - Infill Development, Priority to Mixed Use
  - Community Development Policy 4.2 - Commercial Revitalization and Redevelopment
  - Community Development Policy 9.2 - Revitalization and Redevelopment
  - Community Development Policy 18.1 - Attract new Business
  - Infrastructure and Community Services Policy 9.2 - Development Has Adequate Parking

Zoning Code Compliance

- The Project would be developed under the "General Commercial-Planned Development" (C-2-PD) zone district.

- Two variations from the standards are being requested:
  - Allowance for the building to exceed two stories or 35 feet pursuant to OCC Sec. 16-137
  - A reduction in the required parking from 792 to 632 pursuant to the approval of a administrative parking relief under OMC 16-651(B)(4)

Zoning Code Compliance

Development	Requirement for OCC Section 16-622(F)	Parking Study Peak Demand	Proposed	Complies?
Tru Hotel	88 rooms without kitchenette = 88 spaces	88 spaces	632 shared spaces	**Yes,** **Pursuant to approval of parking study and recordation of a reciprocal parking agreement**
Food 4 Less	1 space / 250 square feet 84,178 square feet = 337 spaces	124 spaces		
Retail Commercial (including food for less)	1 space / 250 square feet 34,247 square feet = 137 spaces	63 spaces		
Health and Fitness Club	10 spaces for each health club plus 1 space for every 200 square feet of gross floor area in excess of 1,000 gross square feet = 230 spaces	297 spaces		
Total Project	**792 spaces**	**572 spaces**	**632 spaces**	

Prior Environmental Review

- The previous redevelopment associated with the Food 4 Less Shopping Center Redevelopment Project was analyzed through a Mitigated Negative Declaration (MND No. 12-01).
- Potential environmental impacts associated with the project were identified throughout the MND, along with applicable mitigation measures.
- The MND No. 12-01 identified Potentially Significant Impacts, which could be reduced to Less Than Significant Impacts with Mitigation Incorporated, in the areas of Air Quality, Cultural Resources, Geology and Soils, and Noise.
- No Significant and Unavoidable Impacts were identified in the MND No. 12-01.

What is a CEQA Addendum

- Amendment to a previously certified environmental document.
- Pursuant to the CEQA guidelines an addendum to a negative declaration is the appropriate environmental document in instances when "only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred."

Environmental Review

- October 16, 2012, an Addendum to the Mitigated Negative Declaration (MND) that was prepared and adopted for the Food 4 Less Shopping Center Redevelopment Project was prepared.

- The Addendum for the Tru Hilton Project analyzed the changes between the original project and the proposed project (9,120SF of Commercial to 41,422SF Hotel).

Environmental Review (Continued)

- For all issue areas, the Addendum concludes that that Project would not result in new or substantially more severe impacts than those identified in the prior MND, with the incorporation of the previously identified mitigations.

- The previously identified mitigations in the areas of Air Quality, Cultural Resources, Geology and Soils, and Noise, have been incorporated into the conditions of approval.

Select Recommended Conditions of Approval (PZ 19-500-03)

- COA# 3:
  The permit is granted for 36 months.

- COA #s 38 & 41-46:
  Security Camera System & Security Plan

- COA #s 8, 17, 88, 90, 91, 102, 119, 131, 138 and 154:
  Requires the payment of all applicable fees.

- COA# 97:
  Creation of a construction staging plan for vehicular and pedestrian access/circulation.

- COA #s 98 and 99:
  Requires the applicant draft a Transportation Demand Management Plan (TDMP) and allows for re-evaluation by the City.

Select Recommended Conditions of Approval (PZ 19-500-03)

- COA # 100:
  Requires the approval of a Alcohol SUP for any alcohol sales subject to ABC.

- COA # 101:
  If pets are allowed at the hotel, pet facilities are required.

- COA #s 105, 106-123
  Project shall comply with the applicable mitigation measures identified in the Food 4 Less Shopping Center Redevelopment Mitigated Negative Declaration No. 12-01

- COA # 162:
  Installation of LED solar lighting to two existing bus shelters on Esplanade Drive.

Public Notice

- Notice of PC hearing was provided:
  - Newspaper,
  - On-site posting; and
  - Mailed to property owners within 300 feet.

- To date, no public comment has been submitted in support of the project.

Staff Recommendation

Recommendation: That the Planning Commission:

a) Approve Addendum No. 1 to Final Mitigated Negative Declaration No. 12-01; and

b) Adopt Resolution 2021-XX approving Planning and Zoning Permit No. 19-500-03 (Special Use Permit), subject to certain findings and conditions.

CITY OF OXNARD CALIFORNIA

Questions